Highway Safety Improvement Program

Data Driven Decisions

Georgia
Highway Safety Improvement Program
2016 Annual Report

Prepared by: GA

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

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Executive Summary

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

Each year, the Department sets aside safety funding to implement safety projects. The total Highway Safety Improvement Program allocation rose to approximately $107,075,698 because of the certainty of federal availability during Fiscal Year 2016. This past year represented the first year where we saw a rise in fatalities after reaching a low in 2014. Georgia's total number of fatalities increased 22% from the previous year to 1.21 fatalities per 100 million vehicles miles traveled. There was a minor rise in statewide travel (6%); thus, Georgia's statewide fatality rate rose for the first time in 10 years. These trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP).

The Governor's Office of Highway Safety (GOHS) develops and supports the SHSP. The plan has specific Emphasis Area Task Teams that are organized to develop specific emphasis area countermeasures.

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

Projects that comprise the HSIP are usually moderately-sized projects that include intersection improvements, signal upgrades (LEDs), ramp improvements, corridor improvements, turn lanes, signage, corridor improvements and traffic engineering studies. All public roads are included in one or more 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 a positive impact on an existing safety problem, because of evidence that it will prevent a hazardous condition, or because, it falls into one of several pre-approved categories of improvements that are known to provide safety benefits. Examples of this last category include guardrail, traffic signals, railroad crossing warning devices, and most intersection improvements. Public pedestrian and bicycle facilities and traffic calming projects may also be eligible for hazard elimination projects. Once a project has been identified, a benefit/cost analysis is performed.

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

The rise in fatalities in 2015 was quickly recognized. The aggressive safety emphasis launched by Georgia DOT, the Department of Public Safety and the Governor's Office of Highway Safety were highlighted by our Drive Alert Arrive Alive safety campaign, the increased HSIP program, the monthly GDOT District Safety Performance Metrics, and the launch of the SHSP Distracted Driver Task Team. The efforts are all part of a unified effort to keep the state's crash totals trending downward. Every Georgia DOT project is designed and constructed to meet or exceed federal safety guidelines. GDOT continues to look for still more ways to improve safety. The Office of Traffic Operations is refining and utilizing our crash data and road safety audits to improve safety and reduce fatalities, injuries and crashes. We are building roundabout intersections, increasing the use of cable barrier on divided roadways, raising center concrete median barriers, installing rumble strips, installing more retro-reflective signage, applying pavement markings, coordinating traffic signal timing 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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

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

Central

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

The state is continuing the high risk rural roads program as part of the HSIP. 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 and have safety deficiencies. Once the roads are selected, the list is prioritized and selected by a review team. The cost of the planned safety improvements are taken into consideration as well as the effectiveness of each countermeasure. The Department dedicates $1 million annually for each of the state's seven construction districts. This money is solely used to fund our off-system safety program. 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.

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

Design
Planning
Maintenance
Operations
Governors Highway Safety Office
Other-District traffic egnineers

Briefly describe coordination with internal partners.

Georgia's Strategic Highway Safety Plan (SHSP) involves a variety of internal and external partners at the federal, state and local levels as well as the private sector. The SHSP was 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 hold quarterly Safety Program Leadership Meetings for the Executive Board and task team leaders. GDOT's Safety Action Plan is executed to implement engineering solutions to highway safety problems. GDOT's Safety Action Plan is a key component of its HSIP and both are aligned with the goals of the state's SHSP and a number of its Emphasis Areas.

Georgia's SHSP Key Emphasis Areas are as follows:

Occupant Protection - Seatbelts and Air Bags

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

Consequences of Leaving Road, Work Zones

Aggressive Driving/Super Speeder

Impaired Driver

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

Non-motorized User - Pedestrians, Bicyclists

Vehicle Type - Heavy Trucks, Motorcycles

Trauma System/Increasing EMS Capabilities

Traffic/Crash Records and Data Analysis

Traffic Incident Management Enhancement (TIME)

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 effort 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, Pedestrian / Bicycle task teams while promoting the alignment between HSIP and SHSP.

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

Metropolitan Planning Organizations
Governors Highway Safety Office
Local Government Association
Other-Public Safety & Local Law Enforcement

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

Other-We have reorganized our team at GDOT Office of Traffic Operations. We have a new project manager that helps track projects as they progress through the PDP.

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

Over the past year Georgia DOT has updated the State's HSIP Program Guide. We worked with FHWA Georgia Division Office to update and edit the new version. This will be used to drive program implementation based upon crash data. Incorporating crash severity into funding allocations, HSIP dollars will be divided among; Pedestrian, HRRR, Off System Safety, Roadway Departure and Intersection Improvement. This design is a critical part of our program administration.

Also, we have completed the geo-location of 2013, 2014 and 2015 crashes. Having improved crash location information that is tied to our road center line network will allow Georgia to better manage the HSIP program and improve our responsiveness in selecting the best projects.

Program Methodology

Select the programs that are administered under the HSIP.

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

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Traffic	Median width
		Functional classification

What project identification methodology was used for this program?

Crash frequency
Probability of specific crash types
Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects advanced for implementation?
selection committee

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

Ranking based on B/C	2
Available funding	1

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program?
Crash frequency
Relative severity index
Crash rate
Critical rate

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects 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

minimum severity index	1

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Traffic	Horizontal curvature
	Volume	Functional classification

What project identification methodology was used for this program?
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

How are highway safety improvement projects advanced for implementation?
selection committee

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Rank of Priority Consideration

Available funding	1

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Traffic	Horizontal curvature

Fatal and serious injury crashes only

What project identification methodology was used for this program?
Crash frequency
Relative severity index
Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects 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
severity index	2

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects advanced for implementation?
selection committee

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

Rank of Priority Consideration

Available funding	1

Program: **Rural State Highways**
Date of Program Methodology: **7/1/2012**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

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

How are highway safety improvement projects advanced for implementation?

selection committee

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

Rank of Priority Consideration

Ranking based on B/C	2
Available funding	1

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Crash frequency
Crash rate
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects advanced for implementation?
selection committee

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

Ranking based on B/C	1
Available funding	2

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Traffic	Functional classification
	Volume	
	Lane miles	

What project identification methodology was used for this program?

Crash frequency
Crash rate
Level of service of safety (LOSS)

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
No
If no, describe the methodology used to identify local road projects as part of this program.
These projects are generally more systemic in nature

How are highway safety improvement projects advanced for implementation?
Competitive application process

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	100

Program: **Red Light Running Prevention**
Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Crash frequency
Other-identification of crashes that may be correctable by red-light cameras

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects advanced for implementation?
selection committee

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

Available funding	1

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

What data types were used in the program methodology?

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?
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

How are highway safety improvement projects advanced for implementation?
selection committee

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

Ranking based on B/C	1
Available funding	2

Program: **Low-Cost Spot Improvements**
Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Crash frequency
Crash rate
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects 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

Program: **Sign Replacement And Improvement**
Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes	Traffic	

What project identification methodology was used for this program?

Crash frequency
Crash rate
Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects 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

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Crash frequency
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects advanced for implementation?
Competitive application process

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

Available funding	1

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Crash rate
Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects 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

Program: **Right Angle Crash**
Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Crash frequency
Crash rate
Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects 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

Program: **Left Turn Crash**
Date of Program Methodology: **7/1/2013**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Crash frequency
Crash rate

Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects 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

Program: **Shoulder Improvement**
Date of Program Methodology: **5/1/2015**

What data types were used in the program methodology?
Crashes *Exposure* *Roadway*
All crashes

What project identification methodology was used for this program?
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects 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

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

32%

Highway safety improvement program funds are used to address which of the following systemic improvements?

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

What process is used to identify potential countermeasures?

Engineering Study
Road Safety Assessment

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

Other-As our crashes are becoming geo-located, we are working on some approaches to identify safety needs

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

Over the past year we have been working with our State Law enforcement to develop sound approaches for geo-locating crashes. Based upon this investigation, we will be improving our crash reporting tools and requirements in the upcoming year.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

State Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	$70,000,000.00	89 %	$103,190,357.36	92 %
HRRR Special Rule	$8,636,575.72	11 %	$8,636,575.72	8 %
Totals	$78,636,575.72	100%	$111,826,933.08	100%

How much funding is programmed to local (non-state owned and operated) safety projects?
$7,000,000.00
How much funding is obligated to local safety projects?
$7,652,450.00

How much funding is programmed to non-infrastructure safety projects?
$1,000,000.00
How much funding is obligated to non-infrastructure safety projects?
$941,773.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?
$0.00
How much funding was transferred out of the HSIP to other core program areas during the reporting period?
$0.00

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

Safety is a core responsibility of Georgia DOT. We build safety into all of our programs. HSIP is only a part of the Department's total program and safety effort. The available funding for HSIP has been increased, and the greatest hurdle has been overcome by the passage of a long term federal transportation bill that has clearly established funding levels.

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

We thank the efforts of FHWA to support the US Congress with the passage of the FAST Act

General Listing of Projects

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

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
0002882 SR 155 FM HAMPTON-LOCUST GROVE/BILL GARDNE	Roadway Superelevation / cross slope	6 Miles	2160000	2160000	HSIP (Section 148)	Urban Minor Arterial	16000	45	State Highway Agency	Roadway Departure	Reduce Roadway Departure Crash Severity
0006294 PEDESTRIAN IMPROVEMENTS @ 5 SR LOCATIONS I	Pedestrians and bicyclists Pedestrian signal - install new at intersection	5 Numbers	280000	280000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0007313 SR 372 @ Crabapple Rd - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	3656842.67	3656842.67	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0008288 SR 12/US 278 FM DEKALB MEDICAL PKWY TO CR	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	1 Numbers	1000000	1000000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections

0008375 SR 8/US 78@ CR 268/MANN RD/MASON CREEK RD	Intersection traffic control Intersection traffic control - other	1 Numbers	4108232.39	4108232.39	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0008420 SR 38/US 84 @ CR 439/CLAY ROAD/CS 1271/HOL	Intersection traffic control Intersection traffic control - other	1 Numbers	3658881.23	3658881.23	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0008627 CR 1300/Union Church Rd from SR 53 to SR 2	Roadway Pavement surface - high friction surface	5 Numbers	1522936.12	1522936.12	HRRR Special Rule	Rural Minor Collector	1300	45	County Highway Agency	Roadway Departure	Reduce Roadway Departure Crash Severity
0008884 SR 18 @ SR 87 - HRRR	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	2208098.27	2208098.27	HRRR Special Rule	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0008884 SR 18 @ SR 87 - HRRR	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	512405.22	512405.22	HRRR Special Rule	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0009620 SR 225 @ MT Carmel Road/Mitchell Bridge Ro	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	1715340.83	1715340.83	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0009887 SR 372 @ SR 369 -	Intersection traffic control Modify control - modifications to	1 Numbers	1670000	1670000	HSIP (Section	Intersection of multiple	0	45	State Highway	Intersections	Minimize Angle Crashes

ROUNDABOUT	roundabout				148)	FC			Agency		
0009938 SR 53 @ SR 183-ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	790000	790000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0009953 SR 81 @ CR 461/CR 462/BOLD SPRINGS ROAD-RO	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	4104102.31	4104102.31	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0009960 SR 22 @ Knoxville Rd - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	200000	200000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0009966 SR 42 @ SR 87 - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	400000	400000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0009967 SR 14 @ SR 42 - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	200000	200000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0009995 SHARP CURVE TREATMENTS @ SEV LOCS IN DISTR	Roadway Pavement surface - high friction surface	10 Numbers	8220659.48	8220659.48	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0009996	Roadway Pavement	10	4258093.	4258093.	HSIP	Multiple	0	45	State	Roadway	Minimize

SHARP CURVE TREATMENTS @ SEV LOCS IN DISTR	surface - high friction surface	Numbers	35	35	(Section 148)	Road and Locations			Highway Agency	Departure	Severity of Roadway Departure Crashes
0009998 SHARP CURVE TREATMENTS @ SEV LOCS IN DISTR	Roadway Pavement surface - high friction surface	10 Numbers	1565210 5.63	1565210 5.63	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0010292 SR 520/US 82 @ CR 459/COUNTY LINE ROAD - I	Intersection traffic control Intersection traffic control - other	2 Numbers	3480091. 42	3480091. 42	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0010350 SR 8/SR 10 FROM CS 1860/PIEDMONT AVE TO SR	Pedestrians and bicyclists Pedestrian signal - install new at intersection	1 Numbers	1439018. 62	1439018. 62	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0010419 SR 140 @ Hembree Rd	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	3983464. 6	3983464. 6	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0010455 BALDWIN COUNTY	Pedestrians and bicyclists Miscellaneous pedestrians and	5 Numbers	1207064. 19	1207064. 19	HSIP (Section	Includes All Roads	0	45	Work on State	Pedestrians	Improve Safe Walking

