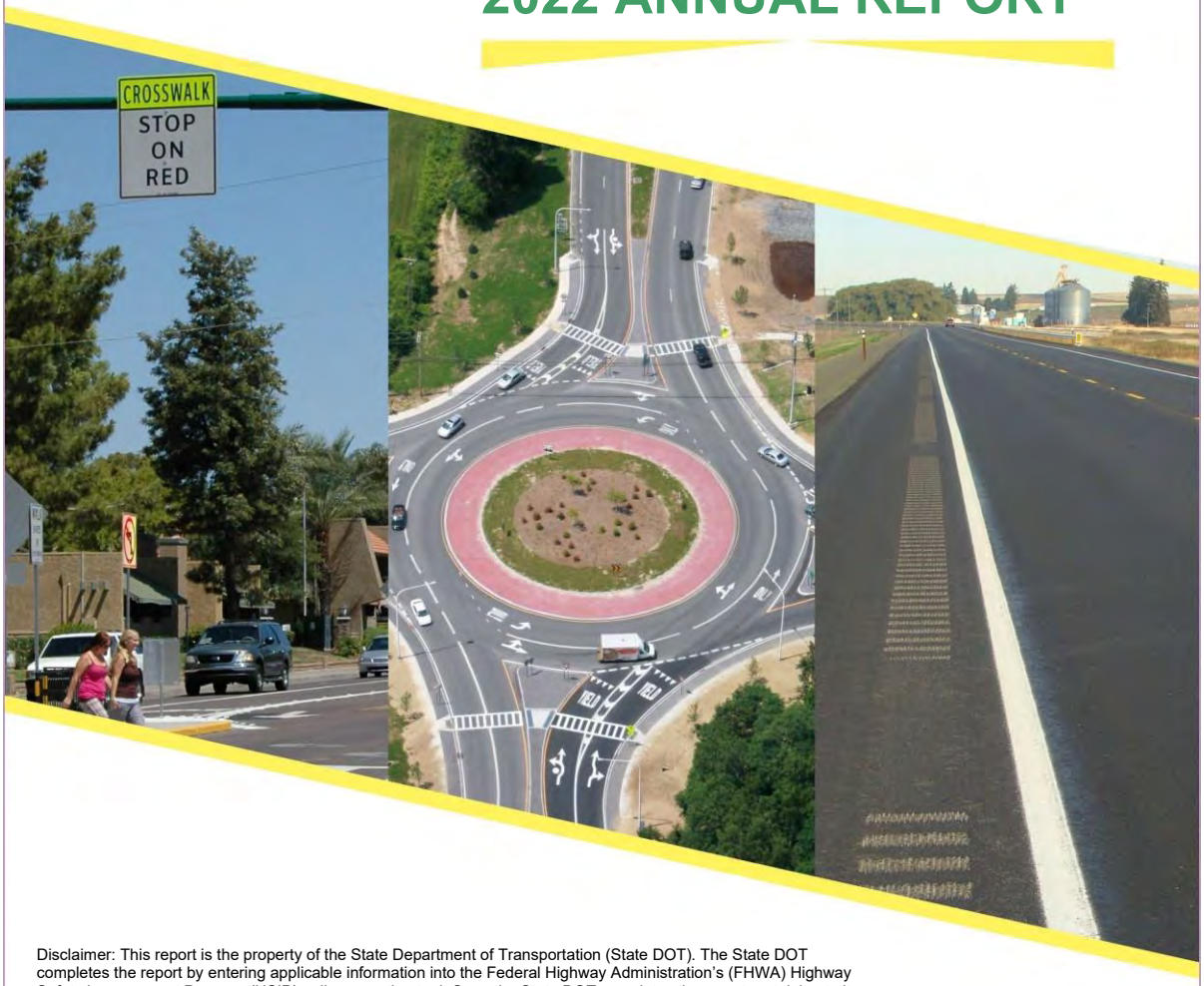
GEORGIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT



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Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

The purpose of the Georgia Highway Safety Improvement Program (HSIP) is to provide for a continuous and data-driven process that identifies and reviews specific traffic safety issues around the state to identify locations for potential safety enhancements. The ultimate vision of the HSIP process is to eliminate all roadway fatality & serious injury crashes on all of Georgia's roadways through the implementation of engineering solutions and safety educational outreach.

