# GEORGIA

# HIGHWAY SAFETY IMPROVEMENT PROGRAM

## 2017 ANNUAL REPORT


U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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# 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.”

# 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 $ 103,820,000 in highway safety funds during Fiscal Year 2017. This past year, 2016, represented the second consecutive year of rising fatalities following a nine year gradual decline. Georgia's total number of fatalities increased 9.1% from the previous year out pacing the 3.1% rise in statewide travel. It is projected that Georgia's statewide fatalities will continue to rise in 2017 and 2018. 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. This past year, we launched two new task teams. The Distracted Driving and Impaired Driving teams were started at the June 2016 SHSP Safety Summit held at Georgia Tech. These teams have continued their work over the past year and remain a critical part of the SHSP and HSIP collaborative.

We have completed our first year of a three year contract with three engineering consulting firms. As part of the contract, we are aggressively identifying safety projects to meet our HSIP obligations. 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 of the various emphasis areas of the program. Safety projects may be nominated or identified from a large number of sources. One of the most common methods is by an analysis of vehicle crash locations and types.

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

Every Georgia DOT project is designed and constructed to meet or exceed federal safety guidelines. GDOT continues to look for still more ways to improve safety. This past year's implementation of ICE (Intersection Control Evaluation) is a highlight of these efforts. GDOT worked with FHWA using examples from other states to develop both a policy and the ICE tool to promote intersection safety as part of all projects. By working through the ICE process using the tool, safety is integrated into the intersection control selection. This new practice will provide significant safety benefits over time.

Additionally, The Office of Traffic Operations is refining and utilizing our crash data to improve safety and reduce fatalities, injuries and crashes. This past year GDOT working with our safety partners updated the States Motor Vehicle Crash Report. The SHSP and TRCC Executive Board unanimously approved the proposed changes in October. The revised report includes the recommended injury definitions and codes along with the addition of latitude and longitude being required for all crashes. Several other items were revised to align with MMUCC and ensure proper coding of CMV crashes.

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

# Introduction

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

# Program Structure

***Program Administration***

**Describe the general structure of the HSIP in the State.**

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

**Where is HSIP staff located within the State DOT?**

Operations

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

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

**How are HSIP funds allocated in a State?**

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

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

All project ideas are accepted and scanned to ensure that that they are a reasonable HSIP safety project. Projects are ranked using the benefit cost ratio. This is how projects compete against each other within

the states HSIP program. The state also has specific pedestrian and HRRR projects along with our funding of systemic treatments.

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

The state is continuing the high risk rural roads program as part of the HSIP. Additionally the state has an established Off System Safety Program that works through the same program coordinators. The Department employs District Coordinators that work with the Department's District Traffic Operations and local government to identify a group of roads that are not part of the state highway system that have safety deficiencies. 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. Additionally, larger HRRR projects are individually programmed using HSIP funds. The work normally consists of installing retro-reflective signage, applying pavement markings, installing rumble strips or guardrail. GDOT has recently started programming HRRR roundabout projects and will be starting off system sharp curve projects in the coming year.

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

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

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

**Describe coordination with internal partners.**

Georgia’s Strategic Highway Safety Plan (SHSP) involves a variety of internal and external partners at the federal, state and local levels as well as the private sector. The SHSP was updated and in place during FY 2015 with Task Teams developing plans for the various Emphasis Areas. The task teams are comprised of a combination of engineering, emergency management, enforcement and education professionals who come from community organizations, private businesses, schools, and public institutions. The teams work together to establish 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 holds 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 address 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:

2017 Georgia Highway Safety Improvement Program
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)

New Team: Distracted Driving

We also work closely with GDOT Maintenance and District Traffic Operations. As road maintenance plans are being developed the district TO teams review sites and plans to ensure signs and pavement marking meet current specifications. The TO teams and HSIP/Safety Section work with our Off System Coordinators to identify good project locations using the data driven county report cards. Additionally, we work with Design Policy to update and refine pedestrian safety through the Urban Design Guide and coordinate these efforts with the office of Planning to ensure design elements are incorporated when appropriate. These activities are critical pieces to support the goals of the Serious Crash Type Task Team and the Pedestrian / Bicycle task teams while promoting the alignment between HSIP and SHSP.

**Identify which external partners are involved with HSIP planning.**

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

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

**Describe coordination with external partners.**

In order to execute the Governor’s Strategic Highway Safety Plan (SHSP), the work involves a variety of internal and external partners at the state and local levels. A critical piece of the SHSP is the HSIP. As part of the planning and development of the states HSIP, GDOT works with the Governor’s Office of Highway Safety

to ensure that the engineering and data needs of the task teams are fulfilled. By working closely with these teams, the implementation elements that fit into the HSIP are advanced.

Additionally, GDOT works with local governments, agencies and MPOs to develop the HSIP. The groups connect with our Office of Planning, District Offices and directly to the Office of Traffic Operations. They can present project ideas, provide studies and relate public comment. Each request is examined to determine if it a reasonable fit for HSIP funding.

Over the past several months GDOT has worked closely with the State's GOHS and MPOs to develop the states safety performance targets. this process included multiple presentations and working sessions. The crash data queries and data forecasting methodology was presented to local FHWA and NHTSA representatives and adopted by the TRCC working group.

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

This example highlights how Georgia's safety partners collaborate across organizational boundaries to advance safety for all road users.

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

No

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

Yes

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

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

"The ICE process serves the mission of GDOT, which is to “provide a safe, connected, and environmentally sensitive transportation system that enhances Georgia's economic competitiveness by working efficiently and communicating effectively to create strong partnerships”. In fulfilling that mission, GDOT strives to improve,

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construct and maintain a world class network of highways, roads and bridges.
Improvements to intersections are typically undertaken for one or more of the following reasons:
☐As a congestion mitigation project;
☐As part of a broader corridor improvement/widening project;
☐As a safety improvement project;
☐As a pedestrian and/or bicycle facility enhancement project;

☐A change of access to an adjacent parcel of land or land development project;
☐As a part of pavement rehabilitation or bridge projects.

III. APPLICABILITY
Required. An ICE is required for any intersection improvement (e.g., a new intersection, an intersection modification, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where one or both of the following conditions are met:
☐The intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System;
☐The intersection will be designed or constructed using State or Federal funding."

***Program Methodology***

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

Yes

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

File Name:
HSIP Program Final-2016 FAST.docx

**Select the programs that are administered under the HSIP.**

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

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

**Program:** Bicycle Safety

2017 Georgia Highway Safety Improvement Program

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

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

Addresses SHSP priority or emphasis area

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

Funding set-aside

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

| Crashes | Exposure | Roadway |
|---|---|---|
| Fatal and serious injury crashes only<br>Other-Bicycle Crashes | Traffic | |

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

Probability of specific crash types

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

Yes

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

Yes

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

**How are projects under this program advanced for implementation?**

selection committee

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

**Rank of Priority Consideration**

Available funding : 1

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

**Program:** Horizontal Curve

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

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Funding set-aside

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes<br>Fatal and serious injury crashes only | Traffic | Horizontal curvature |

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

Crash frequency
Excess proportions of specific crash types

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

No

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

Yes

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

**How are projects under this program advanced for implementation?**

Other-Ball Bank and Systemic

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

**Rank of Priority Consideration**

Available funding : 1

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

**Program:** HRRR

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

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

FHWA focused approach to safety

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

Funding set-aside

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes<br>Fatal and serious injury crashes only | | Functional classification |

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

Crash frequency

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

Yes

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

Yes

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

**How are projects under this program advanced for implementation?**

Competitive application process
selection committee

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

Ranking based on B/C : 1

Other-District / Commitee : 2

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

**Program:** Intersection

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

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Competes with all projects

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

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

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

Crash frequency
Crash rate

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

Yes

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

Yes

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

**How are projects under this program advanced for implementation?**

Competitive application process

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

**Relative Weight in Scoring**

Ranking based on B/C : 1

Total Relative Weight : 1

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

**Program:** Local Safety

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

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

FHWA focused approach to safety

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

Funding set-aside

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes | | |

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

Crash frequency
Relative severity index

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

Yes

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

Yes

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

**How are projects under this program advanced for implementation?**

selection committee

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

**Rank of Priority Consideration**

Available funding : 1

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

**Program:** Low-Cost Spot Improvements

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

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

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

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes | Traffic Volume | Roadside features |

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

Crash frequency
Probability of specific crash types

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

Yes

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

Yes

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

**How are projects under this program advanced for implementation?**

selection committee

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

**Rank of Priority Consideration**

Available funding : 1

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

**Program:** Median Barrier

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

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

FHWA focused approach to safety

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

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes | Traffic | Median width<br>Functional classification |

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

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Probability of specific crash types

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

No

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

Yes

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

**How are projects under this program advanced for implementation?**

Other-Systemic

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

**Rank of Priority Consideration**

Available funding : 1

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

**Program:** Pedestrian Safety

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

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Funding set-aside

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

**Crashes** **Exposure** **Roadway**

All crashes
Fatal and serious injury crashes only
Traffic Volume
Functional classification

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

Excess proportions of specific crash types

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

Yes

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

Yes

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

**How are projects under this program advanced for implementation?**

selection committee

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

**Rank of Priority Consideration**

Available funding : 1

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

**Program:** Roadway Departure

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

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

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

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

Funding set-aside

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

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

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

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

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

No

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

Yes

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

**How are projects under this program advanced for implementation?**

selection committee

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

**Rank of Priority Consideration**

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

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

**Program:** Sign Replacement And Improvement

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

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

Other-GDOT Focus

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

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes | Traffic | Functional classification |

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

Crash frequency

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

Yes

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

No

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

**How are projects under this program advanced for implementation?**

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

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

**Rank of Priority Consideration**

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

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

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**Program:** Skid Hazard

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

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

FHWA focused approach to safety

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

Funding set-aside

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes<br>Fatal and serious injury crashes only | Traffic | Horizontal curvature |

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

Crash frequency
Crash rate
Probability of specific crash types

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

No

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

No

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

**How are projects under this program advanced for implementation?**

selection committee

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

**Rank of Priority Consideration**

2017 Georgia Highway Safety Improvement Program
Ranking based on B/C : 1
Available funding : 2

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

**Program:** Wrong Way Driving

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

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

Other-GDOT Focus

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

Funding set-aside

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

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes<br>Fatal and serious injury crashes only | Traffic | Other-Interchange Design |

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

Probability of specific crash types

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

No

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

No

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

**How are projects under this program advanced for implementation?**

Other-Systemic

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

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

Available funding : 1

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

**What percentage of HSIP funds address systemic improvements?**

31

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

Cable Median Barriers
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Add/Upgrade/Modify/Remove Traffic Signal
Other-High Friction Surface Treatment

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

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

Engineering Study
Road Safety Assessment
Crash data analysis
Other-ICE

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

GDOT performs a benefit cost analysis on all non systemic safety projects using the CMFs from the CMF Clearinghouse. Also, our safety consultant uses the HSM to evaluate expected crash frequency as part of our engineering studies.

**Does the State HSIP consider connected vehicles and ITS technologies?**

No

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

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

2017 Georgia Highway Safety Improvement Program
Yes

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

GDOT has been working with our engineering consultants to calibrate the state using our geo-located crash data. We have been leveraging the EB method to identify roadways for analysis. To date we have calibrated three of our seven districts. We hope to have all seven districts calibrated by the end of the 2018 fiscal year.

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

No

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

No

# Project Implementation

***Funds Programmed***

**Reporting period for HSIP funding.**

State Fiscal Year

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

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

| FUNDING CATEGORY | PROGRAMMED | OBLIGATED | % OBLIGATED/PROGRAMMED |
|---|---|---|---|
| **HSIP (23 U.S.C. 148)** | $68,700,548 | $94,413,478 | 137.43% |
| **HRRR Special Rule (23 U.S.C. 148(g)(1))** | $6,299,452 | $9,405,348 | 149.3% |
| **Penalty Funds (23 U.S.C. 154)** | $0 | $0 | 0% |
| **Penalty Funds (23 U.S.C. 164)** | $0 | $0 | 0% |
| **RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))** | $0 | $0 | 0% |
| **Other Federal-aid Funds (i.e. STBG, NHPP)** | $0 | $0 | 0% |
| **State and Local Funds** | $0 | $0 | 0% |
| **Totals** | $75,000,000 | $103,818,826 | 138.43% |

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

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

$7,000,000

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

$9,676,327

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

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

2017 Georgia Highway Safety Improvement Program

$0

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

$0

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

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

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

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

$0

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

$0

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

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

In the past the state has been challenged to obligate HSIP funds. We were often faced with projects being pushed into the next fiscal year because of design, ROW or environmental schedules. Over the past few years we have been actively improving our crash data, and we have enhanced project development by executing our safety design contracts. This has allowed the HSIP team to actively seek out quality safety projects and advance them into the plan development process. Therefore, we have minimized the impact created by shifting schedules. This doesn't impact our ability to identify HSIP projects, but it does help to ensure that the department has the capability to deliver our annual HSIP commitments.