SCHOOL SYSTEM @ 5 SCHOOLS	bicyclists				148)				and Off State System		for Pedestrians
0010558 C. A. GRAY - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	170062	170062	HSIP (Section 148)	Includes All Roads	0	45	Work on State and Off State System	Pedestrians	Improve Safe Walking for Pedestrians
0010848 CR 1300/Union Church Rd from SR 53 to SR 2	Roadway delineation Longitudinal pavement markings - remarking	1 Numbers	106728	106728	HRRR Special Rule	Rural Minor Collector	1300	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0010848 CR 1300/Union Church Rd from SR 53 to SR 2	Roadway delineation Longitudinal pavement markings - remarking	1 Numbers	1067.28	1067.28	HRRR Special Rule	Rural Minor Collector	1300	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0010849 SR 35/US 319 @ CR 89/INDIAN LAKE DRIVE	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	1463813.73	1463813.73	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0012754 SR 3 @ CR 8/CEDARCREST ROAD/AWTREY CHURCH	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	313941.94	313941.94	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections

0013149 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	76688.54	76688.54	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013150 OFF-SYSTEM SAFETY IMPROVEMENTS @7 LOCATION	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	89250.67	89250.67	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013152 Roundabout Feasibility Studies - Phase 1	Non-infrastructure Non-infrastructure - other	1 Numbers	1500000	1500000	HSIP (Section 148)	Includes All Roads	0	45	Work on State and Off State System	Intersections	Minimize Angle Crashes
0013175 SR 12 @ CR 5192/COVE LAKE ROAD/WELL BORN RO	Intersection traffic control Intersection traffic control - other	1 Numbers	200000	200000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0013197 CR 396/Rayonier Rd @ CR 392/Spring Grove R	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	400000	400000	HRRR Special Rule	Intersection of multiple FC	0	45	County Highway Agency	Intersections	Minimize Angle Crashes
0013237 OFF SYSTEM SAFETY IMPROVEMENTS @ 17	Roadway delineation Longitudinal pavement markings - remarking	17 Numbers	366978.7	366978.7	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departur

LOCS I											e Crashes
0013257 SR 4 BU; SR 23; SR 26 & SR 46 @ 5 LOCS - P	Pedestrians and bicyclists Pedestrian signal - install new at intersection	5 Numbers	200000	200000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013258 SR 4; SR 17 & SR 24 @ 4 LOCS - PEDESTRIAN	Pedestrians and bicyclists Pedestrian signal - install new at intersection	4 Numbers	150000	150000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013259 SR 12; SR 15; SR 24 BYP; SR 36 & SR 162 @	Pedestrians and bicyclists Pedestrian signal - install new at intersection	5 Numbers	200000	200000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013260 SR 22 ; SR 24; SR 29; SR 44 & SR 57 @ 5 LO	Pedestrians and bicyclists Pedestrian signal - install new at intersection	5 Numbers	200000	200000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013275 OFF SYSTEM SAFETY IMPROVEMENTS @ 48 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	48 Numbers	385795.51	385795.51	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013299 OFF SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	4 Numbers	380448.32	380448.32	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes

0013300 OFF SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	17 Numbers	131265.16	131265.16	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013326 OFF SYSTEM SAFETY IMPROVEMENTS @ 74 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	74 Numbers	167641.06	167641.06	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013327 OFF SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	14 Numbers	182788.59	182788.59	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013328 OFF SYSTEM SAFETY IMPROVEMENTS @ 6 CR LOCS	Roadway delineation Longitudinal pavement markings - remarking	6 Numbers	55255.08	55255.08	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013329 OFF SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	601485.3	601485.3	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013330 OFF SYSTEM SAFETY IMPROVEME	Roadway delineation Longitudinal pavement markings - remarking	6 Numbers	39834.4	39834.4	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway

MTS @ 6 LOCS IN											Departure Crashes
0013331 OFF SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	5 Numbers	103355.57	103355.57	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013333 I-20 EB @ CS 2776/MAYNARD TERRACE	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	200000	200000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0013341 OFF SYSTEM SAFETY IMPROVEMENTS @ 31 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	31 Numbers	129742.08	129742.08	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013342 OFF SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS D	Roadway delineation Longitudinal pavement markings - remarking	17 Numbers	255062.12	255062.12	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013343 OFF SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	5 Numbers	222913.16	222913.16	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013346 OFF	Roadway delineation	7	139557.7	139557.7	HSIP	Multiple	0	45	County	Roadway	Minimize

SYSTEM SAFETY IMPROVEMENTS @ 7 CR LOCS	Longitudinal pavement markings - remarking	Numbers	6	6	(Section 148)	Road and Locations			Highway Agency	Departure	Severity of Roadway Departure Crashes
0013347 OFF SYSTEM SAFETY IMPROVEMENTS @ 11 CR LOC	Roadway delineation Longitudinal pavement markings - remarking	11 Numbers	218191.66	218191.66	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013348 OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	147791.99	147791.99	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013349 OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	261214.66	261214.66	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013350 OFF SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	13 Numbers	181654.81	181654.81	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013351 OFF SYSTEM SAFETY IMPROVEMENTS @ 6	Roadway delineation Longitudinal pavement markings - remarking	6 Numbers	361923.91	361923.91	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departur

LOCS IN											e Crashes
0013352 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 CR LOC	Roadway delineation Longitudinal pavement markings - remarking	10 Numbers	99798.1	99798.1	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013353 OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	20 Numbers	204877.74	204877.74	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013354 OFF SYSTEM SAFETY IMPROVEMENTS @ 5 CR LOCS	Roadway delineation Longitudinal pavement markings - remarking	5 Numbers	159919.61	159919.61	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013355 SAFETY PROJECT @ 8 LOCS IN CLAYTON COUNTY	Roadway delineation Longitudinal pavement markings - remarking	8 Numbers	592907.37	592907.37	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013356 CS 145/NORTHRIDGE RD @1 LOC - OFF-SYSTEM S	Roadway delineation Longitudinal pavement markings - remarking	1 Numbers	349115.74	349115.74	HSIP (Section 148)	Multiple Road and Locations	0	45	City of Municipal Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013357 CS 1720 & CS	Roadway delineation Longitudinal pavement	2 Numb	115157.42	115157.42	HSIP (Secti	Multiple Road and	0	45	City of Municip	Roadway Departur	Minimize Severity

4519 @ 2 LOCS - OFF-SYSTEM SA	markings - remarking	ers			on 148)	Locations			al Highway Agency	e	of Roadway Departure Crashes
0013358 OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	2 Numbers	154458.29	154458.29	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013359 OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	20 Numbers	339546.85	339546.85	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013360 OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	23 Numbers	393412.17	393412.17	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013361 OFF-SYSTEM SAFETY IMPROVEMENTS @ 36 CS LOC	Roadway delineation Longitudinal pavement markings - remarking	8 Numbers	128885.95	128885.95	HSIP (Section 148)	Multiple Road and Locations	0	45	City of Municipal Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013373 SR 22 @ CR 1505/Bradley Park Dr - DDI	Interchange design Interchange design - other	1 Numbers	250000	250000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Improve Safety for All Roadway Users

0013374 SR 120 @ CS 1360/Old Norcross Rd	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	200000	200000	HSIP (Section 148)	Urban Minor Arterial	21000	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0013375 SR 120 from SR 316 to CS 1126/Hurricane Sh	Access management Change in access - close or restrict existing access	1 Miles	300000	300000	HSIP (Section 148)	Urban Minor Arterial	21000	45	State Highway Agency	Intersections	Improve Safety for All Roadway Users
0013543 Off System Safety Improvements	Roadway delineation Longitudinal pavement markings - remarking	36 Numbers	259229.38	259229.38	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013547 Off System Safety Improvements	Roadway delineation Longitudinal pavement markings - remarking	1 Numbers	497055.34	497055.34	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013548 Off System Safety Improvements	Roadway delineation Longitudinal pavement markings - remarking	1 Numbers	236479.08	236479.08	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013550 RC CONTRACT FOR BIKE/PED; SRTS & TDS -	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	822005	822005	HSIP (Section 148)	Includes All Roads	0	45	Work on State and Off State	Pedestrians	Improve Safety for At Risk Road Users

FY									System		
0013592 Off System Safety Improvements @ 113 Locs	Roadway delineation Longitudinal pavement markings - remarking	113 Numbers	87041.4	87041.4	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013632 I-85 from S of SR 378 to N of SR 211 @ 103	Roadside Barrier end treatments (crash cushions, terminals)	103 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	85200	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013633 I-85 from N of SR 211 to N of SR 11 @ 100	Roadside Barrier end treatments (crash cushions, terminals)	100 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	51900	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013634 I-85 from N of SR 11 to S of SR 15 @ 100 B	Roadside Barrier end treatments (crash cushions, terminals)	100 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	51900	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013635 I-85 from S of SR 15 to S of CR 16/Neal Rd	Roadside Barrier end treatments (crash cushions, terminals)	90 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	51600	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013636 I-85 from S of	Roadside Barrier end treatments (crash	78 Numb	20000	20000	HSIP (Secti	Rural Principal	46600	65	State Highwa	Roadway Departur	Minimize Severity

Neal Rd to S of Old Stageco	cushions, terminals)	ers			on 148)	Arterial - Interstate			y Agency	e	of Roadway Departure Crashes
0013637 I-85 from S of Carnesville to S of SR 77 @	Roadside Barrier end treatments (crash cushions, terminals)	78 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	43100	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013638 I-20 from E of Miller Academy Rd to E of D	Roadside Barrier end treatments (crash cushions, terminals)	45 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	65500	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013639 I-20 from E of Daniel Rd to W of Chattahoo	Roadside Barrier end treatments (crash cushions, terminals)	61 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	118400	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013640 I-20 from E of Chattahoochee River to E of	Roadside Barrier end treatments (crash cushions, terminals)	84 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	136100	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013641 I-20 from I-85/Gwinnett to CS 853/Athens S	Roadside Barrier end treatments (crash cushions, terminals)	56 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	104100	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes

0013642 I-675 from I-75/Hnery to I-285/DeKalb @ 29	Roadside Barrier end treatments (crash cushions, terminals)	29 Numbers	15000	15000	HSIP (Section 148)	Rural Principal Arterial - Interstate	72400	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013644 I-285 @ 71 BCT Locs	Roadside Barrier end treatments (crash cushions, terminals)	71 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	186400	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013645 I-185 from SR 520 to N of ST 85 @ 32 BCT L	Roadside Barrier end treatments (crash cushions, terminals)	32 Numbers	15000	15000	HSIP (Section 148)	Rural Principal Arterial - Interstate	69200	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013647 I-75 from Chattahoochee River to S of Wood	Roadside Barrier end treatments (crash cushions, terminals)	47 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	214000	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013648 I-75 from Nance Spring Rd to Tennessee Sta	Roadside Barrier end treatments (crash cushions, terminals)	96 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	68400	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013649 I-75 FM N OF SR 61 TO S OF WHITFIELD	Roadside Barrier end treatments (crash cushions, terminals)	56 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	70800	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway

COUNT											Departure Crashes
0013651 I-59 FROM ALABAMA STATE LINE TO LAKE HILLS	Roadside Barrier end treatments (crash cushions, terminals)	69 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	20200	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013652 I-24 @ 7 BCT LOCS & I-59 @ 62 BCT LOCS IN	Roadside Barrier end treatments (crash cushions, terminals)	62 Numbers	20000	20000	HSIP (Section 148)	Rural Principal Arterial - Interstate	65100	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013653 I-20 FROM SR 44/GREENE TO SR 104/RICHMOND	Roadside Barrier end treatments (crash cushions, terminals)	91 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	71200	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013654 I-16 FM W OF SR 26/TREUTLEN TO HAWK RD/EMA	Roadside Barrier end treatments (crash cushions, terminals)	116 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	19500	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013655 I-16 FROM GRIFFIN FERRY ROAD TO OLD RIVER	Roadside Barrier end treatments (crash cushions, terminals)	99 Numbers	25000	25000	HSIP (Section 148)	Rural Principal Arterial - Interstate	29900	65	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013656 I-16	Roadside Barrier end	53	20000	20000	HSIP	Rural	5730	65	State	Roadway	Minimize

FM W OF BLOOMINGDALE RD TO W OF MLK B	treatments (crash cushions, terminals)	Numbers			(Section 148)	Principal Arterial - Interstate	0		Highway Agency	Departure	Severity of Roadway Departure Crashes
0013682 SR 9 @ Dawson Forest Rd - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	500000	500000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0013683 SR 77 @ SR 77 Conn - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	500000	500000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0013684 SR 1/US 27 @ SR 151	Intersection traffic control Intersection traffic control - other	1 Numbers	200000	200000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0013685 SR 90 @ Lower Rebecca Rd - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	500000	500000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0013686 SR 155 @ Panola Rd - Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	500000	500000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0013687 SR 73 Loop - R-Cuts	Intersection traffic control Intersection traffic control - other	3 Numbers	350000	350000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections

0013689 Pedestrain Upgrades @ 11 Locs in Paulding	Pedestrians and bicyclists Pedestrian signal - install new at intersection	11 Numbers	330000	330000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013690 Pedestrain Upgrades @ 21 Locs in Floyd Cou	Pedestrians and bicyclists Pedestrian signal - install new at intersection	21 Numbers	630000	630000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013691 Pedestrain Upgrades @ 27 Locs in Bartow an	Pedestrians and bicyclists Pedestrian signal - install new at intersection	27 Numbers	810000	810000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013692 Pedestrain Upgrades @ 27 Locs in District	Pedestrians and bicyclists Pedestrian signal - install new at intersection	27 Numbers	810000	810000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013693 Pedestrain Upgrades @ 22 Locs in Catoosa,	Pedestrians and bicyclists Pedestrian signal - install new at intersection	22 Numbers	660000	660000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013694 Pedestrian Upgrades @ 11 Locs in Dade and	Pedestrians and bicyclists Pedestrian signal - install new at intersection	11 Numbers	330000	330000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013696 SR 42 @ CS 716/England	Intersection traffic control Modify control - modifications to	1 Numbers	500000	500000	HSIP (Section	Intersection of multiple	0	45	State Highway	Intersections	Minimize Angle Crashes

Chapel Rd/Burd Rd -	roundabout				148)	FC			Agency		
0013697 SR 81 @ CR 434/Jackson Lake Rd/CR 656/Snap	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	500000	500000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Minimize Angle Crashes
0013724 SR 279 @ 11 Locs - Pedestrian Upgrades	Pedestrians and bicyclists Pedestrian signal - install new at intersection	11 Numbers	170000	170000	HSIP (Section 148)	Multiple Road and Locations	0	45	State Highway Agency	Pedestrians	Improve Pedestrian Signals and Timing
0013777 OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013777 OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	195247.39	195247.39	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013778 OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013778 OFF-SYSTEM SAFETY	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	264174.06	264174.06	HSIP (Section	Multiple Road and Locations	0	45	County Highway	Roadway Departure	Minimize Severity of

IMPROVEMENTS @ 7 LOCS IN					148)				Agency		Roadway Departure Crashes
0013779 OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	8 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013779 OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	8 Numbers	272624.31	272624.31	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013780 OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	5 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013780 OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	5 Numbers	64771.05	64771.05	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013781 OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	3 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes

0013781 OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	3 Numbers	204427.33	204427.33	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013782 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013782 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	280361.86	280361.86	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013783 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013783 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	270426.49	270426.49	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013784 OFF-SYSTEM SAFETY IMPROVEME	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway

NTS @ 9 LOCS IN											Departure Crashes
0013784 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	195529.18	195529.18	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013785 OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	5 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013785 OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	5 Numbers	320899.57	320899.57	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013786 OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013786 OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	7 Numbers	190864.75	190864.75	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013787	Roadway delineation	6	25000	25000	HSIP	Multiple	0	45	County	Roadway	Minimize

OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN	Longitudinal pavement markings - remarking	Numbers			(Section 148)	Road and Locations			Highway Agency	Departure	Severity of Roadway Departure Crashes
0013787 OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	6 Numbers	200729.67	200729.67	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013788 Safety Project Identification & Evaluation	Non-infrastructure Transportation safety planning	1 Numbers	1000000	1000000	HSIP (Section 148)	Includes All Roads	0	45	Work on State and Off State System	Data	Improve Crash Data Records and Project Development
0013789 OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	12 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013789 OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	12 Numbers	183811.67	183811.67	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013790 OFF-SYSTEM SAFETY	Roadway delineation Longitudinal pavement markings - remarking	25 Numbers	25000	25000	HSIP (Section	Multiple Road and Locations	0	45	County Highway	Roadway Departure	Minimize Severity of

IMPROVEMENTS @ 25 LOCS I					148)				Agency		Roadway Departure Crashes
0013790 OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	25 Numbers	196440.01	196440.01	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013791 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	10 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013791 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	10 Numbers	186881.2	186881.2	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013792 OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	23 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013792 OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	23 Numbers	255784.32	255784.32	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes

0013805 OFF-SYSTEM SAFETY IMPROVEMENTS @ 37 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	37 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013805 OFF-SYSTEM SAFETY IMPROVEMENTS @ 37 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	37 Numbers	314090.51	314090.51	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013845 OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	8 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013845 OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	8 Numbers	122594.14	122594.14	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013858 BCT Guardrail Anchor Replacement - PE Only	Roadside Barrier end treatments (crash cushions, terminals)	1 Numbers	500000	500000	HSIP (Section 148)	Includes All Roads	0	0	State Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013865 OFF-SYSTEM SAFETY IMPROVEME	Roadway delineation Longitudinal pavement markings - remarking	14 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway

NTS @ 14 LOCS I											Departure Crashes
0013865 OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	14 Numbers	393690.17	393690.17	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013866 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013866 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	260773.47	260773.47	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013867 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013867 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	132307.68	132307.68	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013868	Roadway delineation	9	25000	25000	HSIP	Multiple	0	45	County	Roadway	Minimize

OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Longitudinal pavement markings - remarking	Numbers			(Section 148)	Road and Locations			Highway Agency	Departure	Severity of Roadway Departure Crashes
0013868 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	221435.25	221435.25	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013869 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	10 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013869 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	10 Numbers	241447.47	241447.47	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013870 OFF-SYSTEM SAFETY IMPROVEMENTS @ 21 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	21 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013870 OFF-SYSTEM SAFETY IMPROVEMENTS @ 21	Roadway delineation Longitudinal pavement markings - remarking	21 Numbers	542448.68	542448.68	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departur

LOCS I											e Crashes
0013871 OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	3 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013871 OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	3 Numbers	421248.78	421248.78	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013872 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	10 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013872 OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	10 Numbers	107082.52	107082.52	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013873 OFF-SYSTEM SAFETY IMPROVEMENTS @ 29 LOCS I	Roadway delineation Longitudinal pavement markings - remarking	29 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013873 OFF-SYSTEM	Roadway delineation Longitudinal pavement	29 Numb	435525.53	435525.53	HSIP (Secti	Multiple Road and	0	45	County Highwa	Roadway Departur	Minimize Severity

SAFETY IMPROVEMENTS @ 29 LOCS I	markings - remarking	ers			on 148)	Locations			y Agency	e	of Roadway Departure Crashes
0013874 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	25000	25000	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013874 OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN	Roadway delineation Longitudinal pavement markings - remarking	9 Numbers	324101.68	324101.68	HSIP (Section 148)	Multiple Road and Locations	0	45	County Highway Agency	Roadway Departure	Minimize Severity of Roadway Departure Crashes
0013882 SR 197 @ SR 385 in Clarkesville	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	1250000	1250000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0013883 SR 3/US 19 from CR 159/Big Creek Rd to CS	Intersection traffic control Intersection traffic control - other	8 Numbers	600000	600000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0013884 SR 38/US 84 Median Turn Lanes from Quitman	Intersection traffic control Intersection traffic control - other	6 Numbers	500000	500000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections

0013952 SR 7 Alt form CS 738/Ann St to CS 1044/Geo	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	2 Miles	200000	200000	HSIP (Section 148)	Urban Minor Arterial	13330	35	State Highway Agency	Pedestrians	Improve Safety for All Roadway Users
0013953 SR 5 from SR 8 to SR 280	Roadway Roadway - other	1 Numbers	75000	75000	HSIP (Section 148)	Urban Minor Arterial	32000	45	State Highway Agency	Pedestrians	Improve Safety For All Road Users
0013954 SR 15 Alt/CR 1228 from Sunset Dr to South	Roadway Roadway - other	1 Numbers	170000	170000	HSIP (Section 148)	Urban Minor Arterial	18100	45	State Highway Agency	Pedestrians	Improve Safety For All Road Users
0013955 SR 10/US 78 @ CR 166/Whit Davis Rd	Intersection traffic control Intersection traffic control - other	1 Numbers	100000	100000	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
0013956 SR 27/US 341 from CS 1005/Banboo St to PR	Access management Access management - other	2 Miles	50555	50555	HSIP (Section 148)	Urban Principal Arterial - Other	6670	45	State Highway Agency	Intersections	Improve Safety for All Roadway Users
0014067 Bicycle and Pedestrian Safety Program Supp	Non-infrastructure Transportation safety planning	1 Numbers	635100	635100	HSIP (Section 148)	Includes All Roads	0	45	Work on State and Off State System	Pedestrians	Improve Safe Walking for Pedestrians
0014083 SR	Roadway signs and	4	192000	192000	HSIP	Rural	2700	65	State	Young	Minimize

22/US 80 from Alabama State Line to SR	traffic control Roadway signs (including post) - new or updated	Miles			(Section 148)	Principal Arterial - Interstate	0		Highway Agency	Adult and Older Driver	Distracted Driving
0014084 I-20 from Almon Rd to S. Carolina State Li	Roadway signs and traffic control Roadway signs (including post) - new or updated	115 Miles	408000	408000	HSIP (Section 148)	Rural Principal Arterial - Interstate	60100	65	State Highway Agency	Young Adult and Older Driver	Minimize Distracted Driving
0014085 I-85 from Alabama State Line to Collinswor	Roadway signs and traffic control Roadway signs (including post) - new or updated	56 Miles	360000	360000	HSIP (Section 148)	Rural Principal Arterial - Interstate	58600	65	State Highway Agency	Young Adult and Older Driver	Minimize Distracted Driving
0014086 I-75 from Florida State Line to Farmers Ma	Roadway signs and traffic control Roadway signs (including post) - new or updated	104 Miles	1092000	1092000	HSIP (Section 148)	Rural Principal Arterial - Interstate	50800	65	State Highway Agency	Young Adult and Older Driver	Minimize Distracted Driving
0014087 I-75 from Old Cherokee St to Tennessee Sta	Roadway signs and traffic control Roadway signs (including post) - new or updated	75 Miles	528000	528000	HSIP (Section 148)	Rural Principal Arterial - Interstate	68400	65	State Highway Agency	Young Adult and Older Driver	Minimize Distracted Driving
0014088 I-520 from I-20 East of Augusta to I-20 We	Roadway signs and traffic control Roadway signs (including post) - new or updated	16 Miles	432000	432000	HSIP (Section 148)	Rural Principal Arterial - Interstate	70400	65	State Highway Agency	Young Adult and Older Driver	Minimize Distracted Driving
0014089 I-185 SR 1/US 27/Victory	Roadway signs and traffic control Roadway signs (including post) -	46 Miles	420000	420000	HSIP (Section	Rural Principal Arterial -	19800	65	State Highway	Young Adult and	Minimize Distracted Driving

Drive to I-85 in	new or updated				148)	Interstate			Agency	Older Driver	
0014090 I-75 from SR 215 in Dooly County to Bill G	Roadway signs and traffic control Roadway signs (including post) - new or updated	103 Miles	336000	336000	HSIP (Section 148)	Rural Principal Arterial - Interstate	45500	65	State Highway Agency	Young Adult and Older Driver	Minimize Distracted Driving
0014091 I-675 from I-75 to I-285 including ramps t	Roadway signs and traffic control Roadway signs (including post) - new or updated	10 Miles	336000	336000	HSIP (Section 148)	Rural Principal Arterial - Interstate	72400	65	State Highway Agency	Young Adult and Older Driver	Minimize Distracted Driving
232330- SR 36 @ CR 181/FLAT SHOALS/STE ELE RD & CR	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	1 Numbers	2130136.3	2130136.3	HSIP (Section 148)	Intersection of multiple FC	0	45	State Highway Agency	Intersections	Reduce Crash Severity at Intersections
M005115 SR 21 From SR 204 to SR 25	Roadway Pavement surface - high friction surface	8 Miles	5427871.46	5427871.46	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways	32200	50	State Highway Agency	Roadway Departure	Reduce Roadway Departure Crash Severity