Each year, the Department sets aside safety funding to implement safety projects. The total HSIP funds allocated in a given fiscal year (FY) is approximately $ 100 million. In addition to this amount, the Department delivered an additional $60.3 million in safety-focused projects for FY 22. These additional projects included intersection improvements, such as roundabouts, and pedestrian improvements that span across several districts. Across the US, motor vehicle fatal crashes in 2021 are estimated to be the highest in 16 years. Nationally, there are an estimated 42,900 people to have died in motor vehicle crashes in 2021, a 10 percent increase from the previous year and the highest in 96 years. Georgia saw similar trends with a 7% increase in fatal crashes. The trends in fatal crashes increase in most emphasis areas, including pedestrian and lane departure. There was also a notable increase in fatal crashes in the age group of 15 to 24-year-olds, young drivers, and people not wearing their seatbelts. City roadways saw a comparable increase in fatal crashes to the state routes system with 10%. Upon reviewing all fatal crash reports there are notable trends, speed, driving under the influence, and driver behavior. Some drivers still have tendencies that they developed during the pandemic. These tendencies, combined with more vehicles returning to the roadway, have shown to be a contributing factor to fatal and serious injury crashes. These trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP).

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

Over the past FY, the GDOT Safety Program used a data-driven process to successfully locate viable safety projects that meet our HSIP goals. Projects that comprise the HSIP are usually moderately-sized projects that include safety improvements in the following areas; intersection, pedestrian and bicycle, roadway departure, corridor, off-system, and older roadway users. In addition, safety improvements identified through Road Safety Audits (RSA)s are pursued through district resources, local agencies, and capital projects. Safety projects may be nominated or identified from a large number of sources. RSAs are selected using the safety analytic platform, Numetric. This application allows the Department to utilize resources efficiently and develop a top 10 data-driven list for each District. The Safety Program then works with the District and local governments to confirm at least 14 RSAs for the FY. The Safety Program used a hybrid platform for RSAs, including virtual and in-person RSAs. A project may qualify as a safety project because of an existing safety problem, because of evidence that it will prevent an unsafe condition, or because it falls into one of several identified categories of improvements that are known to provide safety benefits. Examples of this last category include guardrails, traffic signals, railroad crossing warning devices, and most intersection improvements. Pedestrian and bicycle facilities are an important feature of the safety program, which is eligible for safety enhancement projects. Once a location has been identified, a crash screening is performed to confirm if there is a viable safety project. If viable, an intersection control evaluation (if applicable) and traffic engineering study are performed to confirm a safety benefit/cost (S-BC) for a potential project.

Every Georgia DOT project is designed and constructed to meet or exceed federal safety guidelines. GDOT continues to look for innovative ways to improve safety. Redefining our processes, revision of guidelines, and continued enhancement of Numetric are highlights of these efforts. GDOT worked with FHWA, engineering consultants, and local governments to test and validate the tools using examples from daily work to ensure the tools will support their efforts to identify potential safety project locations throughout the state on all public roads. The new tools have already provided significant safety benefits by reducing the time it takes to analyze and locate potential safety projects. New proactive approaches to justify safety projects that are being further explored are near-miss and connected vehicle data.

Additionally, the Office of Traffic Operations is refining and utilizing our crash data to improve safety and

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

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

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

Vulnerable Roadway User Safety ($15 - 20 million)

Intersection Safety ($40 - 74 million)

Roadway and Lane Departure ($15 - 20 million)

Off System Safety ($7 - 10million)

Safety Educational Outreach ($1 million)

Where is HSIP staff located within the State DOT?