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

2017 Georgia Highway Safety Improvement Program

No

***General Listing of Projects***

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

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| 0001572 SR 300/US 19 Turn Lanes from Doughtery Co to Warwick | Intersection geometry | Intersection geometry - other | 16 | Locations | $80000 | $80000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 6,620 | 55 | State Highway Agency | Systemic | Intersections | Mitigate intersection angle crashes |
| 0002882 SR 155 FM CR 134/W BROADWAY ST/SPALDING TO E OF I-75/HENRY | Roadway | Roadway - other | 5.75 | Miles | $2521053.59 | $2521053.59 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 9,470 | 45 | State Highway Agency | Other | Intersections | Mitigate intersection angle crashes |
| 0007126 SR 3/US 19 FM N OF FLORIDA STATE LN TO S OF CR 219 - 19 LOCS | Intersection geometry | Intersection geometry - other | 19 | Locations | $7486679.42 | $7486679.42 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 3,070 | 55 | State Highway Agency | Systemic | Intersections | Mitigate intersection angle crashes |
| 0009870 SR 17 @ SR 119 | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $2860628.68 | $2860628.68 | HSIP (23 U.S.C. 148) | Rural Major Collector | 4,870 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009872 SR 275 @ CR 307/RINCON-STILL ROAD-ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $260000 | $260000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 3,340 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009876 SR 107 @ SR 268 | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $350000 | $350000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 470 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009883 SR 56 @ CR 332/CR 333/Johnson Corner | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $350000 | $350000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 1,350 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009887 SR 372 @ SR 369 - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $4438577.56 | $4438577.56 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 6,110 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009919 SR 81 @ SR 162 - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $1380000 | $1380000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 8,910 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009938 SR 53 @ SR 183-ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $4111547.26 | $4111547.26 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 2,830 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009948 SR 52 @ SR 115/CR 41/COPPER MINE ROAD-ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $510000 | $510000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 7,890 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009950 SR 9 @ SR 60-ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $340000 | $340000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 1,880 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| 0009971 SR 92 @ CR 149/ANTIOCH ROAD & CR 308/LOCKWOOD ROAD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $340000 | $340000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 6,240 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009972 SR 92 @ CR 138/SEAY ROAD & CR 129/HARP ROAD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $380000 | $380000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 16,140 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009988 SR 212 @ CR 593/SALEM ROAD- ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $620000 | $620000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 17,160 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0009989 SR 138 @ CR 6/CR 443/Union Church Road | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $350000 | $350000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 6,600 | 50 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0010121 Ped Upgrades on Signal Project- | Pedestrians and bicyclists | Pedestrian signal - modify existing | 18 | Locations | $184025.63 | $184025.63 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | State Highway Agency | Systemic | Pedestrians | Systematically & reliably incorporate proven pedestrian safety countermeasures |
| 0010428 CR 248/LANGSTON CHAPEL RD @ CR 585/HARVILLE ROAD - Roundabout | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $350000 | $350000 | HSIP (23 U.S.C. 148) | Urban Minor Collector | 3,580 | 45 | County Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0010939 SR 3 @ SR 92 | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | 1 | Locations | $2326661.58 | $2326661.58 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 30,800 | 55 | State Highway Agency | Other | Intersections | Mitigate intersection angle crashes |
| 0012870 SR 9/US 19 from CS 164/Derring Rd to CS 3377/Pharr Rd | Roadway | Roadway - restripe to revise separation between opposing lanes and/or shoulder widths | 2.9 | Miles | $1652259.07 | $1652259.07 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 36,700 | 35 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |
| 0013332 SR 22 @ CR 740/FULTON MILL ROAD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $350000 | $350000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 9,920 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0013643 I-16 @ 6 Locs in Dist 2 &@ 5 Locs in Dist 5 - Cable Barriers | Roadside | Barrier - cable | 60 | Miles | $6154051.4 | $6154051.4 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 19,800 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0013643 I-16 @ 6 Locs in Dist 2 &@ 5 Locs in Dist 5 - Cable Barriers | Roadside | Barrier - cable | 60 | Miles | $150000 | $150000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 19,800 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0013646 I-185 fm Troup Co Line to | Roadside | Barrier - cable | 22 | Miles | $3620572.25 | $3620572.25 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 21,000 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| Muscogee Co Line - Cable Barriers | | | | | | | | | | | | | | roadway departure |
| 0013646 I-185 fm Troup Co Line to Muscogee Co Line - Cable Barriers | Roadside | Barrier - cable | 22 | Miles | $150000 | $150000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 21,000 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0013650 I-20 fm Walton Co Line to Taliaferro Co Line - Cable Barriers | Roadside | Barrier - cable | 41 | Miles | $4205695.75 | $4205695.75 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 31,600 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0013650 I-20 fm Walton Co Line to Taliaferro Co Line - Cable Barriers | Roadside | Barrier - cable | 41 | Miles | $150000 | $150000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 31,600 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0013657 I-85 fm Alabama State Line to Meriwether Co Line - Cable Barriers | Roadside | Barrier - cable | 29 | Miles | $5048348.65 | $5048348.65 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 36,400 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0013657 I-85 fm Alabama State Line to Meriwether Co Line - Cable Barriers | Roadside | Barrier - cable | 29 | Miles | $150000 | $150000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 36,400 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0013788 Safety Project Identification & Evaluation II | Non-infrastructure | Transportation safety planning | 1 | Numbers | $6000000 | $6000000 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | multiple | Systemic | Touches multiple areas | Multiple |
| 0013859 SR 11 @ SR 12 (US 278)-Roundabout | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $250000 | $250000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 7,620 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0013861 SR 105 @ SR 115 - Roundabout | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $250000 | $250000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 3,520 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0014159 SR 16 @ Higgins Rd - Roundabout | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $500000 | $500000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 3,010 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015150 SR 22/US 80 (JR Allen Pkwy) @ 10 Locs in Columbus - RSA | Roadway | Roadway - other | 10 | Locations | $750000 | $750000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other Freeways and Expressways | 64,000 | 55 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |
| 0015151 SR 204 (Abercorn St) from SR 21 to CS 1201/Rio Rd @ 25 Locs - RSA | Roadway | Roadway - other | 25 | Locations | $600000 | $600000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 16,200 | 35 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |
| 0015156 SR 3/US 19 (Tara Blvd) from SR 54 to I-75 @ 15 Locs - RSA | Roadway | Roadway - other | 15 | Locations | $800000 | $800000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 55,900 | 45 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |

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| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| 0015166 OFF SYSTEM SAFETY IMPROVEMENTS @ 57 LOCS IN CARROLLTON | Roadway delineation | Longitudinal pavement markings - remarking | 57 | Locations | $384045.03 | $384045.03 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | City of Municipal Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015167 OFF SYSTEM SAFETY IMPROVEMENTS @ 53 LOCS IN CARTERSVILLE | Roadway delineation | Longitudinal pavement markings - remarking | 53 | Locations | $459524.75 | $459524.75 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | City of Municipal Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015168 OFF SYSTEM SAFETY IMPROVEMENTS @ 35 LOCS IN FLOYD COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 35 | Locations | $575510.73 | $575510.73 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015169 OFF SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN UNION CITY | Roadway delineation | Longitudinal pavement markings - remarking | 13 | Locations | $114712.77 | $114712.77 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | City of Municipal Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015170 OFF SYSTEM SAFETY IMPROVEMENTS @ 46 LOCS IN BRYAN COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 46 | Locations | $423897 | $423897 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015171 OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN ROME | Roadway delineation | Longitudinal pavement markings - remarking | 9 | Locations | $201035.65 | $201035.65 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | City of Municipal Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015172 OFF SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN CONYERS | Roadway delineation | Longitudinal pavement markings - remarking | 5 | Locations | $135057.2 | $135057.2 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | City of Municipal Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015173 OFF SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN WANYE COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 14 | Locations | $608468.44 | $608468.44 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015174 OFF SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN WARE COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 5 | Locations | $380444.78 | $380444.78 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015175 OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN BACON COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 9 | Locations | $332802.58 | $332802.58 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015176 OFF SYSTEM SAFETY IMPROVEMENTS | Roadway delineation | Longitudinal pavement markings - remarking | 20 | Locations | $211119.8 | $211119.8 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| @ 20 LOCS IN PIKE COUNTY | | | | | | | | | | | | | | |
| 0015177 OFF SYSTEM SAFETY IMPROVEMENTS @ 71 LOCS IN LAMAR COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 71 | Locations | $211338.36 | $211338.36 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015178 OFF SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN CRAWFORD COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 25 | Locations | $758843 | $758843 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015181 OFF SYSTEM SAFETY IMPROVEMENTS @ 32 LOCS IN ELBERT COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 32 | Locations | $388918.93 | $388918.93 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015182 OFF SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN BLECKLEY COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 15 | Locations | $610578.84 | $610578.84 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015183 OFF SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN SWAINSBORO | Roadway delineation | Longitudinal pavement markings - remarking | 25 | Locations | $335728.8 | $335728.8 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | City of Municipal Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015184 OFF SYSTEM SAFETY IMPROVEMENTS @ 72 LOCS IN HALL COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 72 | Locations | $165028.95 | $165028.95 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015185 OFF SYSTEM SAFETY IMPROVEMENTS @ 28 LOCS IN LOWDES COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 28 | Locations | $697609.03 | $697609.03 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015186 OFF SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN DOUGHTERY COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 17 | Locations | $158039.41 | $158039.41 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | City of Municipal Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015187 OFF SYSTEM SAFETY IMPROVEMENTS @ 19 LOCS IN COLQUITT COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 19 | Locations | $389260.71 | $389260.71 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| 0015188 OFF SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN LUMPKIN COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 2 | Locations | $327363.73 | $327363.73 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015191 OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN JEFFERSON COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 9 | Locations | $425165.56 | $425165.56 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015192 OFF SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS IN WASHINGTON COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 10 | Locations | $779339.74 | $779339.74 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015193 OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN JOHNSON COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 9 | Locations | $299109.48 | $299109.48 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015201 I-95 @ 5 Locs in McIntosh County - Cable Barriers | Roadside | Barrier - cable | 21 | Miles | $431729.55 | $431729.55 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 51,500 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015201 I-95 @ 5 Locs in McIntosh County - Cable Barriers | Roadside | Barrier - cable | 21 | Miles | $150000 | $150000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 51,500 | 70 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015202 10 Loop @ 2 Locs in Clarke and Oconee County - Cable Barriers | Roadside | Barrier - cable | 18.5 | Miles | $2293820.09 | $2293820.09 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other Freeways and Expressways | 34,100 | 65 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015202 10 Loop @ 2 Locs in Clarke and Oconee County - Cable Barriers | Roadside | Barrier - cable | 18.5 | Miles | $150000 | $150000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other Freeways and Expressways | 34,100 | 65 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015218 SR 74 @ 2 Locs & SR 138 @ 8 Locs - Pedestrian Improvements | Pedestrians and bicyclists | Pedestrian signal - modify existing | 10 | Locations | $300000 | $300000 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | State Highway Agency | Systemic | Pedestrians | Systematically & reliably incorporate proven pedestrian safety countermeasures |
| 0015275 School Road Safety Audits - CY 2017 - CY 2019 | Pedestrians and bicyclists | Miscellaneous pedestrians and bicyclists | 14 | Locations | $2880000 | $2880000 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | multiple | Other | Pedestrians | Train and engage partners on strategies that will increase pedestrian safety |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| 0015299 Flashing Yellow Arrow Upgrades on RTOP 1 Corridor - FY 2017 | Intersection traffic control | Modify traffic signal - add flashing yellow arrow | 1 | Locations | $3712023.28 | $3712023.28 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | State Highway Agency | Systemic | Intersections | Mitigate intersection angle crashes |
| 0015300 Flashing Yellow Arrow Upgrades on RTOP 2 Corridor - FY 2017 | Intersection traffic control | Modify traffic signal - add flashing yellow arrow | 1 | Locations | $3029824.82 | $3029824.82 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | State Highway Agency | Systemic | Intersections | Mitigate intersection angle crashes |
| 0015359 OFF SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN TRENTON COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 4 | Locations | $16867.4 | $16867.4 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015360 OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN DADE COUNTY | Roadway delineation | Longitudinal pavement markings - remarking | 9 | Locations | $286516.71 | $286516.71 | HRRR Special Rule (23 U.S.C. 148(g)(1)) | Varies | 99 | 55 | County Highway Agency | Systemic | Roadway Departure | Reduce consequences of roadway departure |
| 0015589 SR 17 @ CR 156/BLUE JAY ROAD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $500000 | $500000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 4,870 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015590 SR 25 SPUR EAST FROM SR 25 TO CR 584/KINGS WAY - (TORRAS CAUSEWAY) BIKE IMPROVEMENTS | Roadway | Roadway - other | 1 | Locations | $50000 | $50000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 31,500 | 55 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |
| 0015591 SR 9 @ CR 741/BANNISTER ROAD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $500000 | $500000 | HSIP (23 U.S.C. 148) | Urban Minor Collector | 4,830 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015592 SR 11 @ SR 124 - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $500000 | $500000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 11,600 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015593 SR 92 @ CR 1374/BUTNER ROAD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $300000 | $300000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 9,110 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015594 I-75/I-85 @ CS 3450/EDGEWOOD AVE - INTERSECTION IMPROVEMENT | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | 1 | Locations | $35000 | $35000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 11,800 | 35 | State Highway Agency | Systemic | Intersections | Systematically & reliably incorporate proven pedestrian safety countermeasures |
| 0015595 SR 9 FROM SR 9 SO TO CS | Roadside | Removal of roadside objects (trees, poles, etc.) | 3 | Locations | $10000 | $10000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 31,900 | 35 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| 361/WINDSOR PKWY - UTILITY RELOCATION | | | | | | | | | | | | | | roadway departure |
| 0015596 I-516 FROM CS 508/OAK STREET TO SAVANNAH CITY LIMITS - SIGN UPGRADE | Roadway signs and traffic control | Roadway signs (including post) - new or updated | 1 | Locations | $200000 | $200000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Interstate | 53,400 | 55 | State Highway Agency | Systemic | Young and Older Driver | Improve environment for at risk driveers |
| 0015597 I-95 FROM LIBERTY COUNTY LINE TO SOUTH CAROLINA STATE LINE - SIGN UPGRADE | Roadway signs and traffic control | Roadway signs (including post) - new or updated | 1 | Locations | $200000 | $200000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Interstate | 56,100 | 70 | State Highway Agency | Systemic | Young and Older Driver | Improve environment for at risk driveers |
| 0015598 SR 141 FROM FULTON COUNTY LINE TO FULTON COUNTY LINE - SIGN UPGRADE | Roadway signs and traffic control | Roadway signs (including post) - new or updated | 1 | Locations | $200000 | $200000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 34,200 | 45 | State Highway Agency | Systemic | Young and Older Driver | Improve environment for at risk driveers |
| 0015667 SR 22 @ SR 24 | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $700000 | $700000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 9,120 | 35 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015670 SR 15 FROM JACKSON COUNTY LINE TO FAULKNER ROAD RSA | Roadway | Roadway - other | 1 | Locations | $350000 | $350000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 21,200 | 55 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |
| 0015671 SR 169 @ RED HILL ROAD/RAYONIER RD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $700000 | $700000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 2,970 | 50 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015672 BROWN BRIDGE ROAD AT MAGNET ROAD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $700000 | $700000 | HSIP (23 U.S.C. 148) | Rural Minor Collector | 2,000 | 45 | County Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015673 NEW ROAD @ HENDERSON GROVE ROAD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $700000 | $700000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 320 | 55 | County Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015674 SR 26 @ SR 171/US 221 | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $700000 | $700000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 1,490 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015679 SR 8 @ CONNERS RD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $700000 | $700000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 6,910 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015680 SR 155/CLAIRMONT RD @ SR 236/LAVISTA TO | Roadway | Roadway - other | 1 | Locations | $800000 | $800000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 32,400 | 35 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| BRIARCLIFF RD RSA | | | | | | | | | | | | | | |
| 0015681 SR 8/PONCE DE LEON AVE @ CLIFTON ROAD RSA | Roadway | Roadway - other | 1 | Locations | $500000 | $500000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 35,600 | 35 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |
| 0015682 SR 8 /PONCE DE LEON AVE @ RR BRIDGE TO N PONCE WEST RSA | Roadway | Roadway - other | 1 | Locations | $1000000 | $1000000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 35,600 | 35 | State Highway Agency | Other | Touches multiple areas | Impacts multiple strategies |
| 0015685 SR 42 @ OLD BETHEL ROAD - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 9,930 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015686 SR 11/49 @ SR 247/HOUSTON AVE - ROUNDABOUT | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 37,000 | 50 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015687 SR 1 @ SR 520 | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial - Other | 10,500 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015688 SR 16 @ ENGLAND CHAPEL ROAD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 7,470 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015689 SR 81 @ NEW MORN DRIVE | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 6,950 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015690 SR 22 @ SR 22 SPUR | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Urban Principal Arterial - Other | 17,700 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015691 SR 54 @ FOREST ROAD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 1,920 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015692 SR 87 @ BASS RD/AWKWRIGHT RD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 12,900 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015693 SR 26 @ ELKO RD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Rural Minor Arterial | 1,690 | 55 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015694 SR 16 @ BEULAH CHURCH RD | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $400000 | $400000 | HSIP (23 U.S.C. 148) | Urban Minor Arterial | 3,500 | 35 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015695 RUMBLE STRIPS | Roadway | Rumble strips - edge or shoulder | 7 | Numbers | $3000000 | $3000000 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | State Highway Agency | Systemic | Roadway Departure | Reduce consequences of |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| | | | | | | | | | | | | | | roadway departure |
| 0015696 SR 3 @ SR 93 | Intersection traffic control | Modify control - modifications to roundabout | 1 | Intersections | $300000 | $300000 | HSIP (23 U.S.C. 148) | Rural Minor Collector | 8,170 | 45 | State Highway Agency | Spot | Intersections | Mitigate intersection angle crashes |
| 0015700 SAFETY PROJECT IDENTIFICATION & EVALUATION - PHASE III | Non-infrastructure | Transportation safety planning | 1 | Numbers | $4530000 | $4530000 | HSIP (23 U.S.C. 148) | Varies | 99 | 55 | multiple | Systemic | Touches multiple areas | Multiple |