Progress in Achieving Safety Performance Targets

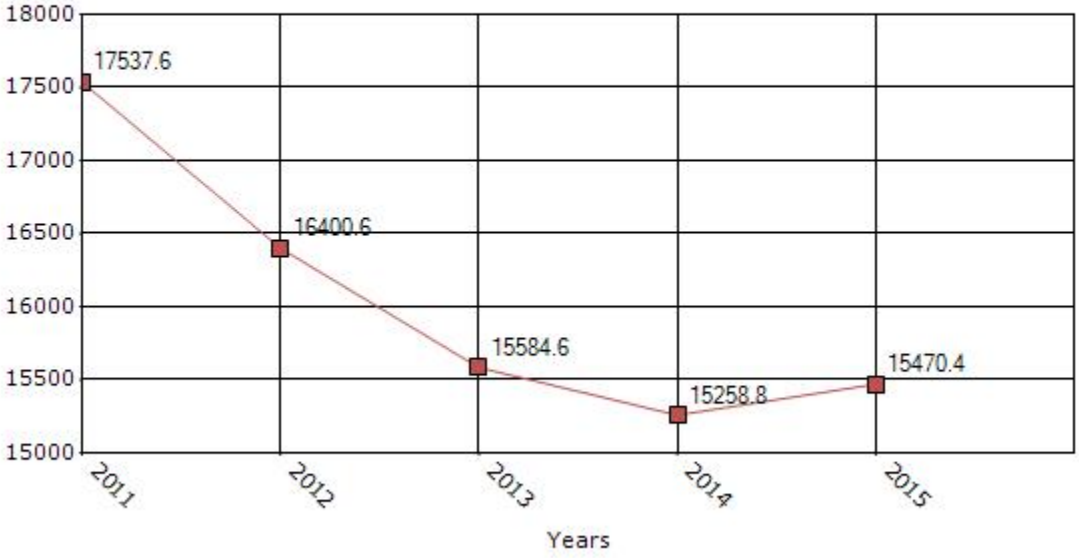
Overview of General Safety Trends

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

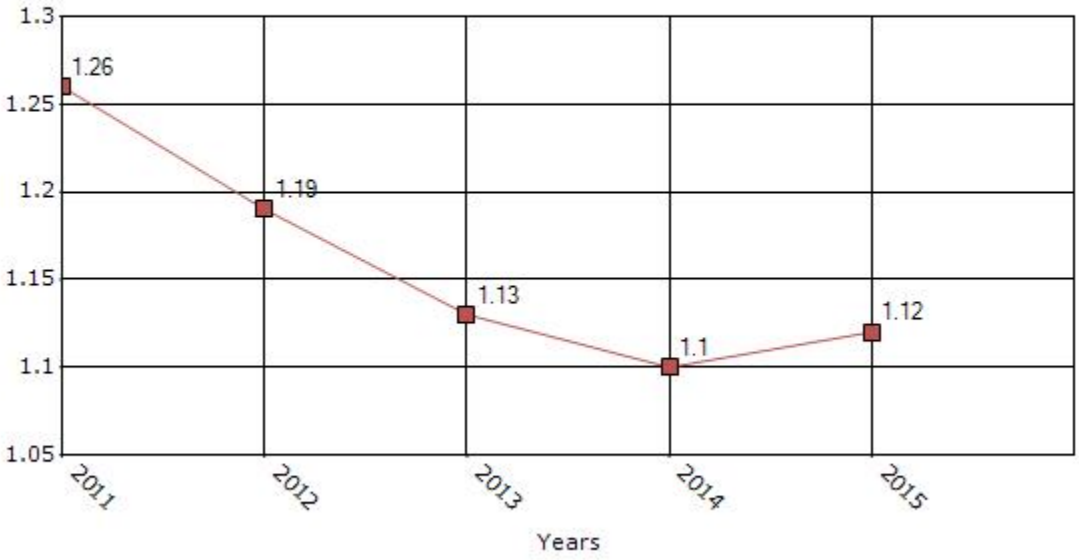
Performance Measures*	2011	2012	2013	2014	2015
Number of fatalities	1388.2	1298.2	1233.6	1207.8	1244.2
Number of serious injuries	17537.6	16400.6	15584.6	15258.8	15470.4
Fatality rate (per HMVMT)	1.26	1.19	1.13	1.1	1.12
Serious injury rate (per HMVMT)	15.92	15.07	14.31	13.96	13.98

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

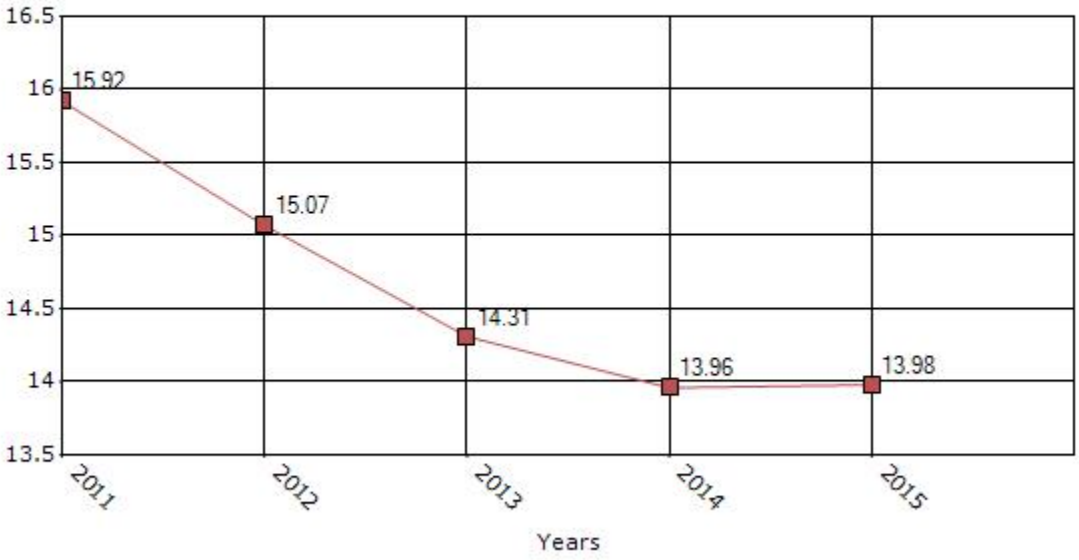
Number of Serious Injuries for the Last Five Years
5-yr Average Measure Data



Rate of Fatalities for the Last Five Years
5-yr Average Measure Data



Rate of Serious Injuries for the Last Five Years
5-yr Average Measure Data

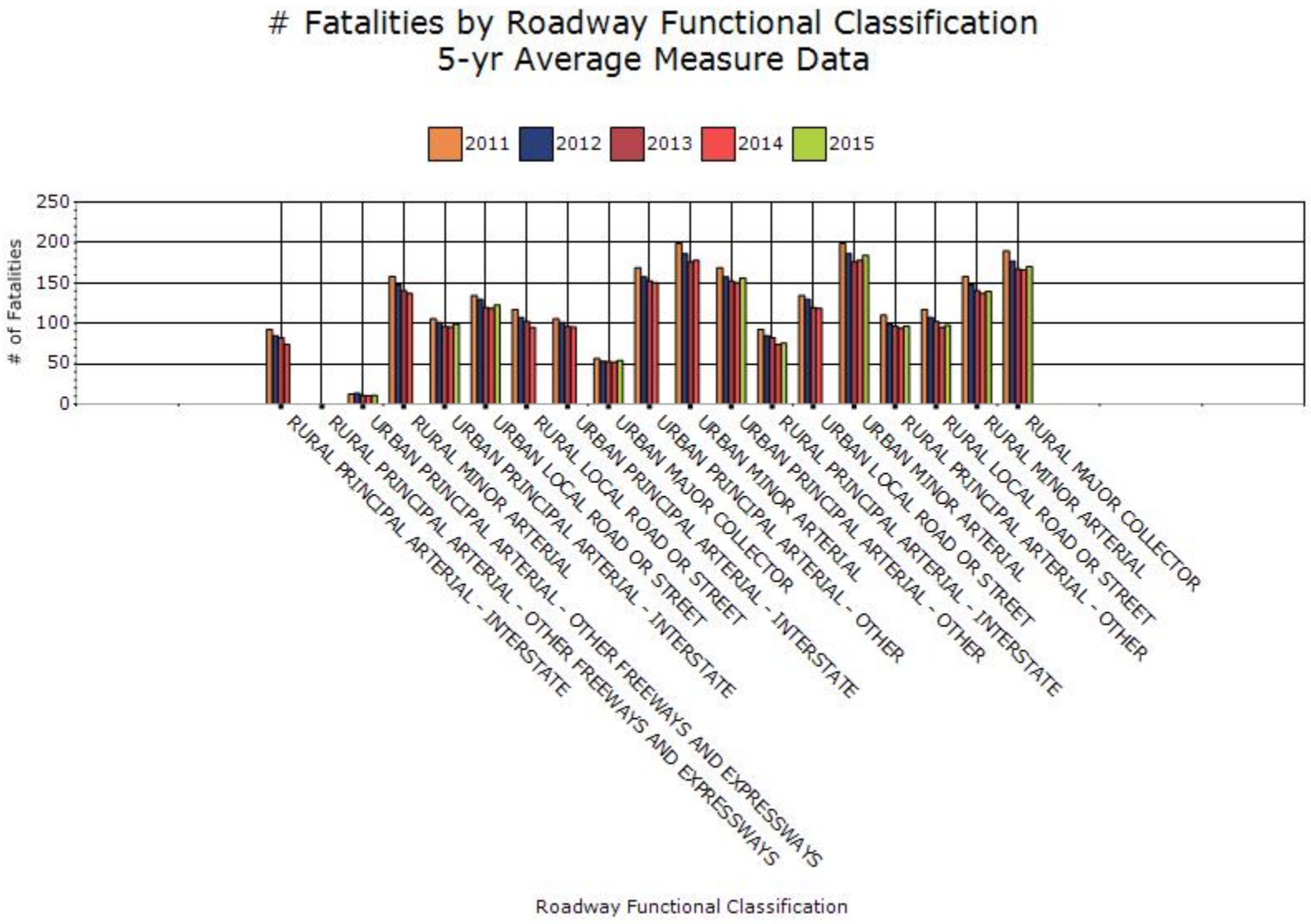


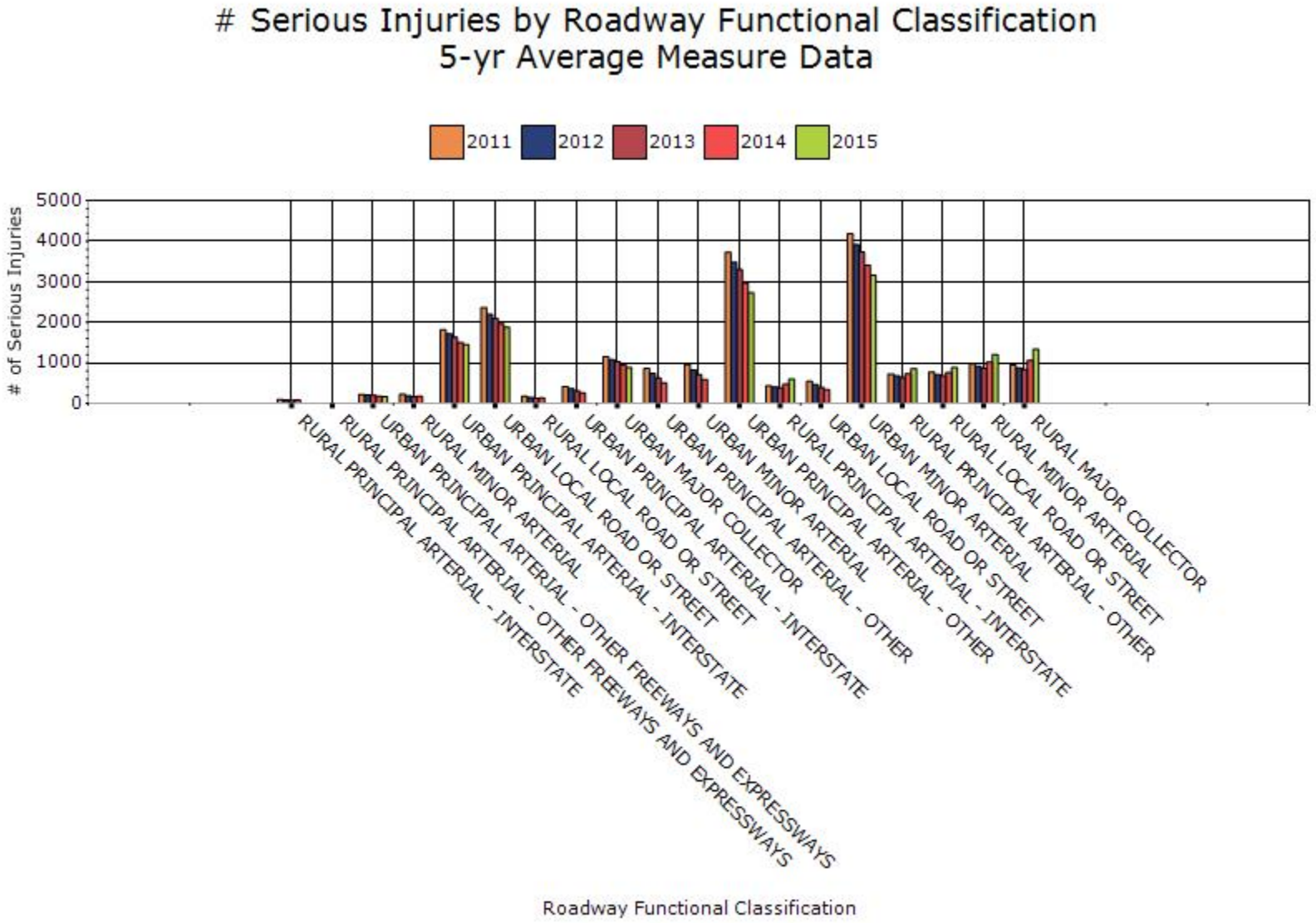
To the maximum extent possible, present performance measure* data by functional classification and ownership.