Operations

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data
- Other-systemic
- Other-Data Driven Safety Analysis
- Other-Off System Safety

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

The state is continuing the high-risk rural roads program as part of the HSIP. Additionally, the state has an established Off System Safety (OSS) Program that works through the District coordinators. The Department employs District coordinators that work with the Department's District Traffic Operations and local government to identify a group of roads that are not part of the state highway system that have safety deficiencies. The District coordinators use a data-driven approach to identify potential safety enhancements on off-system roads and intersections. A public-facing application utilizing Numetric is available for any local partner to use. This application provides analysis and the ability to download crash data. The more advanced Numetric application is also available for locals upon request and provided free of charge. Additionally, we have been working with FHWA and pilot counties to develop Local Road Safety Plans (LRSP) where local DOTs develop their plans in coordination with GDOT. The goal is to get local governments to proactively think about and address road safety. Like our traditional approach, local governments would develop a list of roads and countermeasures based on the LRSP.

Once potential off-system safety projects are identified, the list is prioritized and selected by a review team. The cost of planned safety improvements is taken into consideration as well as the effectiveness of each countermeasure. The safety program’s goal is to dedicate at least $1 million annually to each of the state's seven districts for off-system safety projects. This money is solely used to fund our off-system safety program.

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

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

Describe coordination with internal partners.

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

The Office of Program Delivery (OPD) plays a large role in the delivery of safety projects for the Department. The Safety Program coordinates weekly with OPD to discuss ongoing safety projects, task orders, and upcoming safety projects to be transitioned. Coordination with other offices, such as Environmental Services, Utilities, Railroad Safety, Roundabout and Alternative Intersection Design (RAID), and Engineering Services, is key in the development and delivery of safety projects.

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

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

Identify which external partners are involved with HSIP planning.

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

Georgia’s Strategic Highway Safety Plan (SHSP) involves a variety of internal and external partners at the federal, state, and local levels as well as in 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 a measurable goal(s) that are designed to improve one or more of the established emphasis areas. Throughout the year, the teams track their progress against their goal(s). The teams report their progress to the participating groups and the Governor’s Office of Highway Safety (GOHS). Also, the GOHS holds semi-annual Safety Program Leadership Meetings for the Executive Board and task team leaders. GDOT’s Pedestrian, Bicycle, Intersection, and Roadway Departure Safety Action Plans are executed to implement engineering solutions to address highway safety problems. GDOT’s Safety Action Plans are key components of its HSIP and all are aligned with the goals of the state’s SHSP and a number of its Emphasis Areas. Georgia’s SHSP Key Emphasis Areas are as follows:

· Occupant Protection - Seatbelts and Air Bags

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

· Impaired Driver

· Distracted Driving

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

· Non-motorized User - Pedestrians, Bicyclists

· Vehicle Type - Heavy Trucks, Motorcycle

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

· Trauma System/Increasing EMS Capabilities

· Traffic/Crash Records and Data Analysis

· Traffic Incident Management Enhancement (TIME)

Describe coordination with external partners.

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

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

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

The Safety Program is also in the development of a new process to deliver certain safety projects in a more efficient manner. Projects that have no right-of-way, limited environmental impact, and follow HSIP procedures might have the ability to be delivered through an indefinite delivery indefinite quantity (IDIQ) type process.

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

If the crash screening provides a justification for a safety project the analysis is moved to an intersection control evaluation (ICE), if applicable. Alternatives proposed in the crash screening are evaluated and

confirmed in stage 1 ICE. The most viable safety alternatives are selected for stage 2 ICE. The ICE tool ranks the final alternatives and provides a more defined benefit-cost. The alternative that has the highest ranking and benefit-cost, and shows to be a competitive safety project, is selected to move to the next stage, a traffic engineering (TE) study. A TE study can be performed once an alternative is selected from the ICE. The TE study takes the information gathered so far in the process and provides more details on the proposed project. For example, site visits are conducted to gain exact measures, update crash analysis, provide operational analysis, develop a layout, review of alternatives found in stage 2 ICE and recommendations. In addition, risk factors such as environmental, ROW, and utility are examined.