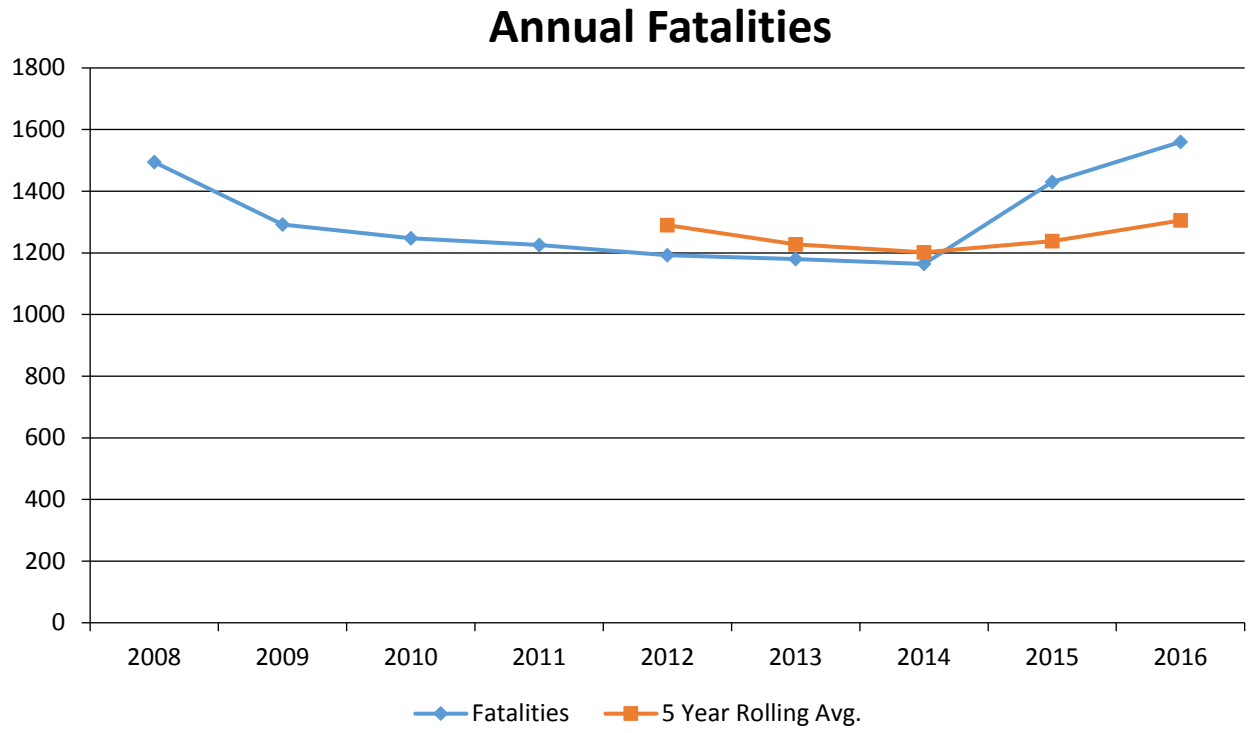
**Enter additional comments here to clarify your response for this question or add supporting information.**