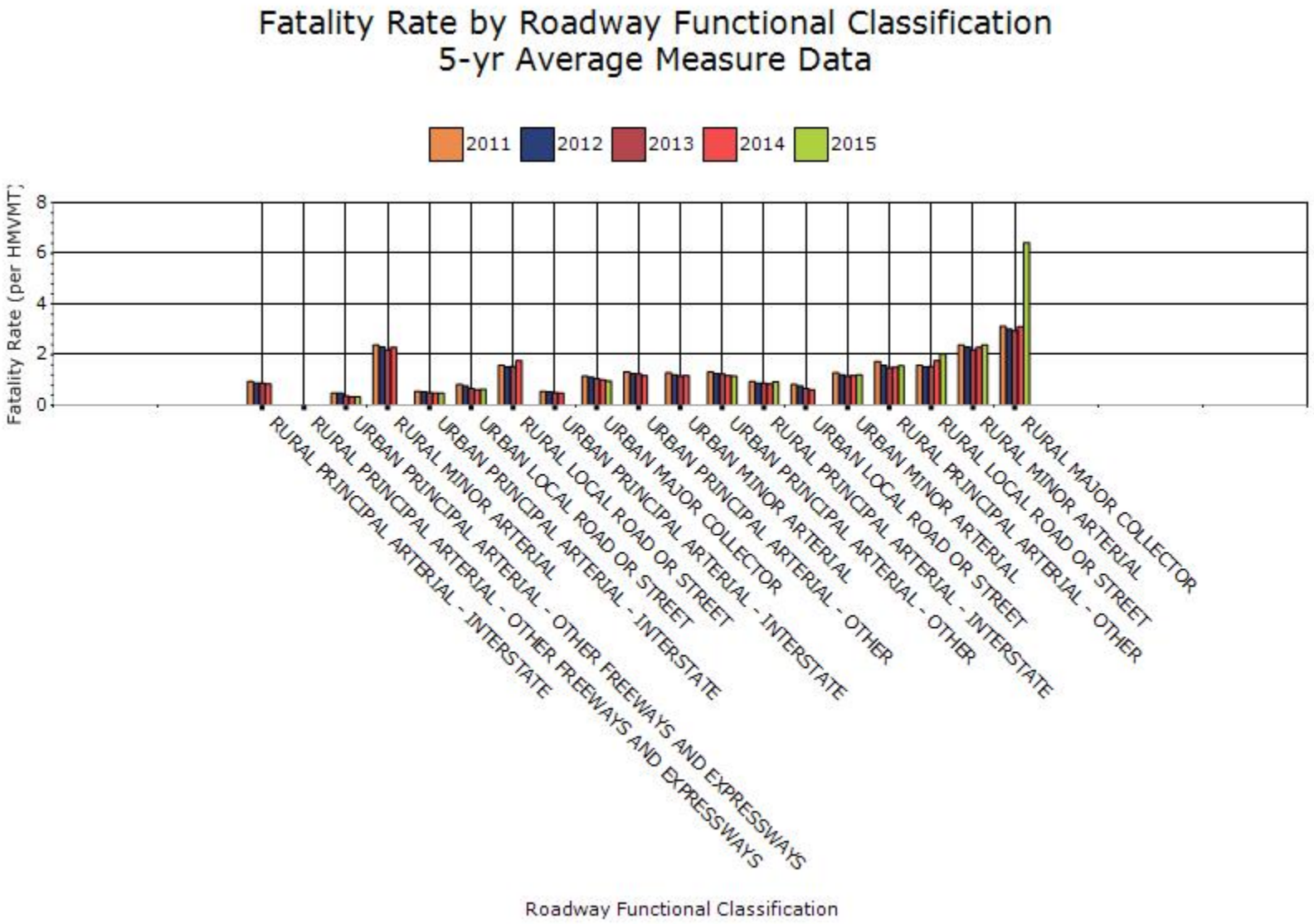
Year - 2015

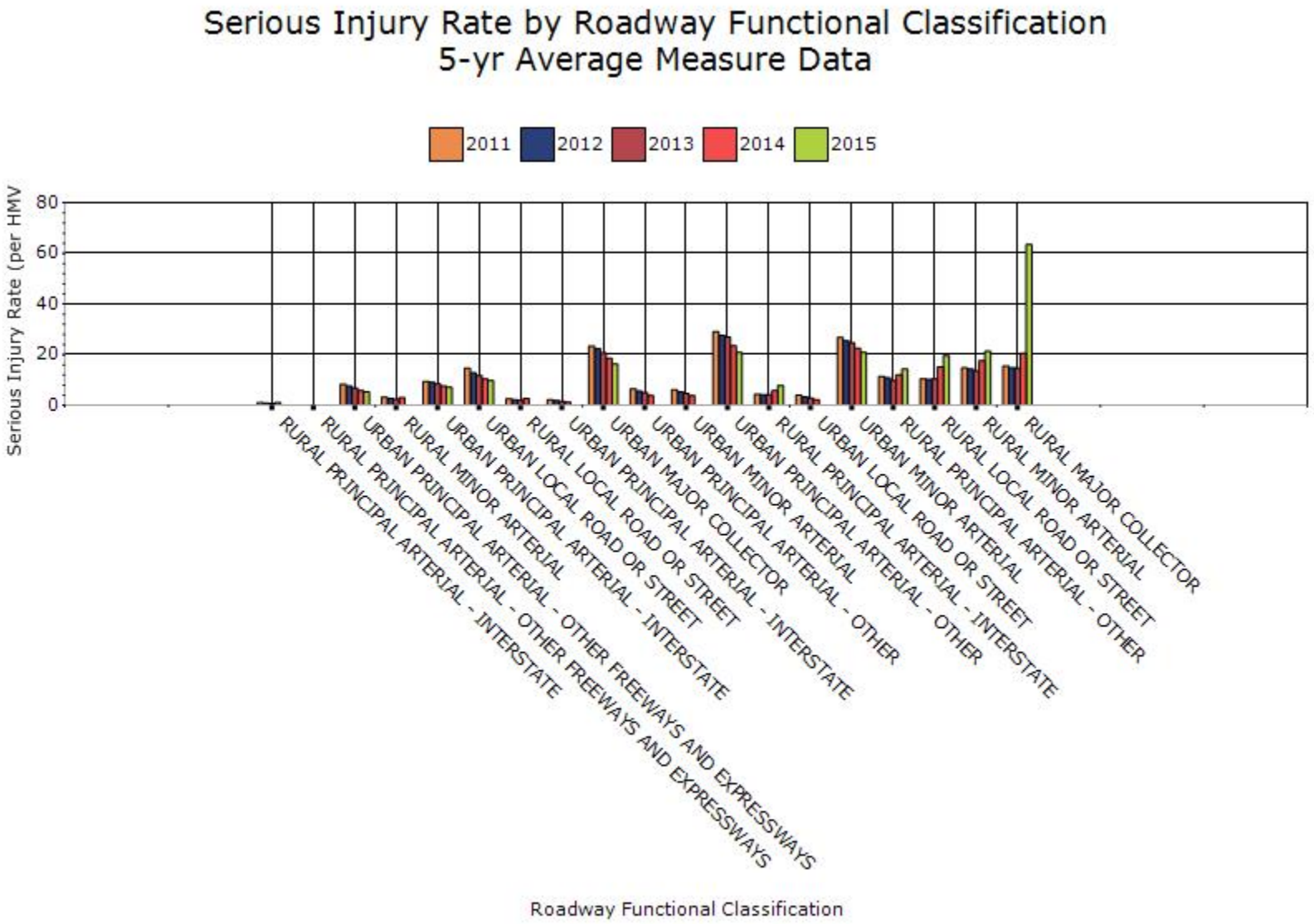
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	10.8	170.4	0.33	5.33
URBAN PRINCIPAL ARTERIAL - INTERSTATE	99.2	1451.4	0.48	7.07
URBAN LOCAL ROAD OR STREET	122.8	1875.2	0.63	9.76
URBAN MAJOR COLLECTOR	54.2	888	0.96	16.23
URBAN PRINCIPAL ARTERIAL - OTHER	156	2730.2	1.15	20.85
RURAL PRINCIPAL ARTERIAL - INTERSTATE	75.4	603.4	0.92	7.83
URBAN MINOR ARTERIAL	184.4	3158.8	1.21	20.84
RURAL PRINCIPAL ARTERIAL - OTHER	96.4	855.2	1.56	14.28

RURAL LOCAL ROAD OR STREET	97.4	886.2	2.02	19.6
RURAL MINOR ARTERIAL	139.8	1204.8	2.39	21.32
RURAL MAJOR COLLECTOR	170.2	1339.2	6.42	63.45


Fatalities by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
250
200
150
100
50
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL MINOR ARTERIAL
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN LOCAL ROAD OR STREET
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MAJOR COLLECTOR
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN MINOR ARTERIAL
URBAN PRINCIPAL ARTERIAL - OTHER
RURAL PRINCIPAL ARTERIAL - INTERSTATE
URBAN LOCAL ROAD OR STREET
URBAN MINOR ARTERIAL
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL LOCAL ROAD OR STREET
RURAL MINOR ARTERIAL
RURAL MAJOR COLLECTOR
Roadway Functional Classification

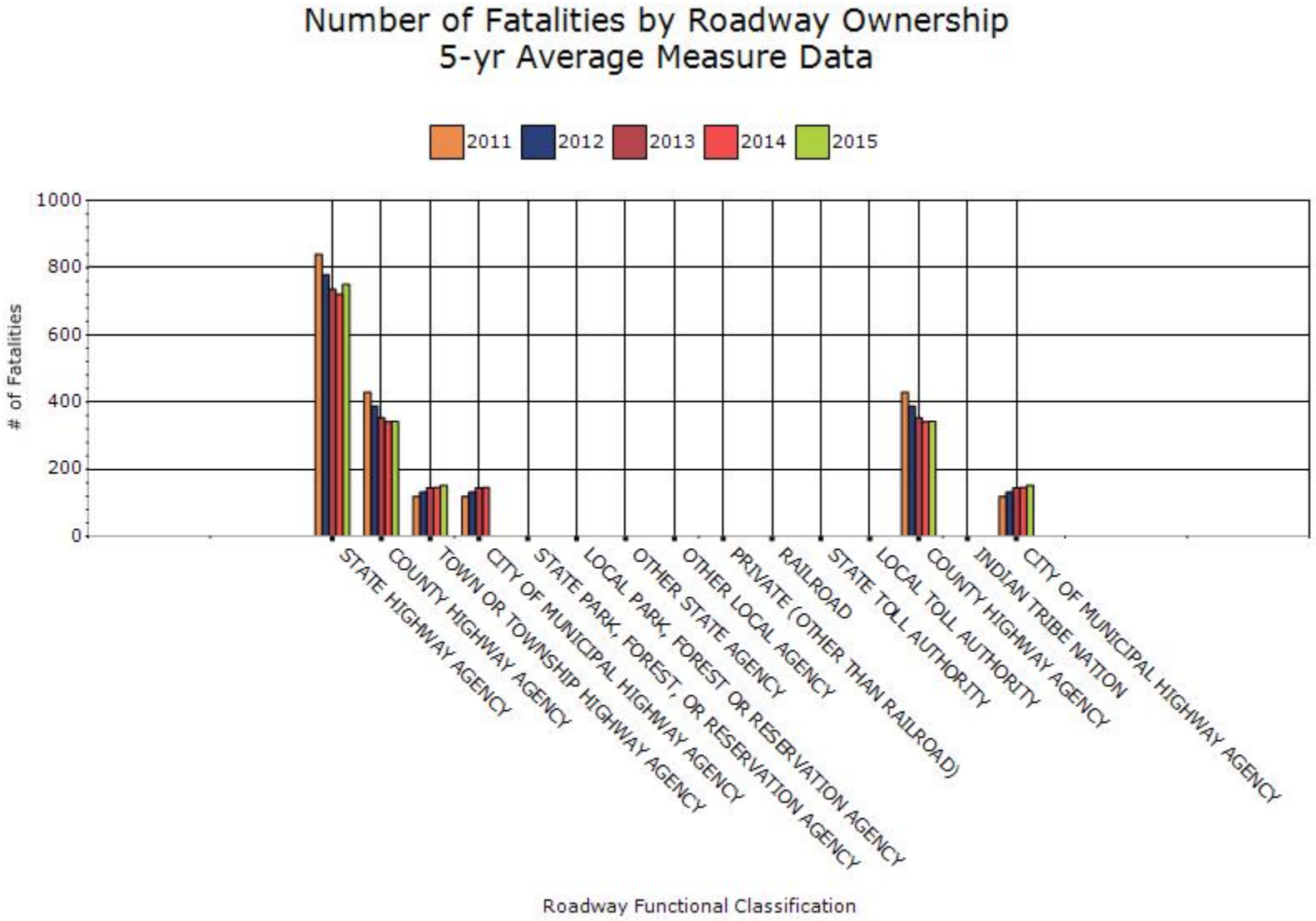

Serious Injuries by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
5000
4000
3000
2000
1000
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL MINOR ARTERIAL
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN LOCAL ROAD OR STREET
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MAJOR COLLECTOR
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN MINOR ARTERIAL
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER
URBAN LOCAL ROAD OR STREET
URBAN MINOR ARTERIAL
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL LOCAL ROAD OR STREET
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MAJOR COLLECTOR
Roadway Functional Classification