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

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

Program Methodology

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

Yes

Select the programs that are administered under the HSIP.

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

- Other-Off System Safety

Program: Bicycle Safety

Date of Program Methodology:7/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

Program: Horizontal Curve

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: HRRR

Date of Program Methodology:7/1/2012

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:100
Other-District / Commitee:2

Program: Intersection

Date of Program Methodology:7/1/2012

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Relative Weight in Scoring

Ranking based on B/C:100
Total Relative Weight:100

Program: Local Safety

Date of Program Methodology:7/1/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Other-Local Funding

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Other-Ownership

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-Local Safety Plans

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

Rank of Priority Consideration

Available funding:1

Program: Median Barrier

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Excess proportions of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

Program: Pedestrian Safety

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Excess proportions of specific crash types

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

Program: Roadway Departure

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification

What project identification methodology was used for this program?

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

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

Program: Sign Replacement And Improvement

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Other-Clear Messaging and guidance

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
	• Volume	• Functional classification

What project identification methodology was used for this program?

- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:1

Program: Skid Hazard

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- Competitive application process

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

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

Rank of Priority Consideration
Ranking based on B/C:1

Program: Wrong Way Driving

Date of Program Methodology:7/1/2013

What is the justification for this program?

- Other-GDOT Focus

What is the funding approach for this program?
Other-Available Funding

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Other-Interchange Design

What project identification methodology was used for this program?

- Probability of specific crash types

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

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

How are projects under this program advanced for implementation?

- Other-Systemic

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

Rank of Priority Consideration
Available funding:1

Program: Other-Off System Safety

Date of Program Methodology:7/1/2019

What is the justification for this program?

- Other-Support Local Government Road Safety Concerns

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Other-Ownership

What project identification methodology was used for this program?

- Crash frequency
- Relative severity index

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

Yes

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

No

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

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

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:2
Other-stakeholder interest:1

What percentage of HSIP funds address systemic improvements?

9

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

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

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

Over the past year we investigated how these technologies and data could be used to supplement our HSIP program. We have not leveraged this technology, but continue exploring the opportunities that connected vehicles offer. As we continue to investigate the impact of newer technologies, the state will incorporate various components that align to our program development.

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

Yes

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

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

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$131,431,872	$131,431,872	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$28,928,597	$28,928,597	100%
Totals	$160,360,469	$160,360,469	100%