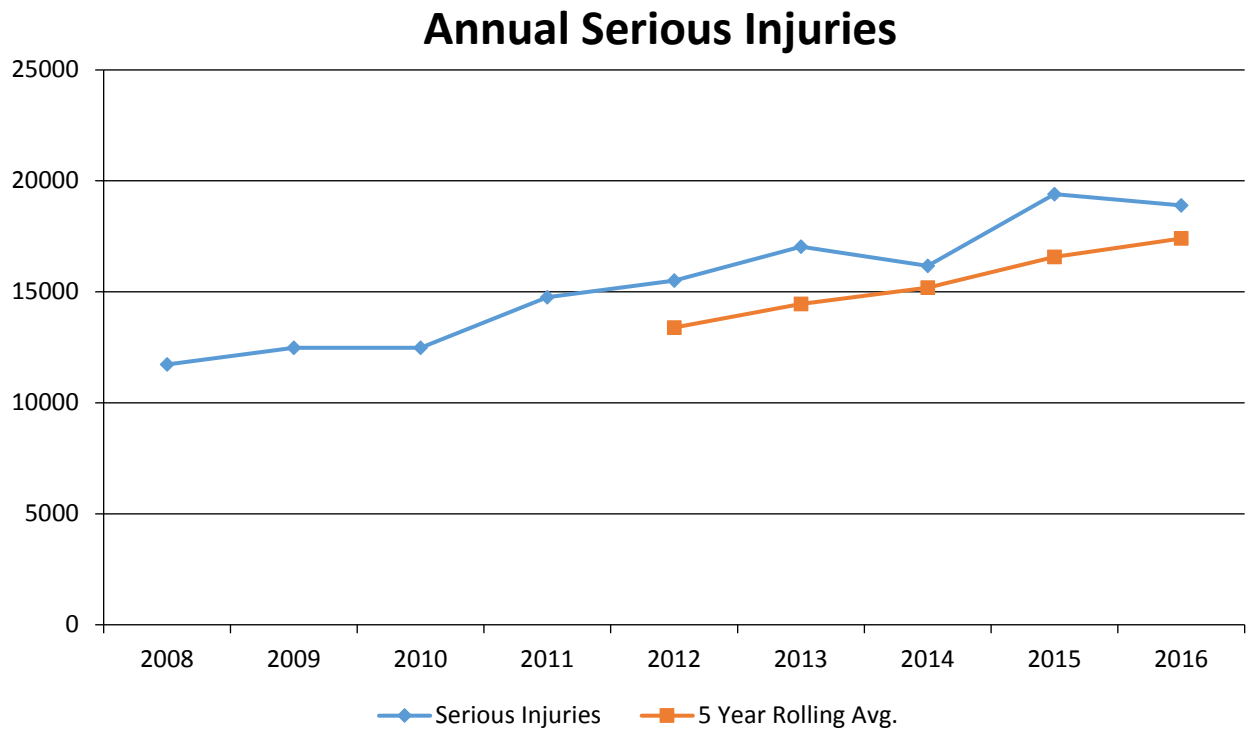
# Safety Performance

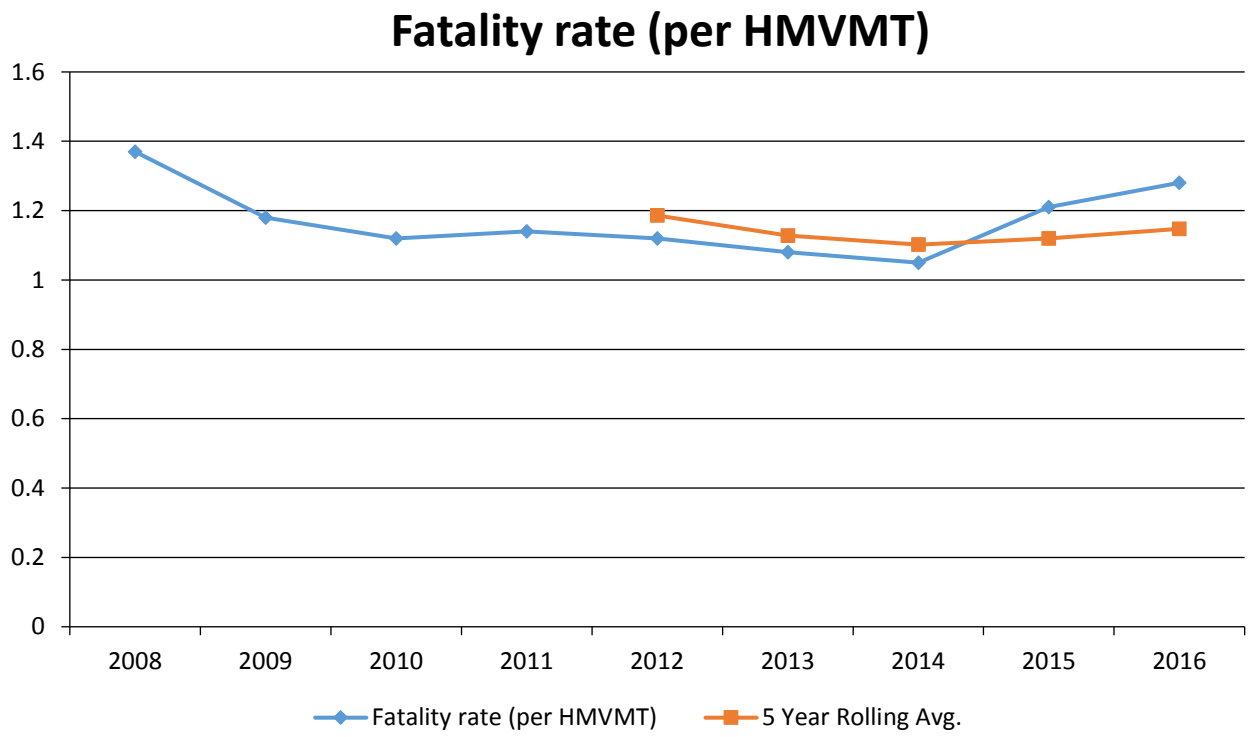
***General Highway Safety Trends***

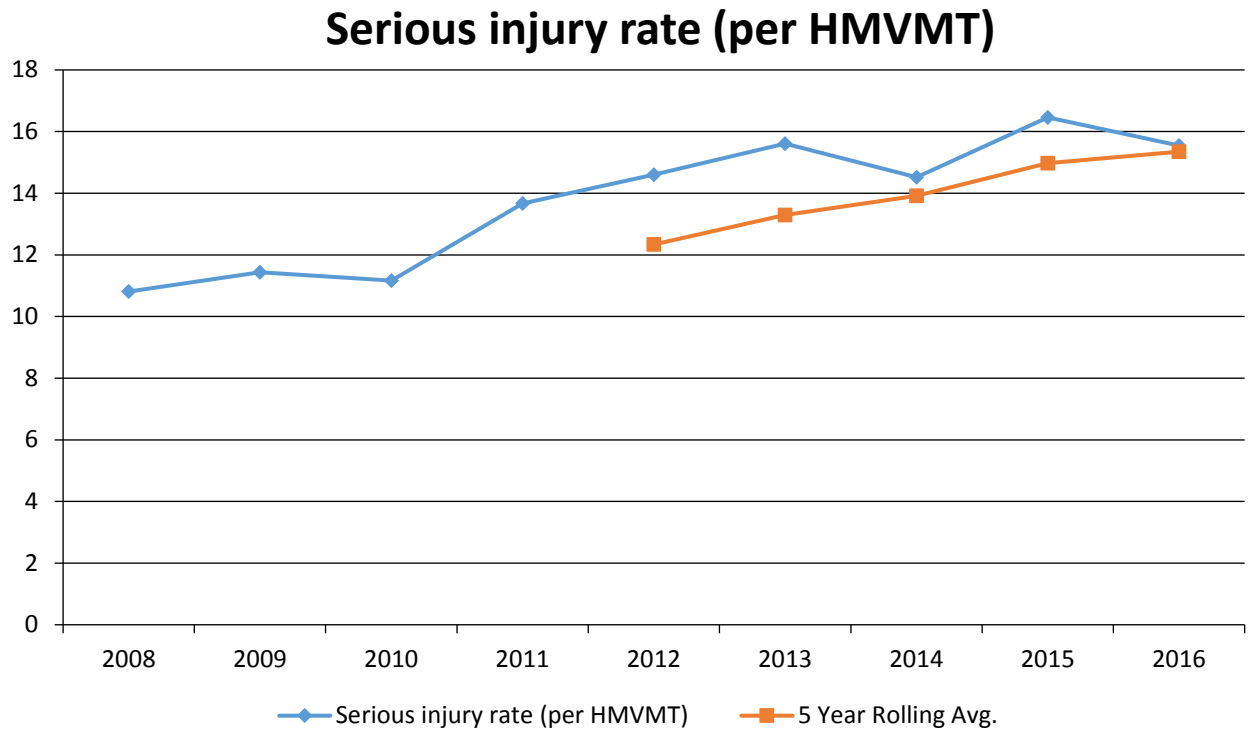
**Present data showing the general highway safety trends in the State for the past five years.**

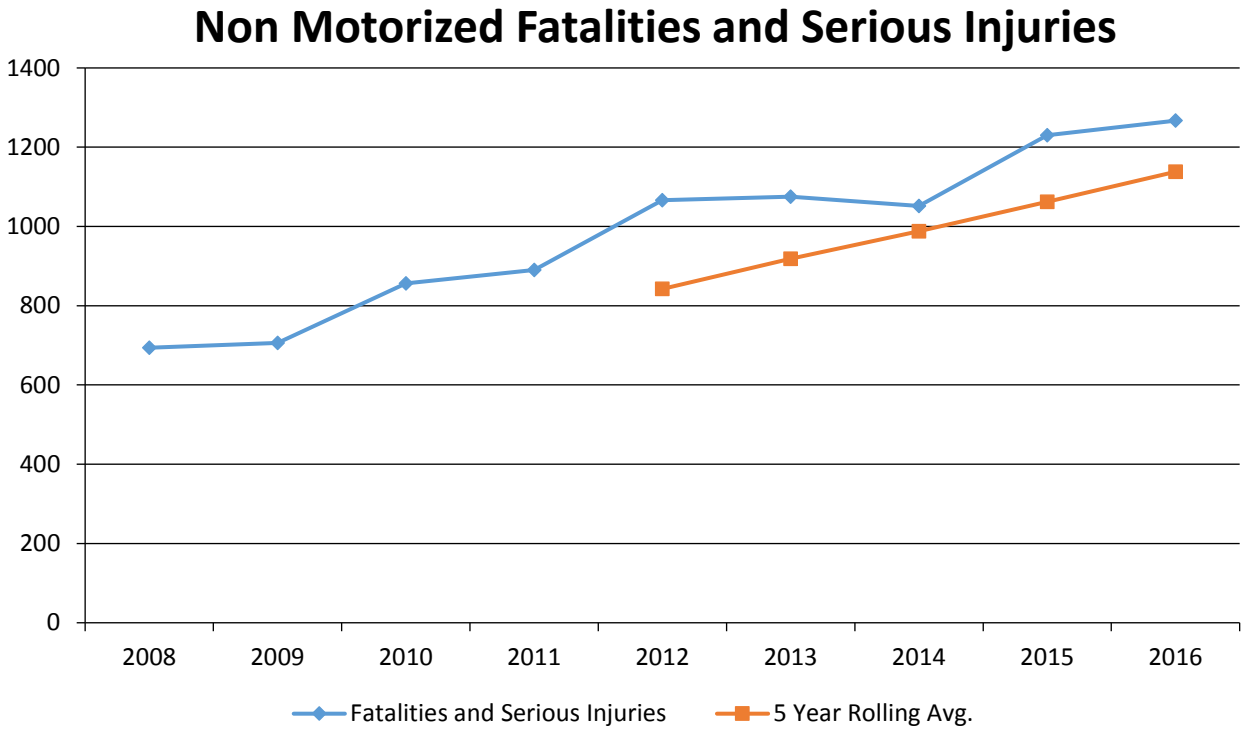
| PERFORMANCE MEASURES | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|
| Fatalities | 1,495 | 1,292 | 1,247 | 1,226 | 1,192 | 1,180 | 1,164 | 1,430 | 1,560 |
| Serious Injuries | 11,729 | 12,482 | 12,483 | 14,756 | 15,510 | 17,040 | 16,168 | 19,405 | 18,900 |
| Fatality rate (per HMVMT) | 1.370 | 1.180 | 1.120 | 1.140 | 1.120 | 1.080 | 1.050 | 1.210 | 1.280 |
| Serious injury rate (per HMVMT) | 10.810 | 11.440 | 11.170 | 13.670 | 14.600 | 15.610 | 14.520 | 16.460 | 15.550 |
| Number non-motorized fatalities | 172 | 178 | 192 | 152 | 188 | 209 | 183 | 228 | 265 |
| Number of non-motorized serious injuries | 522 | 528 | 664 | 738 | 878 | 866 | 869 | 1,002 | 1,002 |


Annual Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
25000
20000
15000
10000
5000
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
18
16
14
12
10
8
6
4
2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.




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

All changes and update are in alignment with the safety performance measures / targets completed this year.

**Describe fatality data source.**

FARS

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

All fatality data was taken from the published FARS data. Because the 2016 data has not been published, GDOT used what is currently loaded into FARS.