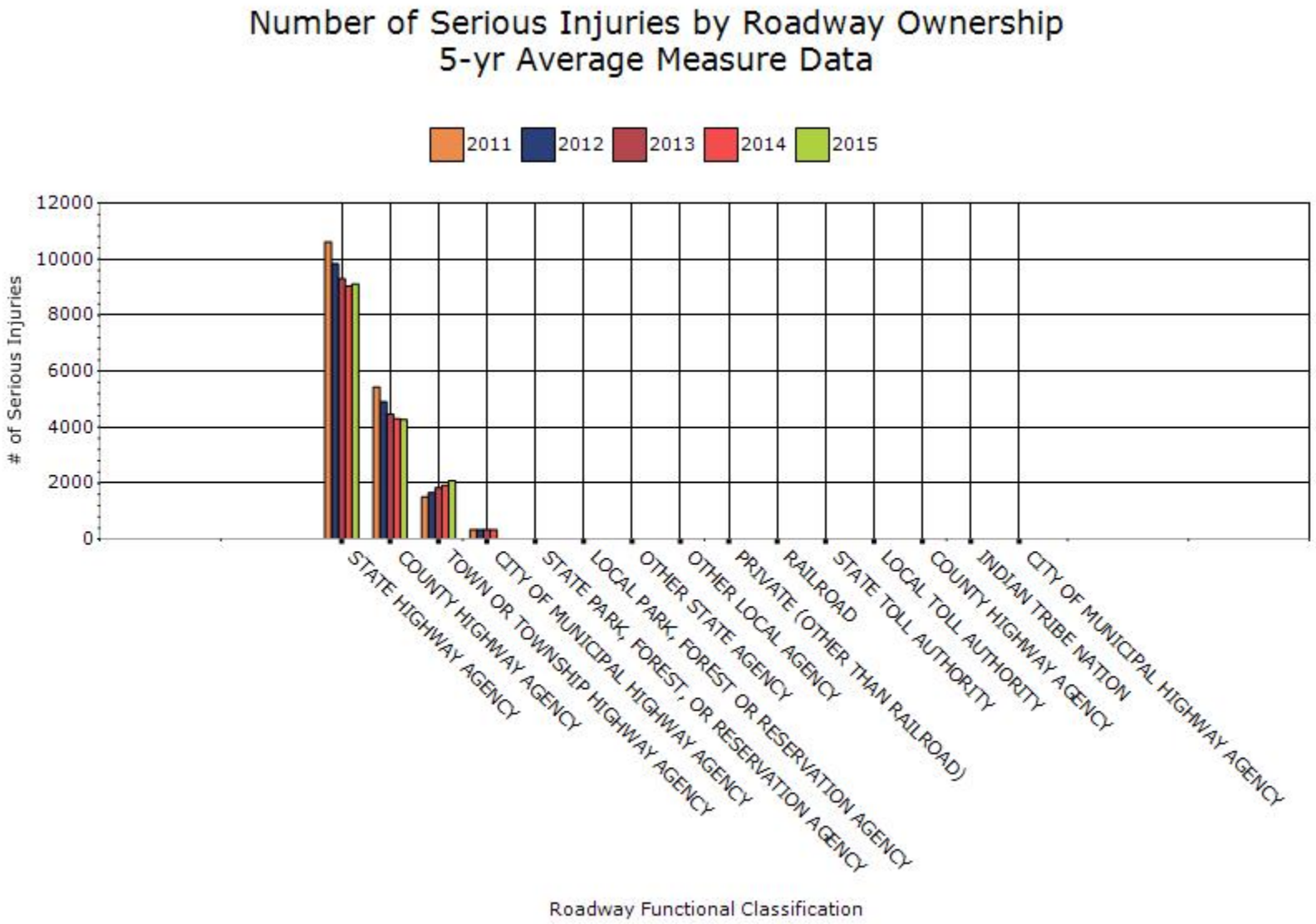

Fatality Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVMT)
0
2
4
6
8
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL MINOR ARTERIAL
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN LOCAL ROAD OR STREET
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MAJOR COLLECTOR
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN MINOR ARTERIAL
URBAN PRINCIPAL ARTERIAL - OTHER
RURAL PRINCIPAL ARTERIAL - OTHER
URBAN LOCAL ROAD OR STREET
URBAN MINOR ARTERIAL
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL LOCAL ROAD OR STREET
RURAL MINOR ARTERIAL
RURAL MAJOR COLLECTOR
Roadway Functional Classification

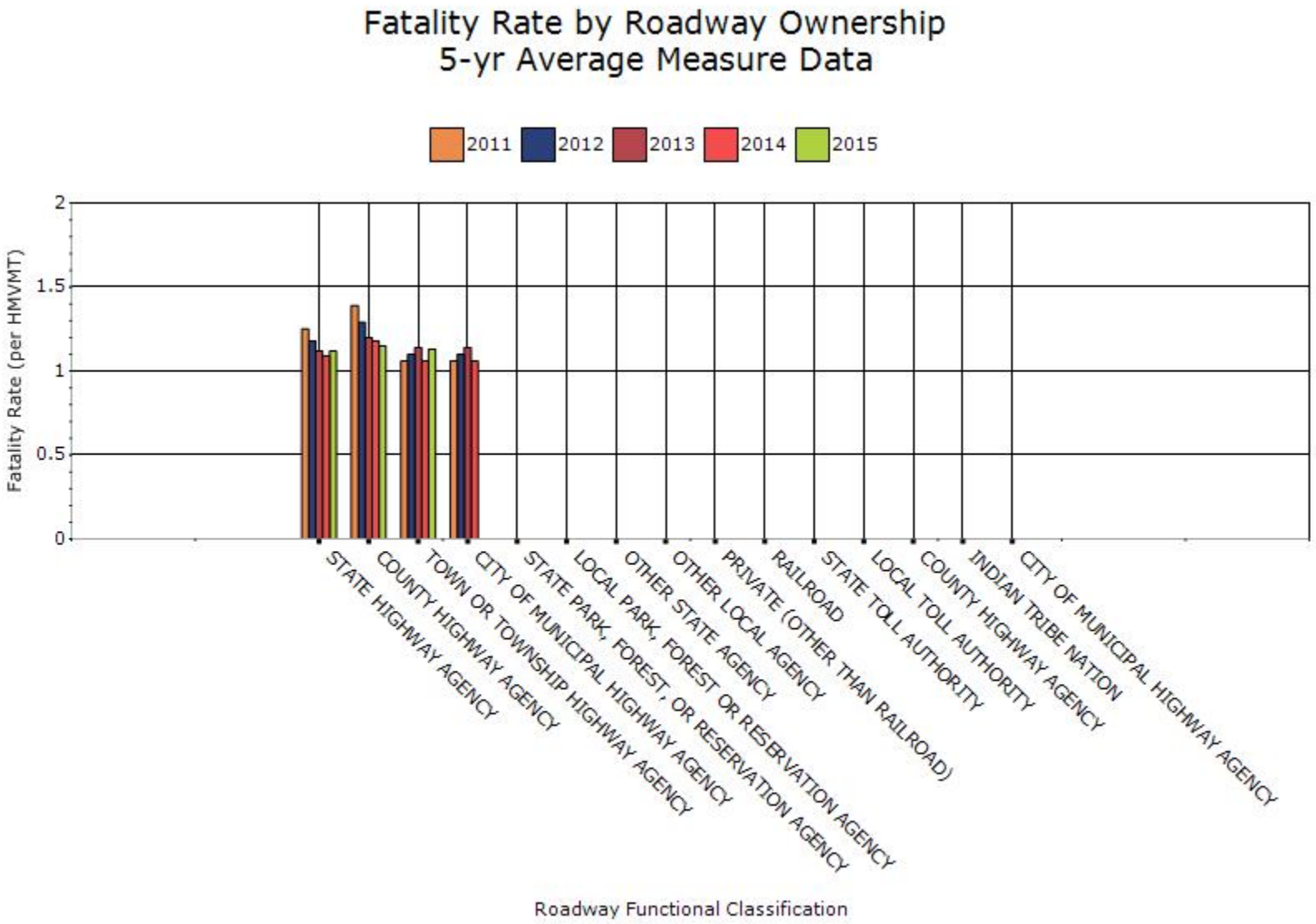

Serious Injury Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HMV
80
60
40
20
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - INTERSTATE
RURAL MINOR ARTERIAL
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN LOCAL ROAD OR STREET
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN MAJOR COLLECTOR
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER
URBAN LOCAL ROAD OR STREET
URBAN MINOR ARTERIAL
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL LOCAL ROAD OR STREET
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MAJOR COLLECTOR
Roadway Functional Classification

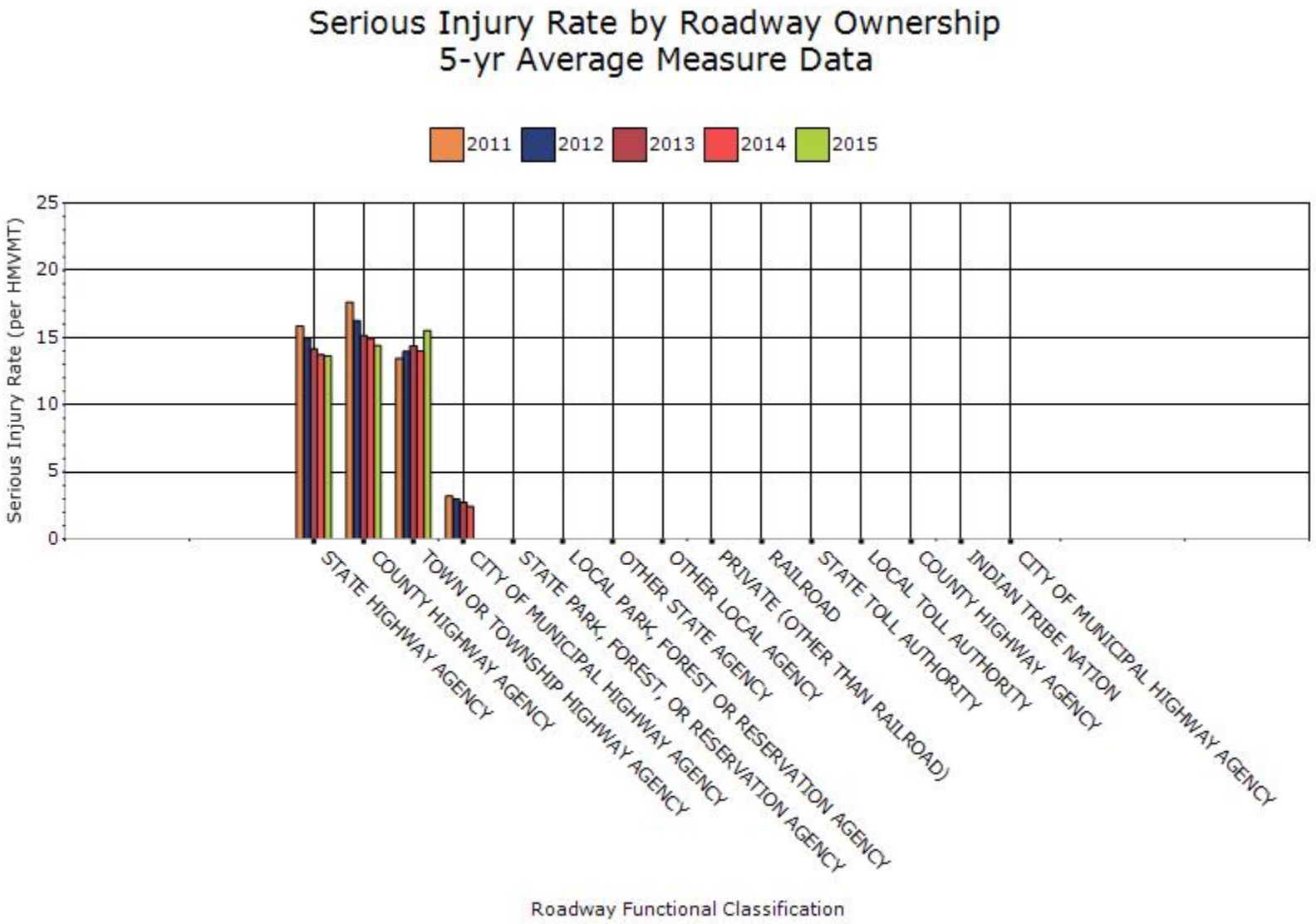
Year - 2015

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	750.4	9107.6	1.12	13.62
COUNTY HIGHWAY AGENCY	341.6	4276.6	1.15	14.39
TOWN OR TOWNSHIP HIGHWAY AGENCY	151.6	2086.2	1.13	15.51
COUNTY HIGHWAY AGENCY	341.6			
CITY OF MUNICIPAL HIGHWAY AGENCY	151.6			


Number of Fatalities by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
1000
800
600
400
200
0
# of Fatalities
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
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
COUNTY HIGHWAY AGENCY
INDIAN TRIBE NATION
CITY OF MUNICIPAL HIGHWAY AGENCY
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
12000
10000
8000
6000
4000
2000
0
# of Serious Injuries
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
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
COUNTY HIGHWAY AGENCY
INDIAN TRIBE NATION
CITY OF MUNICIPAL HIGHWAY AGENCY
Roadway Functional Classification


Fatality Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVMT)
2
1.5
1
0.5
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
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
COUNTY HIGHWAY AGENCY
INDIAN TRIBE NATION
CITY OF MUNICIPAL HIGHWAY AGENCY
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HMVMT)
25
20
15
10
5
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
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
COUNTY HIGHWAY AGENCY
INDIAN TRIBE NATION
CITY OF MUNICIPAL HIGHWAY AGENCY
Roadway Functional Classification

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

Georgia, like many other state saw a considerable increase in motor vehicle fatalities. We have updated our HSIP program guidance and provided the document to our regional FHWA office. We are hopeful that the program modifications will help to stem the rise in fatalities. Upon review and final input from FHWA regional office we will advance the recommendations outlined within the document.

Application of Special Rules

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

Older Driver Performance Measures	**2010**	**2011**	**2012**	**2013**	**2014**
Fatality rate (per capita)	0.22	0.2	0.19	0.18	0.16
Serious injury rate (per capita)	1.65	1.48	1.41	1.31	1.21
Fatality and serious injury rate (per capita)	1.87	1.68	1.6	1.49	1.37

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

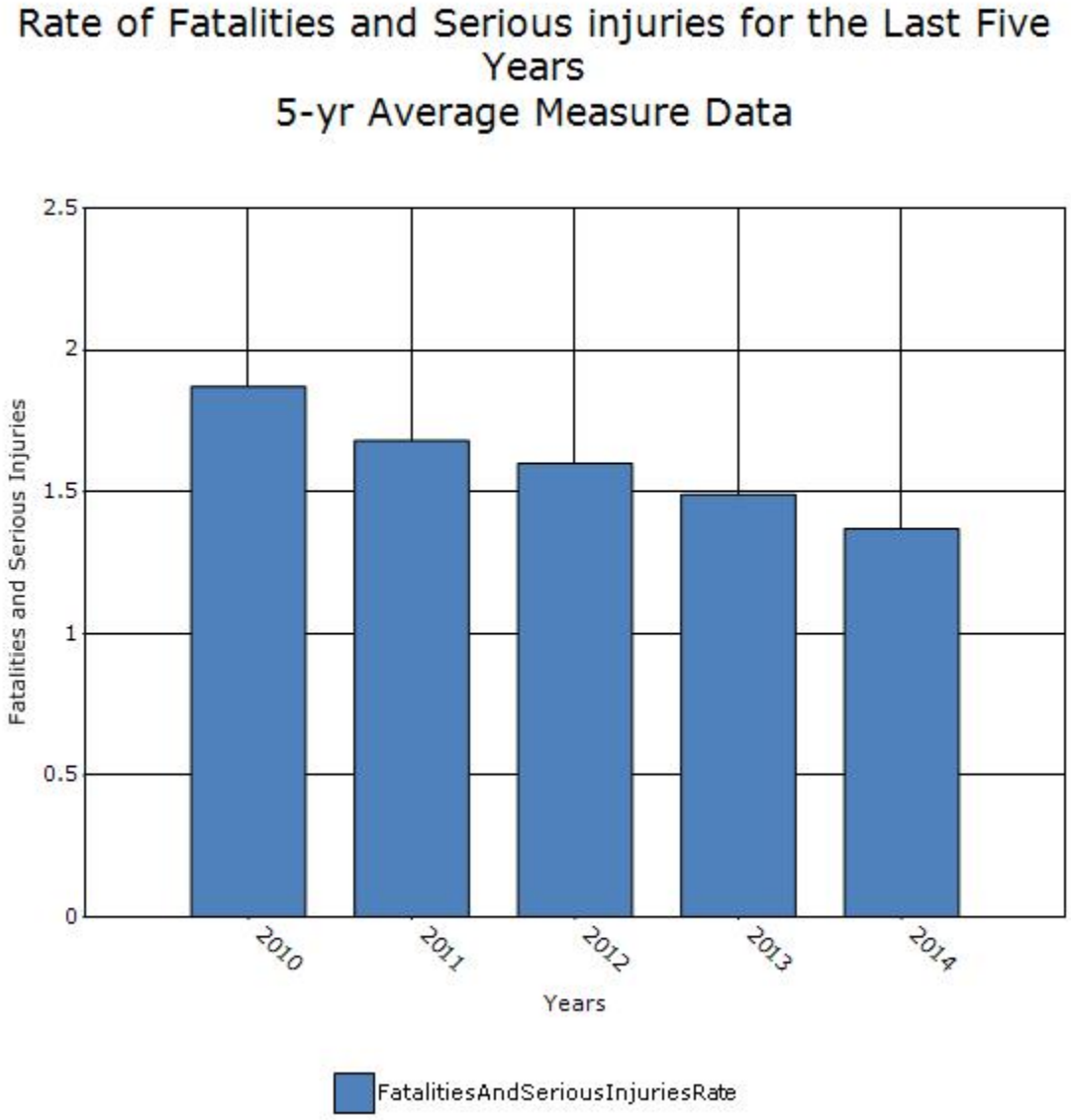
(F+SI 65+ 2011/2011 population figure)+(F+SI 65+ 2010/2010 pop. Figure)+…../5 equation and it looks like this:

2008 - 2012

(1.804679552 + 1.712166172 + 1.70696325 + 1.435873606 + 1.349429324) / 5) = 1.804679552

2010-2014

(1.70696325 + 1.435873606 + 1.349429324 + 1.217464316 + 1.14011209) / 5) = 1.70696325



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

Other-GDOT has a growing safety culure. Each district engineer and senior staff engineer has a performance measure tied to minimizing fatalities and serious injuries

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

Organizational Changes

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

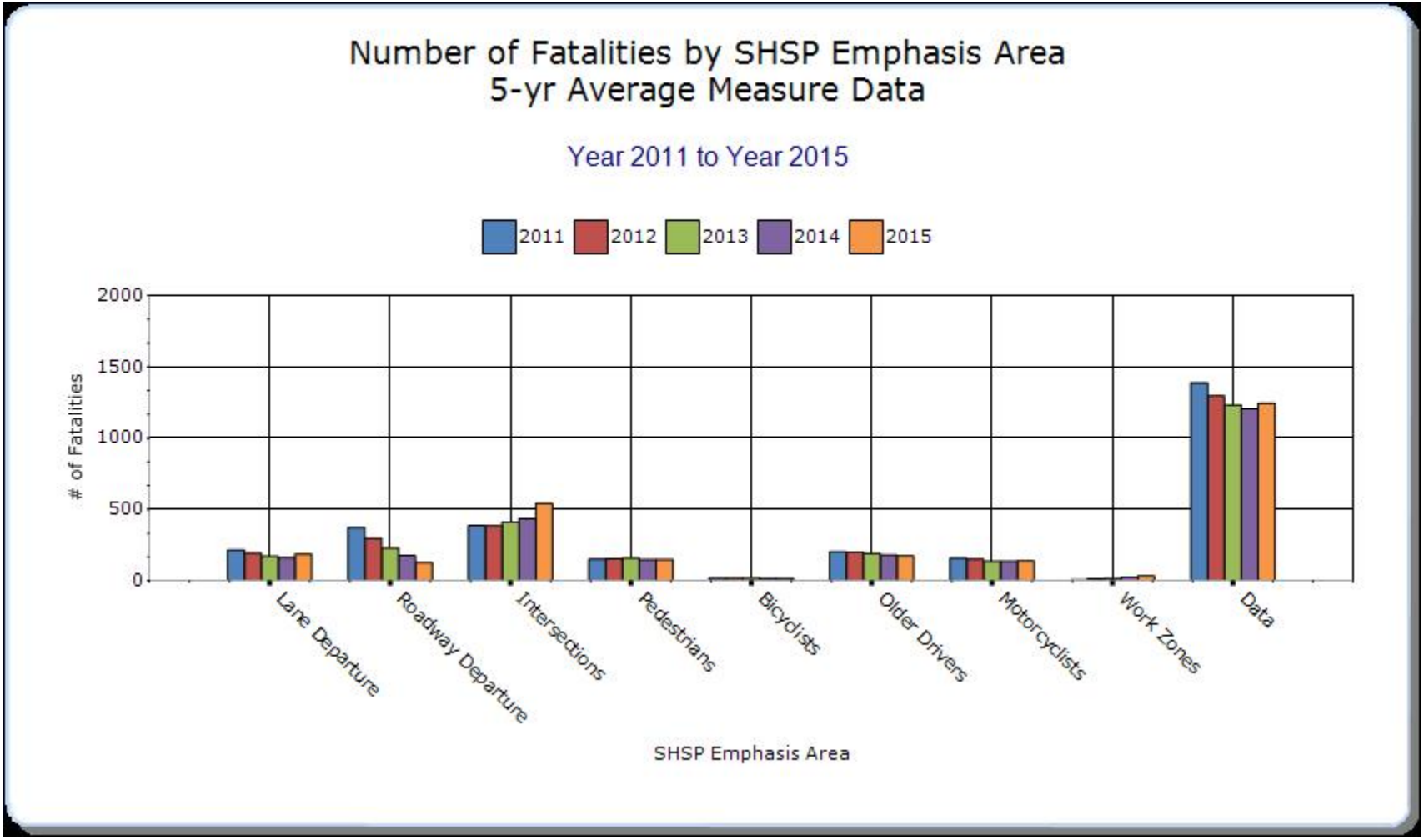
To help improve safety project delivery, GDOT Office of Traffic Operations has added a new position along with a support staff engineer. This new position is responsible for shortening the plan development program duration. By accelerating delivery, we hope to get safety projects built sooner and provide the highest level of service to our customers.