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

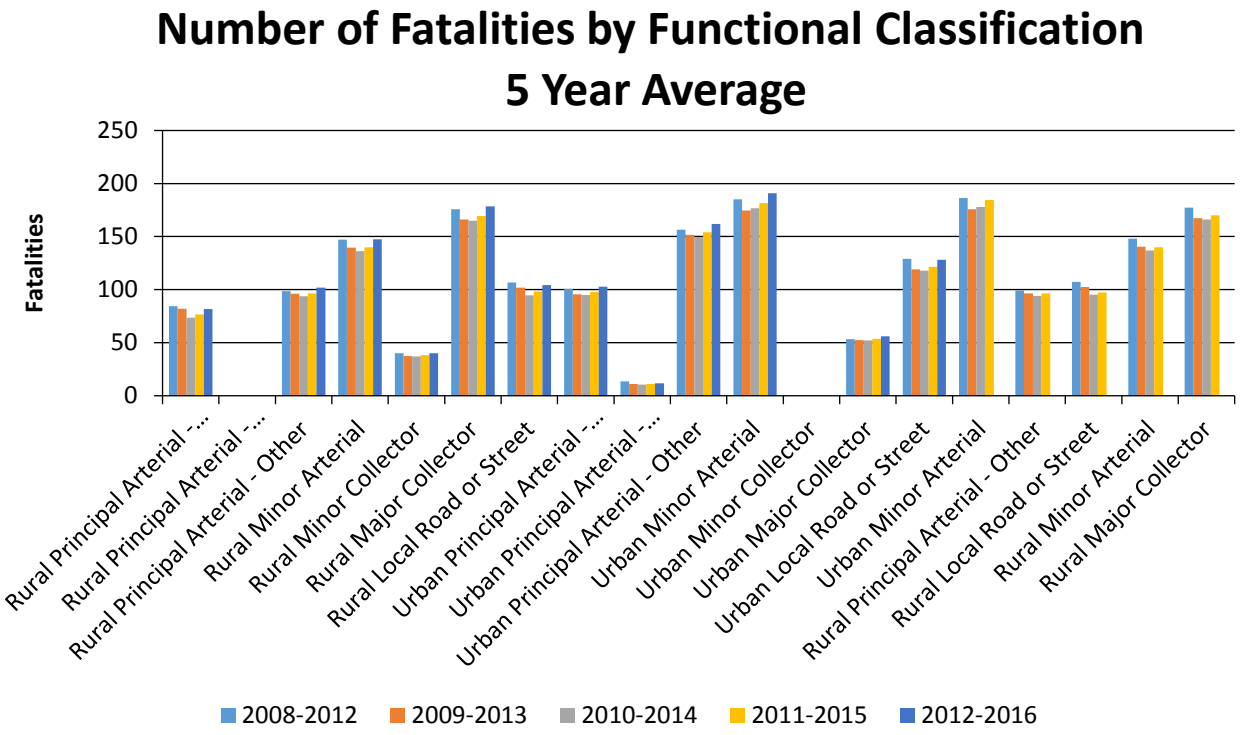
**Year 2016**

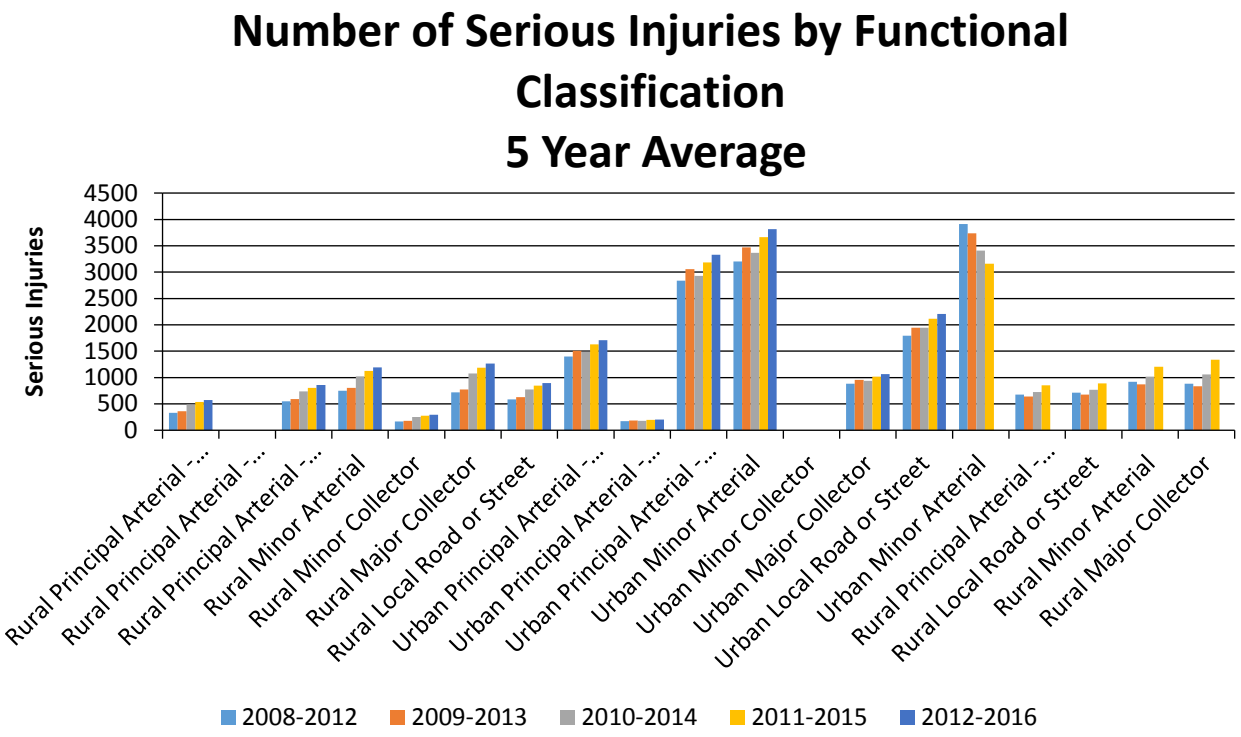
| Functional Classification | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|
| Rural Principal Arterial - Interstate | 81.8 | 574.6 | 1.09 | 7.82 |
| Rural Principal Arterial - Other Freeways and Expressways | 0 | 0 | 0 | 0 |
| Rural Principal Arterial - Other | 101.8 | 857.8 | 1.8 | 15.44 |

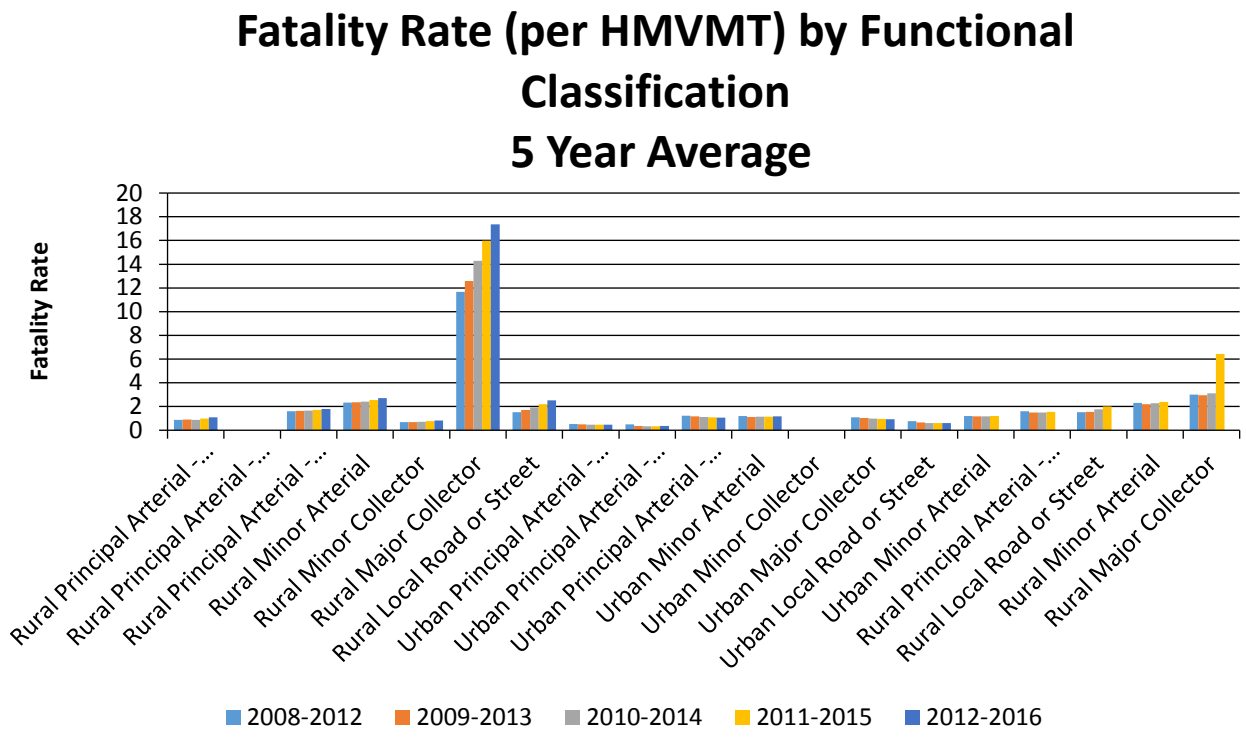
| Functional Classification | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|
| Rural Minor Arterial | 147.4 | 1,195.2 | 2.72 | 22.5 |
| Rural Minor Collector | 40.2 | 292.8 | 0.83 | 6.12 |
| Rural Major Collector | 178.4 | 1,266 | 17.37 | 127.72 |
| Rural Local Road or Street | 104.4 | 897.2 | 2.53 | 22.25 |
| Urban Principal Arterial - Interstate | 102.8 | 1,706.2 | 0.46 | 7.66 |
| Urban Principal Arterial - Other Freeways and Expressways | 11.6 | 205.2 | 0.35 | 6.14 |
| Urban Principal Arterial - Other | 162 | 3,326.8 | 1.07 | 22.09 |
| Urban Minor Arterial | 191 | 3,813.8 | 1.17 | 23.23 |
| Urban Minor Collector | 0 | 0 | 0 | 0.4 |
| Urban Major Collector | 56 | 1,062.4 | 0.93 | 17.68 |
| Urban Local Road or Street | 128 | 2,206.4 | 0.6 | 10.43 |

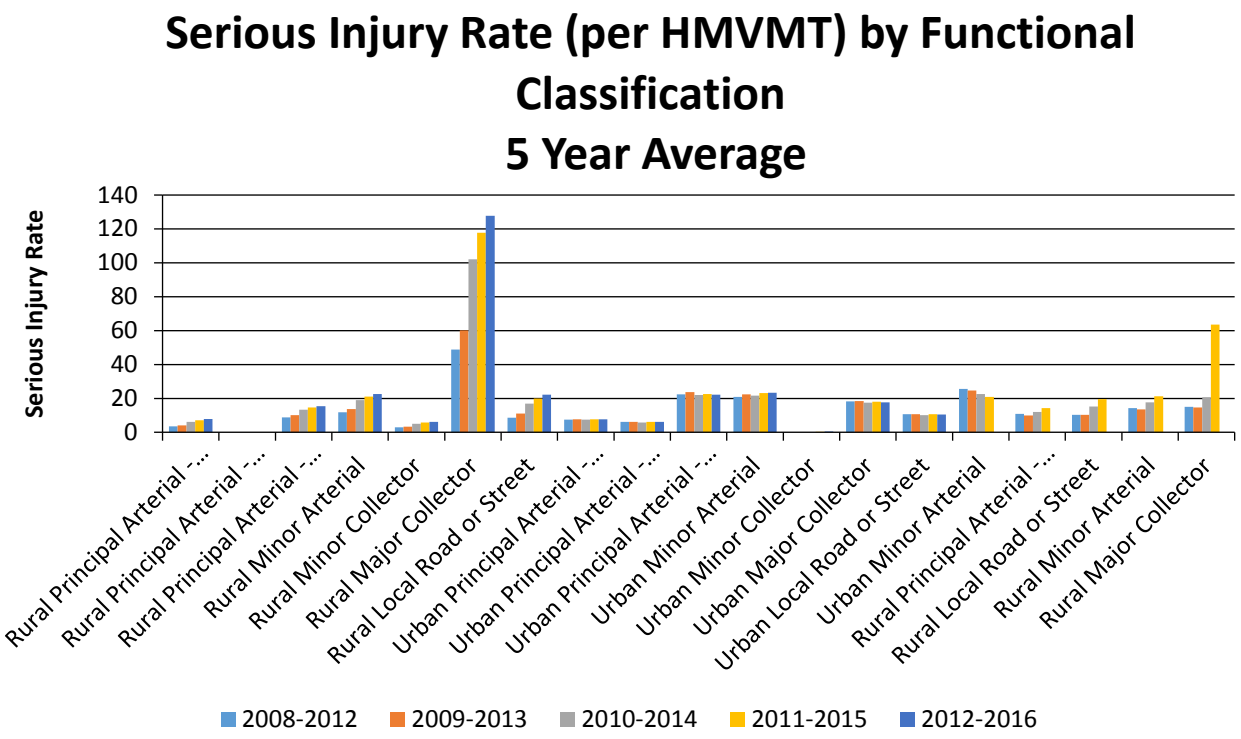
## Year 2016

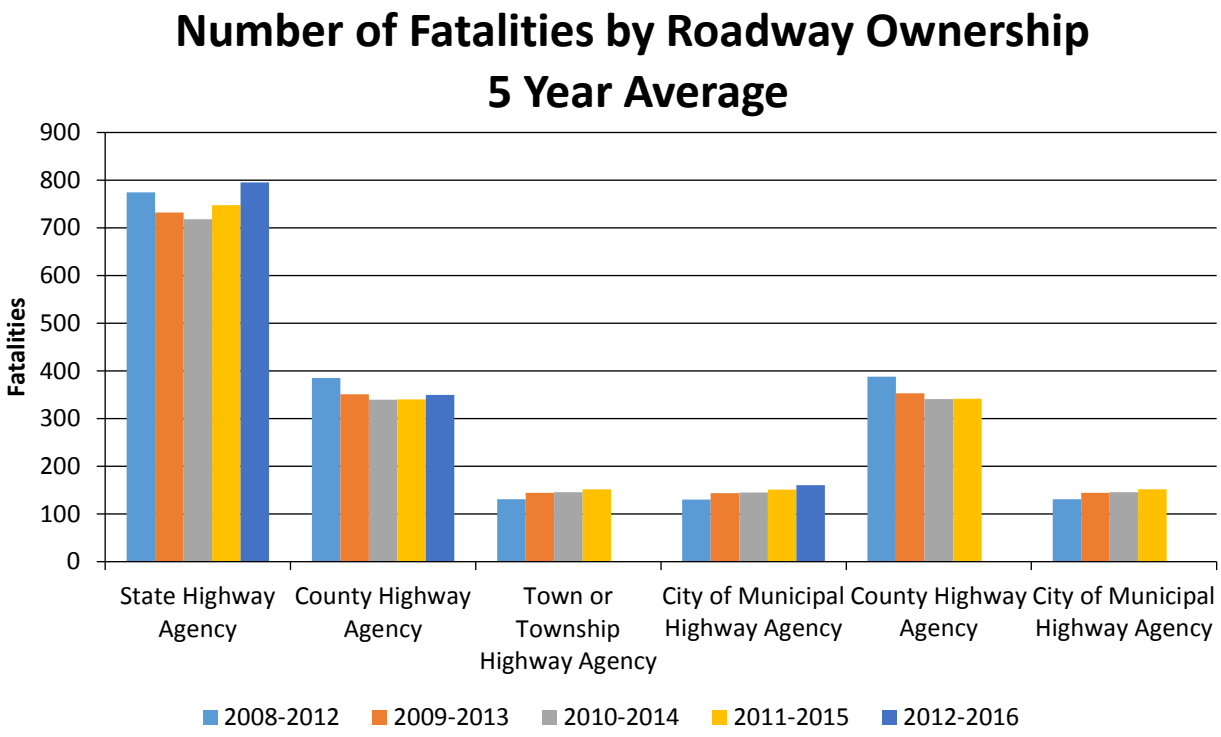
| Roadways | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|
| State Highway Agency | 795 | 10,225.8 | 1.16 | 9.33 |
| County Highway Agency | 349.8 | 4,737 | 1.12 | 9.32 |
| Town or Township Highway Agency | | | | |
| City of Municipal Highway Agency | 160.4 | 2,441.8 | 0.69 | 10.68 |
| State Park, Forest, or Reservation Agency | | | | |
| Local Park, Forest or Reservation Agency | | | | |
| Other State Agency | | | | |
| Other Local Agency | | | | |
| Private (Other than Railroad) | | | | |
| Railroad | | | | |
| State Toll Authority | | | | |
| Local Toll Authority | | | | |
| Other Public Instrumentality (e.g. Airport, School, University) | | | | |
| Indian Tribe Nation | | | | |