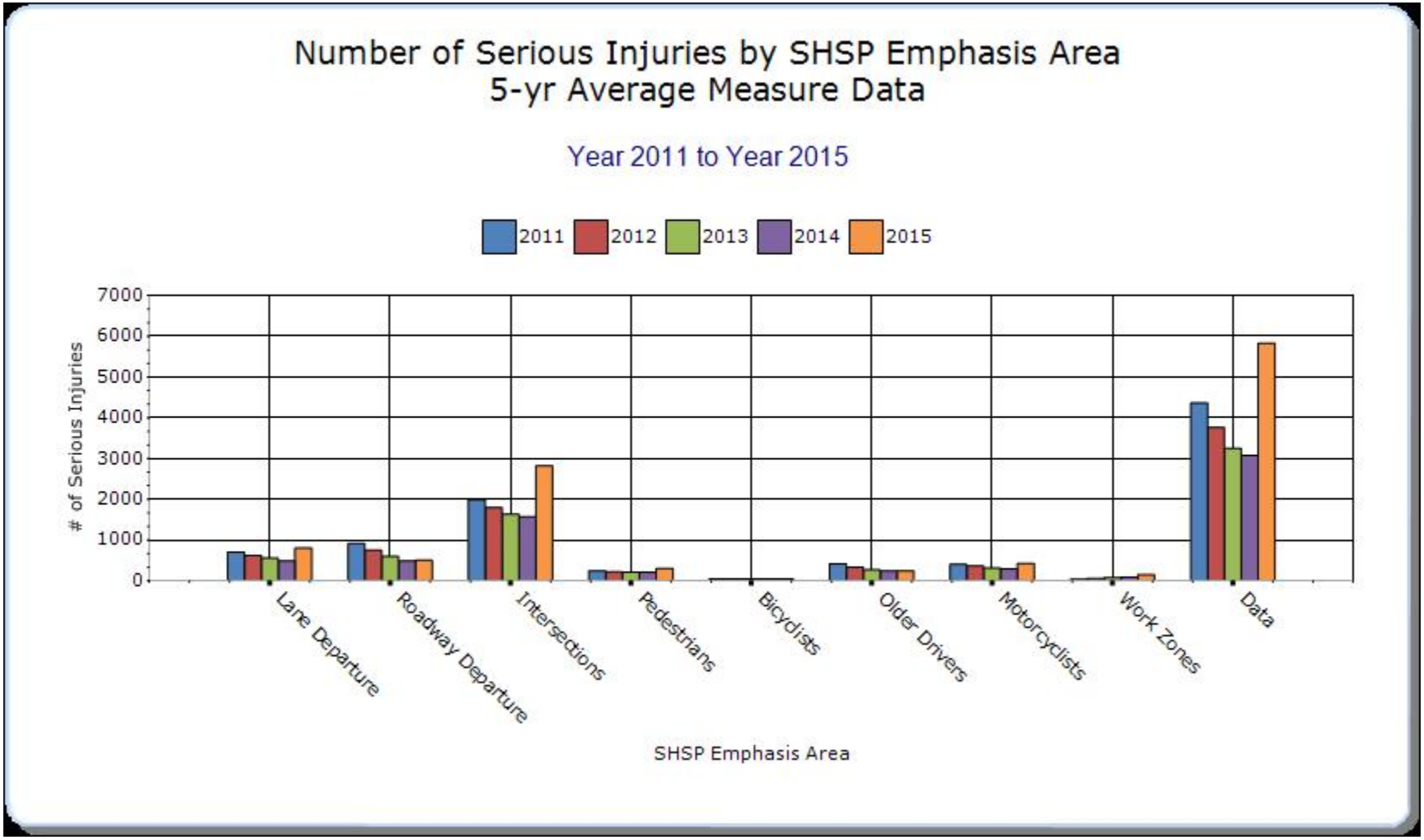
SHSP Emphasis Areas

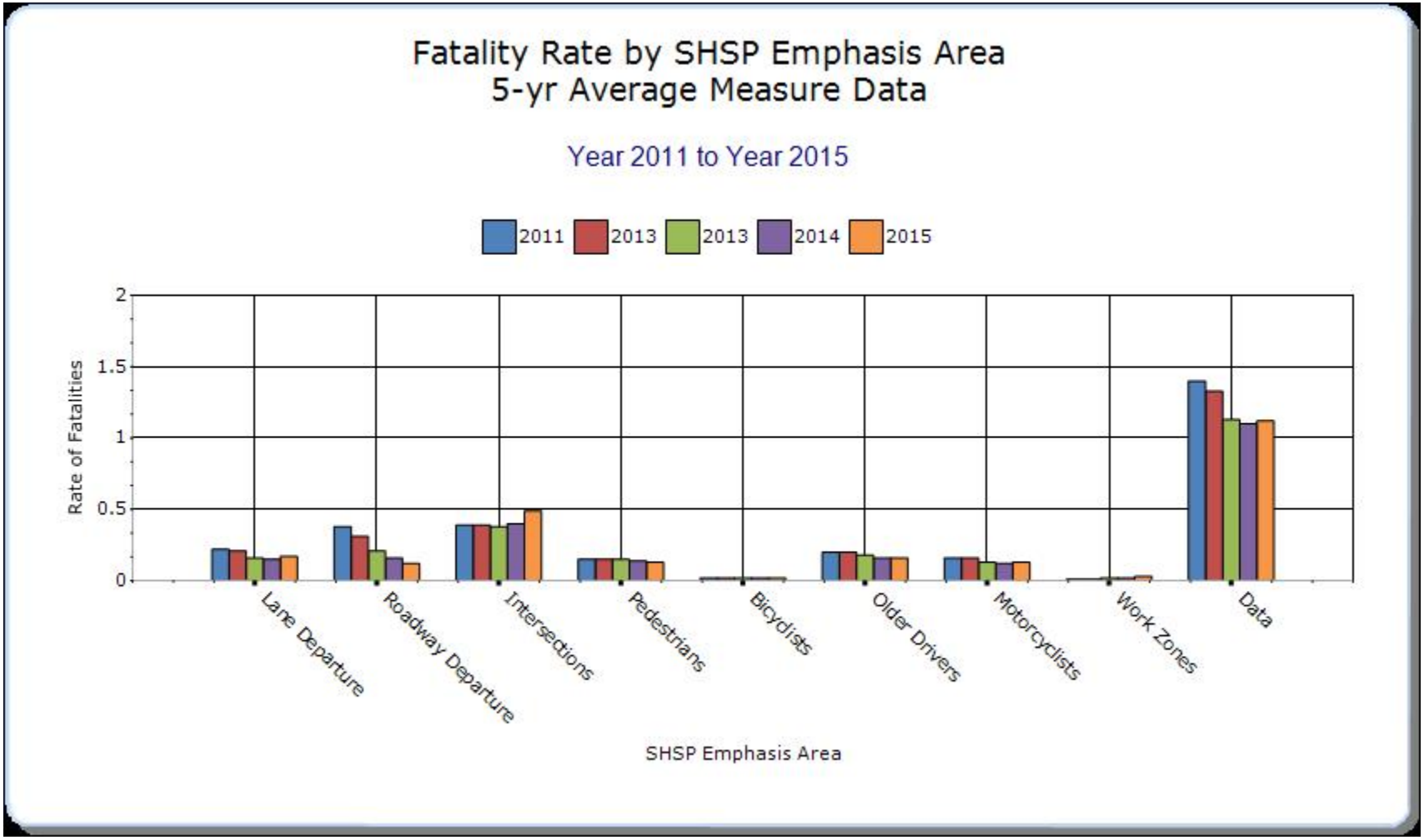
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

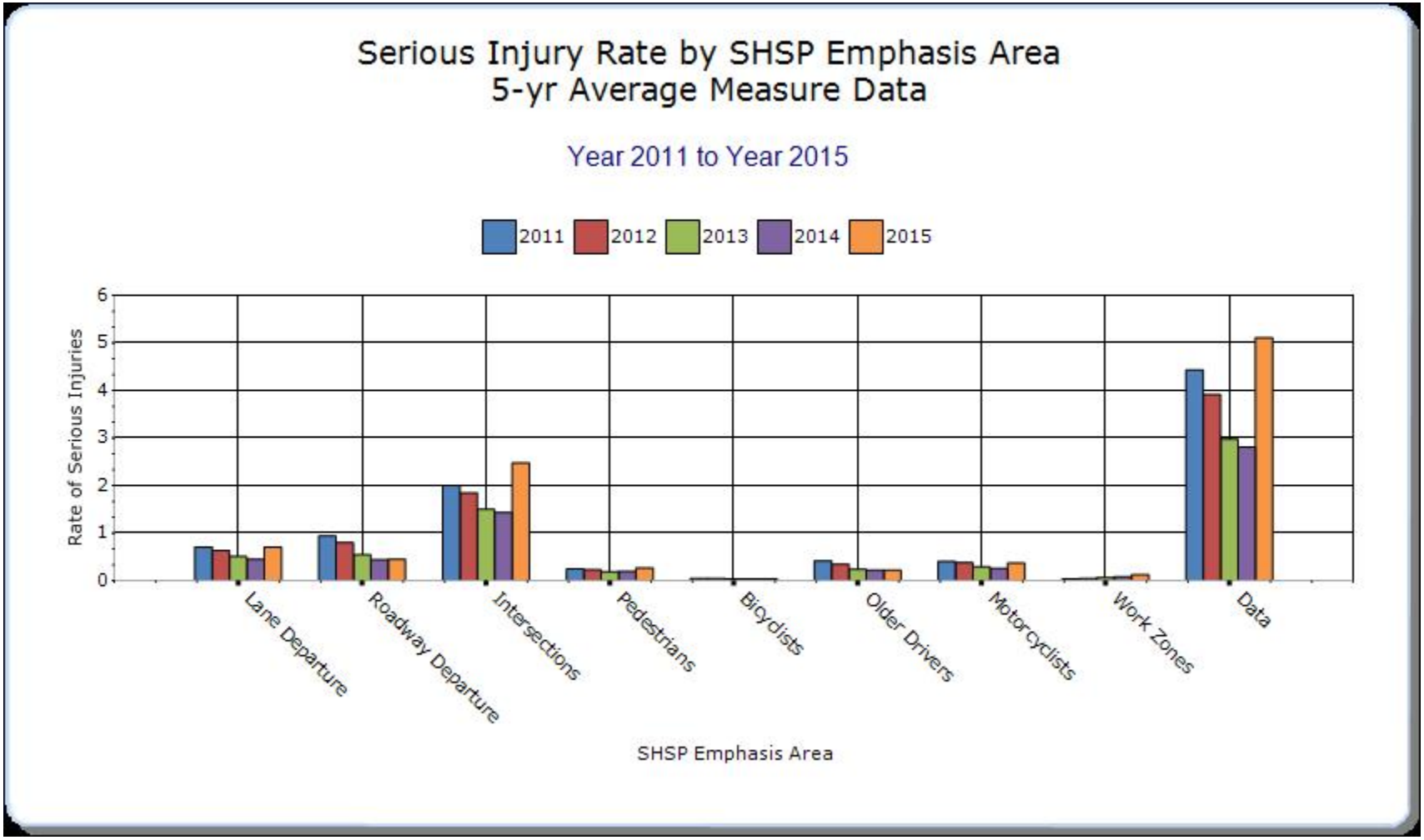
Year - 2015

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Lane Departure		186.8	801.6	0.17	0.71			
Roadway Departure		128.4	503.8	0.12	0.45			
Intersections		541	2818.4	0.49	2.48			
Pedestrians		148.8	303.6	0.13	0.27			
Bicyclists		16.6	41.6	0.02	0.04			
Older Drivers		173.8	245.2	0.16	0.22			
Motorcyclists		139.6	419.6	0.13	0.37			
Work Zones		33.4	146	0.03	0.13			
Data		1243.6	5823.2	1.12	5.11			


Number of Fatalities by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
2000
1500
1000
500
0
# of Fatalities
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2013
2013
2014
2015
Rate of Fatalities
2
1.5
1
0.5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area



Groups of similar project types

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

Year - 2015

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Bicycle Safety		16.6	41.6	0.02	0.04			
Median Barrier		5.2	14.4		0.01			
Left Turn Crash		108	411	0.1	0.36			
Safe Corridor		908.6	4143.6	0.82	3.6			
Intersection		541	2905.4	0.49	2.56			
Roadway Departure		128.4	508	0.12	0.46			
Crash Data		1243.6	5823.2	1.12	5.11			
Pedestrian Safety		148.8	307.8	0.13	0.27			
Right Angle Crash		28.8	82.6	0.03	0.07			
Horizontal Curve		395.8	814.2	0.36	0.71			
Skid Hazard		5.6	20.8	0.01	0.02			
Red Light Running Prevention		20.2	54.8	0.02	0.05			

Systemic Treatments

Present the overall effectiveness of systemic treatments.

Year - 2015

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Install/Improve Pavement Marking and/or Delineation		186.8	801.6	0.16	0.68			
Cable Median Barriers		12.2	70	0.01	0.06			
Other-High Friction Surface Treatment		128.4	508	0.12	0.46			

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

The state continues to aggressively promote highway safety through education, emergency response, enforcement and engineering. GDOT worked closely with our Governor's Office of Highway Safety to complete the 2015 SHSP. As part of this process we updated our goals for pedestrian, intersection, lane-departure and bicycle safety. To support this effort we examined our implementation plans. All of the plans are nearing final revision. This work has led us to further promote effective countermeasures. Over the year we worked with our maintenance office to develop the steps and processes to ensure the implementation plan countermeasures are incorporated as needed into our resurfacing projects. Safety edge, rumble strips, signs, shoulder improvements and pavement markings will be reviewed and added as needed. Additionally, the state continues the median cable barrier installation program by identifying the next segments for treatment on our state highways. The Interstate corridors and freeways that showed the occurrence of median crossovers were identified and prioritized. Going forward, we will continue to target limited access facilities and other applicable divided highways to install cable barriers. We have also worked through the process to identify and locate sub-standard guardrail end treatments. These locations have been programed for design and construction. Also, we worked with our office of utilities to identify utility pole crash locations. Several locations have been identified and the relocation projects are being programmed.

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
No elaboration at this time.														

Optional Attachments

Sections	Files Attached
Progress in Achieving Safety Performance Targets: Application of Special Rules	HSIP_Q27_upload_Template_Older.xlsx

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT means hundred million vehicle miles traveled.
Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
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.