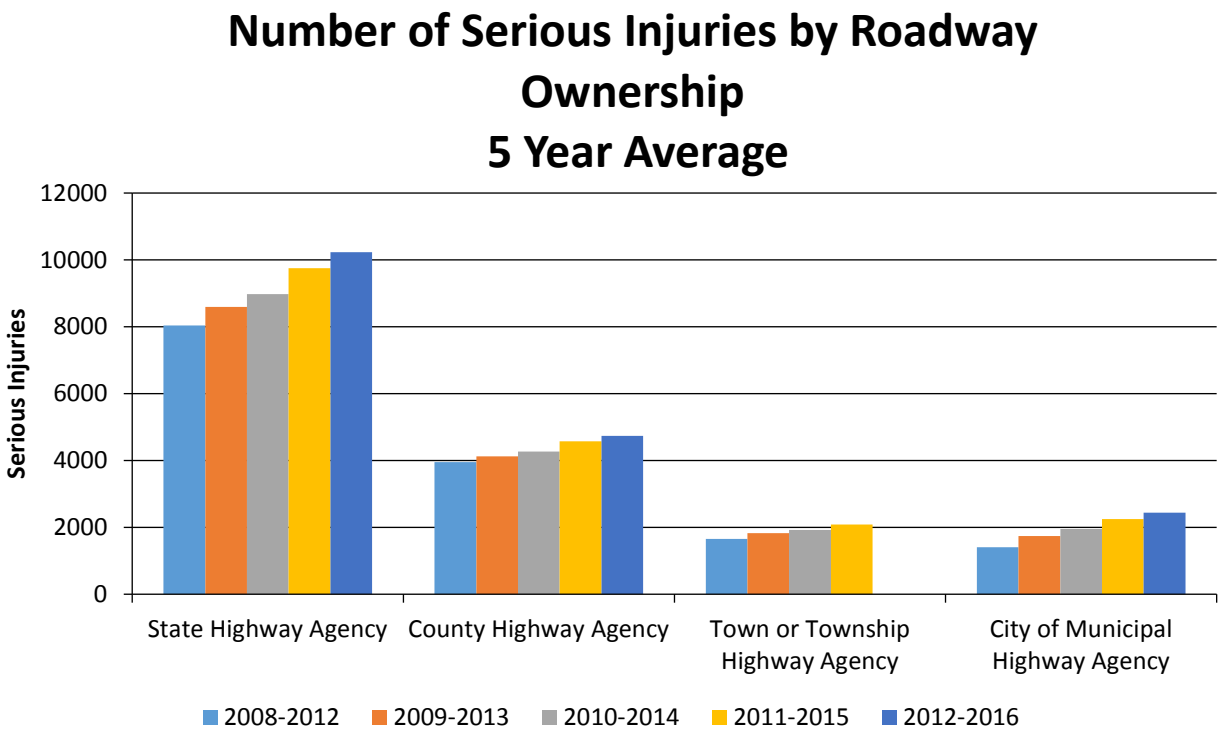

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
250
200
150
100
50
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Minor Arterial
Rural Principal Arterial - Other
Rural Local Road or Street
Rural Minor Arterial
Rural Major Collector
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

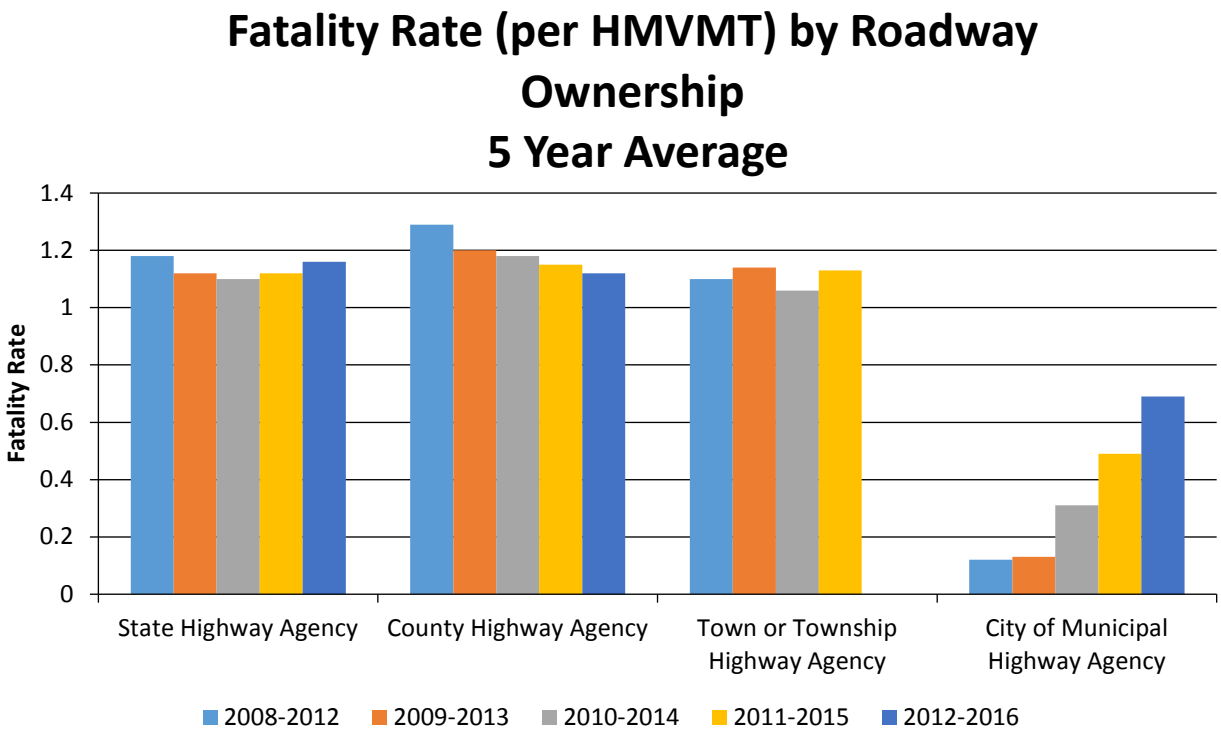

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
4500
4000
3500
3000
2500
2000
1500
1000
500
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Minor Arterial
Rural Principal Arterial -...
Rural Local Road or Street
Rural Minor Arterial
Rural Major Collector
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

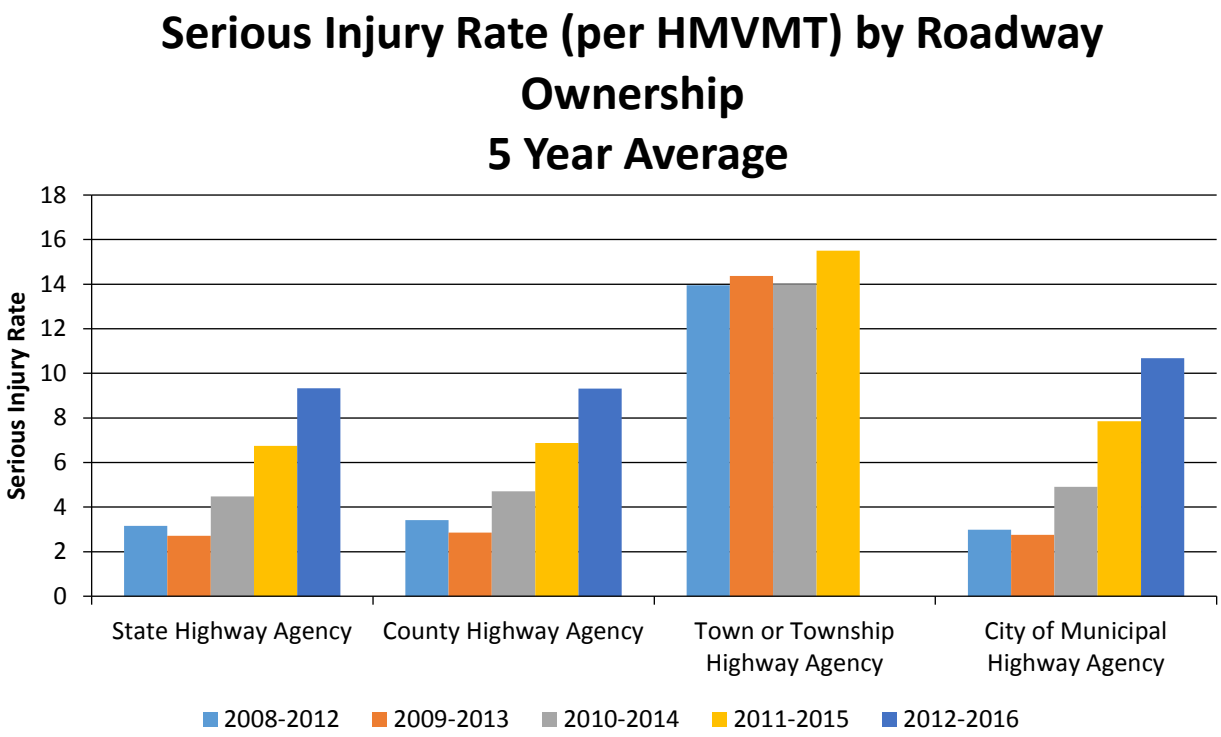

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
20
18
16
14
12
10
8
6
4
2
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Minor Arterial
Rural Principal Arterial -...
Rural Local Road or Street
Rural Minor Arterial
Rural Major Collector
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
140
120
100
80
60
40
20
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Minor Arterial
Rural Principal Arterial -...
Rural Local Road or Street
Rural Minor Arterial
Rural Major Collector
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
900
800
700
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
County Highway Agency
City of Municipal Highway Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
12000
10000
8000
6000
4000
2000
0
State Highway Agency
County Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
1.4
1.2
1
0.8
0.6
0.4
0.2
0
State Highway Agency
County Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016




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

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

No

***Safety Performance Targets***

**Safety Performance Targets**

**Calendar Year 2018 Targets ***

**Number of Fatalities** 1593.0

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

Using 5-year moving averaging method and using polynomial modeling (R2 of 0.99)
The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic fatality target based on the 2014 - 2018 calendar year.

**Number of Serious Injuries** 19643.0

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

Using 5-year moving averaging method and using polynomial modeling (R2 of 0.99) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic serious injury target based on the 2014 - 2018 calendar year.

| | |
|---|---|
| **Fatality Rate** | 1.320 |

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

Using 5-year moving averaging method and using polynomial modeling (R2 of 0.99) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic fatality rate target based on the 2014 - 2018 calendar year.

| | |
|---|---|
| **Serious Injury Rate** | 16.318 |

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

Using 5-year moving averaging method and using polynomial modeling (R2 of 0.99) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average traffic serious injury rate target based on the 2014 - 2018 calendar year.

| | |
|---|---|
| **Total Number of Non-Motorized Fatalities and Serious Injuries** | 1027.2 |

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

Using 5-year moving averaging method and using polynomial modeling (R2 of 0.99) The state has worked in collaboration with our safety partners to establish the 2018 the 5-year moving average non-motorized traffic fatality and serious injury target based on the 2014 - 2018 calendar year.

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

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

GDOT met multiple times with Governor's Office of Highway Safety, FHWA, the State's MPO's, NHTSA and our safety partners. In particular the SHSP data team conducted several working sessions to review the state's data and the state's approach to developing performance targets. In early summer of 2017, the working team met with NHTSA and FHWA to resolve questions concerning the the proper approach for forecasting the targets. In mid-summer of 2017 GDOT presented the finding and approach to the SHSP Executive Board and MPOs.

**Does the State want to report additional optional targets?**

No

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

***Applicability of Special Rules***

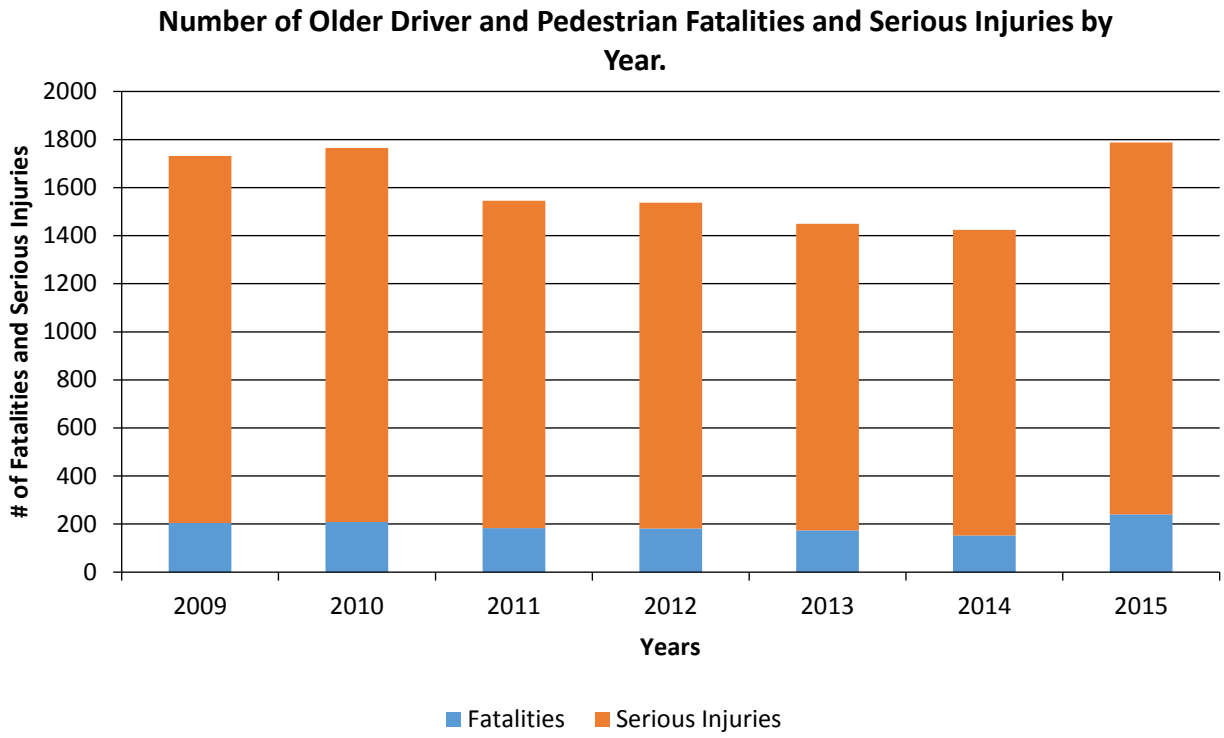
**Does the HRRR special rule apply to the State for this reporting period?**

Yes

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

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

| PERFORMANCE MEASURES | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|
| Number of Older Driver and Pedestrian Fatalities | 205 | 209 | 183 | 182 | 174 | 153 | 241 |
| Number of Older Driver and Pedestrian Serious Injuries | 1,526 | 1,556 | 1,362 | 1,355 | 1,276 | 1,271 | 1,547 |



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

# Evaluation

***Program Effectiveness***

**How does the State measure effectiveness of the HSIP?**

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

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

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

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

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

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

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

Each year the state's goal is to complete at least 14 RSAs, 2 per district. this process not only helps to identify opportunities to improve highway safety for all users, it also engages a large audience. These participants become connected to our efforts to promote safety. This "buy in" fosters a positive relationship and promotes our safety program.

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

Also, over the past year we have updated our rumble strip design details and will ensure that these updates will be part of every resurfacing and new construction project let in the next fiscal year. This simple change will integrate a systemic change that will have significant long term benefit.

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

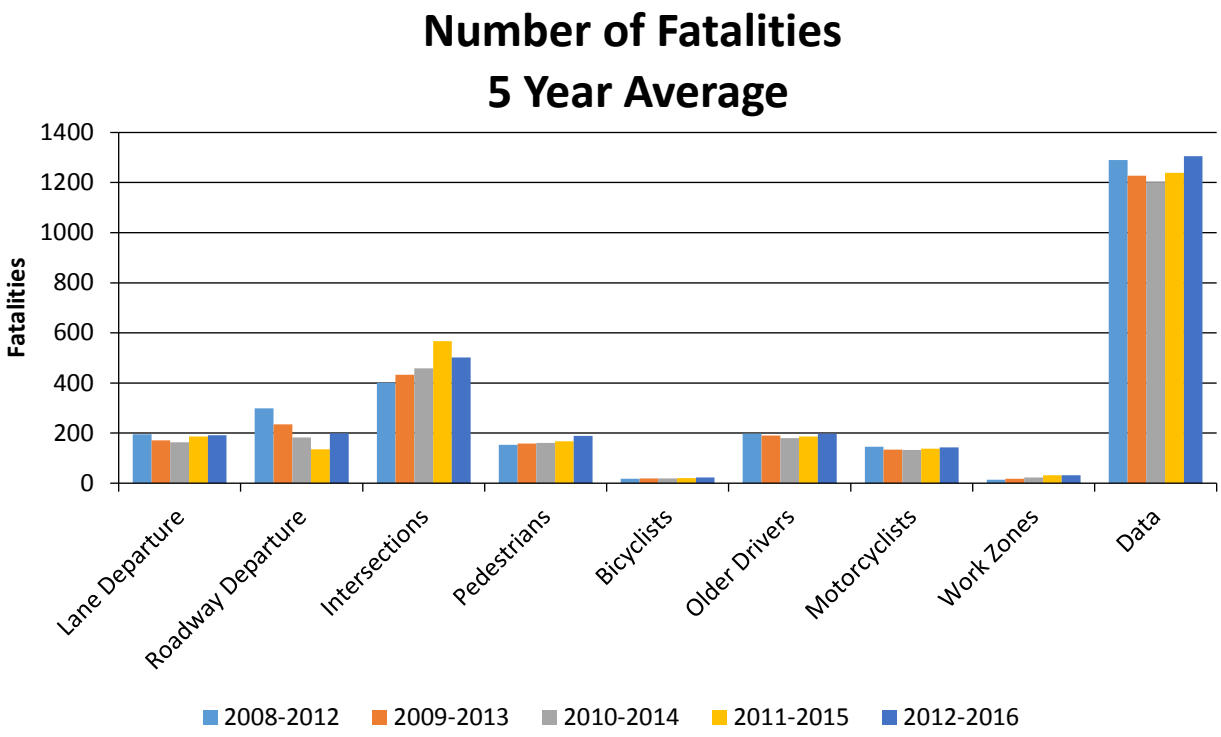
No

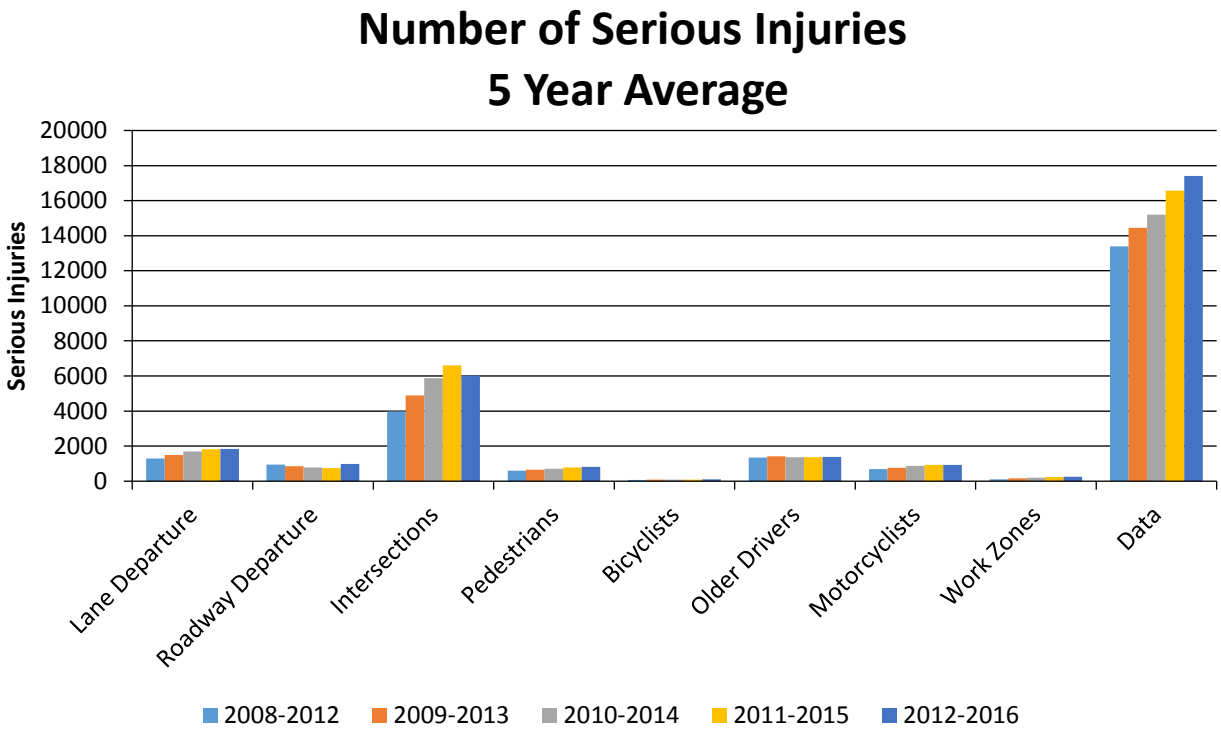
***Effectiveness of Groupings or Similar Types of Improvements***

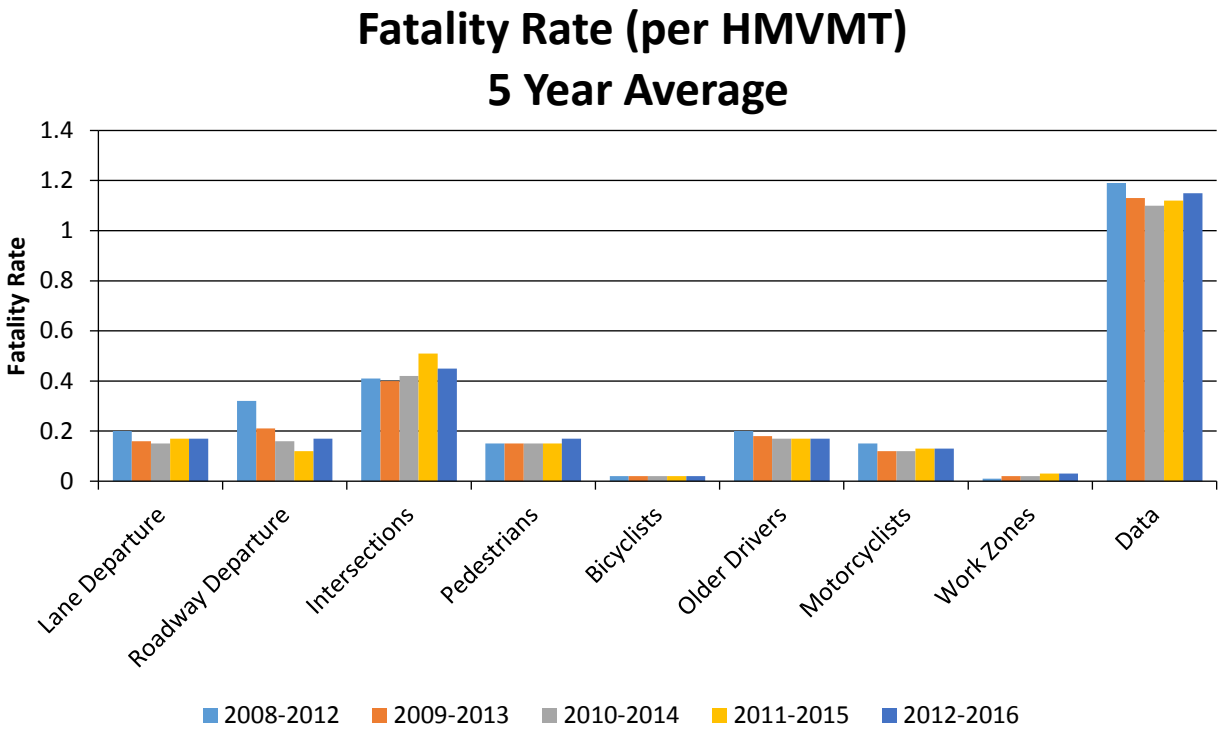
**Present and describe trends in SHSP emphasis area performance measures.**

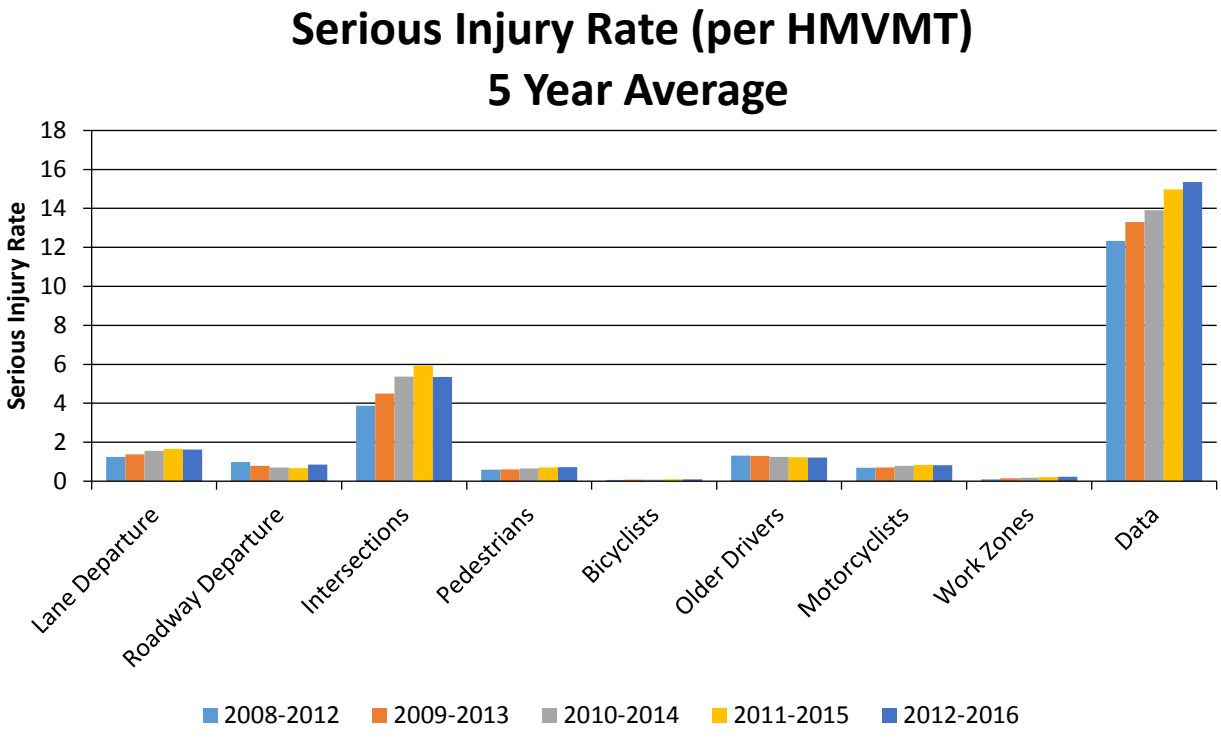
**Year 2016**

| SHSP Emphasis Area | Targeted Crash Type | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) | Other 1 | Other 2 | Other 3 |
|---|---|---|---|---|---|---|---|---|
| Lane Departure | | 191.6 | 1,848.8 | 0.17 | 1.63 | | | |
| Roadway Departure | | 199.4 | 981.6 | 0.17 | 0.85 | | | |
| Intersections | | 502.4 | 6,025 | 0.45 | 5.36 | | | |
| Pedestrians | | 188.6 | 822.8 | 0.17 | 0.72 | | | |
| Bicyclists | | 23.2 | 100.6 | 0.02 | 0.09 | | | |
| Older Drivers | | 198.4 | 1,377.2 | 0.17 | 1.21 | | | |
| Motorcyclists | | 142.4 | 927.4 | 0.13 | 0.82 | | | |
| Work Zones | | 31.2 | 261.8 | 0.03 | 0.23 | | | |
| Data | | 1,305.2 | 17,404.6 | 1.15 | 15.35 | | | |


Number of Fatalities
5 Year Average
Fatalities
1400
1200
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016




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

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

2017 Georgia Highway Safety Improvement Program

No

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

***Project Effectiveness***

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

| LOCATION | FUNCTIONAL CLASS | IMPROVEMENT CATEGORY | IMPROVEMENT TYPE | PDO BEFORE | PDO AFTER | FATALITY BEFORE | FATALITY AFTER | SERIOUS INJURY BEFORE | SERIOUS INJURY AFTER | ALL INJURY BEFORE | ALL INJURY AFTER | TOTAL BEFORE | TOTAL AFTER | EVALUATION RESULTS (BENEFIT/COST RATIO) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cobb SR 360 @ CR 809/CORNER RD; CR 2083 AND CR 811/BULLARD RD | Urban Minor Arterial | Intersection geometry | Auxiliary lanes - add left-turn lane | 16.00 | 14.00 | | | | | 16.00 | 7.00 | 32.00 | 21.00 | Reduced injury crash |
| Jackson SR 98 @ CR 286/B WILSON & CR 536/KING ROAD | Urban Minor Arterial | Intersection geometry | Auxiliary lanes - add left-turn lane | 5.00 | 4.00 | | | 1.00 | 1.00 | 9.00 | 1.00 | 15.00 | 6.00 | Significant reductio |
| Bulloch SR 46 @ SR 67 | Rural Minor Arterial | Intersection geometry | Intersection geometrics - realignment to align offset cross streets | 8.00 | 3.00 | | | 1.00 | | 5.00 | | 14.00 | 3.00 | Significant reductio |
| Bryan SR 26/US 80 @ SR 30/US 280 | Rural Minor Arterial | Intersection traffic control | Intersection traffic control - other | 20.00 | 18.00 | 1.00 | | 5.00 | | 17.00 | 14.00 | 43.00 | 32.00 | Significant reductio |

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

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

No

## Compliance Assessment

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

12/09/2015

**What are the years being covered by the current SHSP?**

From: 2016 To: 2018

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

2018

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

The SHSP Coordinator and task teams are currently working on the next update to the SHSP.  We are setting calendars and schedules to ensure timely delivery of all sections from each task team.

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

| | NON LOCAL PAVED ROADS - SEGMENT | | NON LOCAL PAVED ROADS - INTERSECTION | | NON LOCAL PAVED ROADS - RAMPS | | LOCAL PAVED ROADS | | UNPAVED ROADS | |
|---|---|---|---|---|---|---|---|---|---|---|
| MIRE NAME (MIRE NO.) | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE |
| **ROADWAY SEGMENT** | | | | | | | | | | |
| Segment Identifier (12) | 0 | 0 | | | | | 0 | 0 | 0 | 0 |
| Route Number (8) | 100 | 100 | | | | | | | | |
| Route/Street Name (9) | 20 | 20 | | | | | | | | |
| Federal Aid/Route Type (21) | 100 | 100 | | | | | | | | |
| Rural/Urban Designation (20) | 100 | 100 | | | | | 100 | 100 | | |
| Surface Type (23) | 100 | 100 | | | | | 0 | 0 | | |
| Begin Point Segment Descriptor (10) | 0 | 0 | | | | | 0 | 0 | 0 | 0 |
| End Point Segment Descriptor (11) | 0 | 0 | | | | | 0 | 0 | 0 | 0 |
| Segment Length (13) | 100 | 100 | | | | | | | | |
| Direction of Inventory (18) | 100 | 100 | | | | | | | | |
| Functional Class (19) | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| Median Type (54) | 100 | 100 | | | | | | | | |

| MIRE NAME (MIRE NO.) | NON LOCAL PAVED ROADS - SEGMENT | | NON LOCAL PAVED ROADS - INTERSECTION | | NON LOCAL PAVED ROADS - RAMPS | | LOCAL PAVED ROADS | | UNPAVED ROADS | |
|---|---|---|---|---|---|---|---|---|---|---|
| | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE |
| Access Control (22) | 100 | 100 | | | | | | | | |
| One/Two Way Operations (91) | 100 | 100 | | | | | | | | |
| Number of Through Lanes (31) | 100 | 100 | | | | | 100 | 100 | | |
| Average Annual Daily Traffic (79) | 100 | 100 | | | | | 100 | 100 | | |
| AADT Year (80) | 100 | 100 | | | | | | | | |
| Type of Governmental Ownership (4) | 100 | 100 | | | | | 100 | 100 | 100 | 100 |
| **INTERSECTION** | | | | | | | | | | |
| Unique Junction Identifier (120) | | | 0 | 0 | | | | | | |
| Location Identifier for Road 1 Crossing Point (122) | | | 0 | 0 | | | | | | |
| Location Identifier for Road 2 Crossing Point (123) | | | 0 | 0 | | | | | | |
| Intersection/Junction Geometry (126) | | | 0 | 0 | | | | | | |
| Intersection/Junction Traffic Control (131) | | | 0 | 0 | | | | | | |
| AADT for Each Intersecting Road (79) | | | 0 | 0 | | | | | | |
| AADT Year (80) | | | 0 | 0 | | | | | | |
| Unique Approach Identifier (139) | | | 0 | 0 | | | | | | |
| **INTERCHANGE/RAMP** | | | | | | | | | | |
| Unique Interchange Identifier (178) | | | | | 0 | 0 | | | | |
| Location Identifier for Roadway at Beginning of Ramp Terminal (197) | | | | | 0 | 0 | | | | |
| Location Identifier for Roadway at Ending Ramp Terminal (201) | | | | | 0 | 0 | | | | |
| Ramp Length (187) | | | | | 100 | 100 | | | | |
| Roadway Type at Beginning of Ramp Terminal (195) | | | | | 0 | 0 | | | | |

| MIRE NAME (MIRE NO.) | NON LOCAL PAVED ROADS - SEGMENT | | NON LOCAL PAVED ROADS - INTERSECTION | | NON LOCAL PAVED ROADS - RAMPS | | LOCAL PAVED ROADS | | UNPAVED ROADS | |
|---|---|---|---|---|---|---|---|---|---|---|
| | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE |
| Roadway Type at End Ramp Terminal (199) | | | | | 0 | 0 | | | | |
| Interchange Type (182) | | | | | 0 | 0 | | | | |
| Ramp AADT (191) | | | | | 100 | 100 | | | | |
| Year of Ramp AADT (192) | | | | | 100 | 100 | | | | |
| Functional Class (19) | | | | | 100 | 100 | | | | |
| Type of Governmental Ownership (4) | | | | | 100 | 100 | | | | |
| **Totals (Average Percent Complete):** | **78.89** | **78.89** | **0.00** | **0.00** | **45.45** | **45.45** | **55.56** | **55.56** | **40.00** | **40.00** |

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

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

The state DOT is nearing the end of a complete update of the states road center-line model. The state is migrating the data into the ESRI model. As part of the effort, considerable care has been made to document the needs and actions that will be met as part of the Georgia DOT Roads and Highways Implementation Logical Roads and Highways Geo-database Design. In section 3.3 (shown below) specific care has been taken to ensure the MIRE requirements have been achieved. These steps support the states efforts to met the September 30, 2026 deadline.

"Source to Target Mapping

The Source to Target Mapping spreadsheet shows how the source data tables and columns map to the new tables and columns in the logical model. This spreadsheet can be used to either find one of the new tables/columns in the logical model to see what source it comes from, or to find source data and see what table/column it will become in the new model. Note that not all tables and columns in the logical model will be mapped to a source, since some events have been designed for future population. This document also includes a sheet which maps the HSIP Fundamental Data Elements to tables and columns in the Roads and Highways logical design. References to MIRE are included as well as definitions and comments about implementation."

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

| CRITERIA | SUSPECTED SERIOUS INJURY IDENTIFIER(NAME) | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY DEFINITION | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS) | MMUCC 4TH EDITION COMPLIANT * |
|---|---|---|---|---|---|---|
| Crash Report Form | Serious Injury | No | N/A | No | N/A | No |

| CRITERIA | SUSPECTED SERIOUS INJURY IDENTIFIER(NAME) | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY DEFINITION | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS) | MMUCC 4TH EDITION COMPLIANT * |
|---|---|---|---|---|---|---|
| Crash Report Form Instruction Manual | Serious Injury | No | Any injury that prevents the injured person from walking, driving, or normally continuing the activities that, that person was capable of performing prior to the accident | No | 2 | No |
| Crash Database | Serious Injury | No | N/A | No | N/A | No |
| Crash Database Data Dictionary | Serious Injury | No | Any injury that prevents the injured person from walking, driving, or normally continuing the activities that, that person was capable of performing prior to the accident | No | 2 | No |

**Please describe the actions the State is taking to become compliant by April 15, 2019.**
In October of 2016 the SHSP and TRCC Executive Board voted to adopt the State's new crash report. A significant effort was made to bring the report into alignment with MMUCC. This included the adoption of the KABCO injury definitions and values. We are currently updating the crash reporting software and should have all law enforcement agencies using the new crash report by January 1, 2018. Going forward, the state will meet the exact MMUCC 4th edition injury definitions.

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

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

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

2019

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

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

## Optional Attachments

Program Structure:

HSIP Program Final-2016 FAST.docx

Project Implementation:

Safety Performance:

Evaluation:

Cobb SR 360 at Bullard Rd.xlsx

Compliance Assessment:

## Glossary

| | |
|---|---|
| **5 year rolling average** | means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate). |
| **Emphasis area** | means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process. |
| **Highway safety improvement project** | means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem. |
| **HMVMT** | means hundred million vehicle miles traveled. |
| **Non-infrastructure projects** | are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities. |
| **Older driver special rule** | applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013. |
| **Performance measure** | means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives. |
| **Programmed funds** | mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects. |
| **Roadway Functional Classification** | means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. |
| **Strategic Highway Safety Plan (SHSP)** | means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148. |
| **Systematic** | refers to an approach where an agency deploys countermeasures at all locations across a system. |
| **Systemic safety improvement** | means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types. |
| **Transfer** | means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section. |