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

$11,628,606

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

$7,000,000

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

$1,314,549

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

$1,000,000

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

$28,928,597

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

$0

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

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

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

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0000001 All Counties Identified PE-Safety	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$15745657	$15745657	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0000002 All Counties Identified ROW-Safety	Miscellaneous	Miscellaneous - other	1	Safety Program ROW	$2925000	$2925000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0000003 All Counties Identified CST-Safety	Miscellaneous	Miscellaneous - other	1	Safety Program Construction	$8990915	$8990915	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0013258 Greene, McDuffie, Taliaferro SR 12; SR 17 & SR 44 @ 9 LOCS - PEDESTRIAN UPGRADES	Pedestrians and bicyclists	Pedestrian signal	9	Intersections	$200000	$200000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency	Systemic	Pedestrians	Pedestrian Safety
0013689 Paulding, Polk PEDESTRIAN UPGRADES @ 10 LOCS IN PAULDING & POLK COUNTY	Pedestrians and bicyclists	Pedestrian signal	10	Intersections	$1148784	$1148784	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	State Highway Agency	Systemic	Pedestrians	Pedestrian Safety
0017122 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN SANDY SPRINGS	Roadside	Barrier- metal	4	Locations	$133861	$133861	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	City or Municipal Highway Agency	Spot	Roadway Departure	Road and Lane Departure
0017338 All Counties ROAD SAFETY AUDITS - REGION A - FY 2022-2023	Miscellaneous	Road safety audits	1	Safety Program Engineering	$225000	$225000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017339 All Counties ROAD SAFETY AUDITS - REGION B - FY 2022-2023	Miscellaneous	Road safety audits	1	Safety Program Engineering	$225000	$225000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017340 All Counties ROAD SAFETY AUDITS - REGION C - FY 2022-2023	Miscellaneous	Road safety audits	1	Safety Program Engineering	$225000	$225000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017341 All Counties TRAFFIC ENGINEERING STUDIES - REGION A - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$1500000	$1500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0017342 All Counties TRAFFIC ENGINEERING STUDIES - REGION B - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$1100000	$1100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017343 All Counties TRAFFIC ENGINEERING STUDIES - REGION C - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$1100000	$1100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017344 All Counties TRAFFIC OPS SAFETY PROGRAM SUPPORT - REGION A - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$350000	$350000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017345 All Counties TRAFFIC OPS SAFETY PROGRAM SUPPORT - REGION B - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$450000	$450000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017346 All Counties TRAFFIC OPS SAFETY PROGRAM SUPPORT - REGION C - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$350000	$350000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017347 All Counties SAFETY IMPROVEMENT PROJECT MOSD - REGION A - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$2300000	$2300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017348 All Counties SAFETY IMPROVEMENT PROJECT MOSD - REGION B - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$2300000	$2300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017349 All Counties SAFETY IMPROVEMENT PROJECT MOSD - REGION C - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$2300000	$2300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0017350 All Counties CRASH DATA SOFTWARE &	Miscellaneous	Data analysis	1	Crash Data Software	$314549	$314549	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Systemic	Data	All

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
ANALYSIS SERVICES - FY 2022															
0017699 Elbert OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN ELBERT COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	25	Locations	$244540	$244540	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017700 Banks OFF-SYSTEM SAFETY IMPROVEMENTS @ 29 LOCS IN BANKS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	29	Locations	$223509	$223509	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017701 Miller OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS IN MILLER CO - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	12	Locations	$290519	$290519	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017702 Randolph OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOCS IN RANDOLPH CO-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	10	Locations	$226452	$226452	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017703 Seminole OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 LOCS IN SEMINOLE CO-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	23	Locations	$219092	$219092	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017704 Franklin OFF-SYSTEM SAFETY IMPROVEMENTS @ 35 LOCS IN FRANKIN CO-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	35	Locations	$297258	$297258	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017705 Richmond OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOCS IN RICHMOND COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	18	Locations	$811978	$811978	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0017707 Houston OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HOUSTON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	4	Locations	$268117	$268117	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017708 Henry OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN HENRY COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	14	Locations	$232471	$232471	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017709 Coweta CR 103; CR 465 & CR 553 - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadside	Roadside grading	4.46	Miles	$584148	$584148	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Spot	Roadway Departure	Road and Lane Departure
0017710 McDuffie OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 LOCS IN MCDUFFIE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	19	Locations	$502084	$502084	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017711 Cobb OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN CITY OF ACWORTH	Roadway delineation	Longitudinal pavement markings - remarking	2	Locations	$26747	$26747	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017712 Pickens OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN PICKENS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	17	Locations	$291113	$291113	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017713 Murray OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 LOCS IN MURRY COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	18	Locations	$217159	$217159	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017714 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN FULTON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	9	Locations	$93685	$93685	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0017715 Rockdale OFF-SYSTEM SAFETY IMPROVEMENTS @ 12 LOCS IN ROCKDALE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	12	Locations	$212192	$212192	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017716 Baldwin OFF-SYSTEM SAFETY IMPROVEMENTS @ 20 LOCS IN BALDWIN COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	20	Locations	$478596	$478596	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017728 Liberty OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN LIBERTY COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	16	Locations	$796225	$796225	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017742 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN FULTON COUNTY	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	2	Locations	$485604	$485604	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Pedestrians	Pedestrian Safety
0017743 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN FULTON COUNTY	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)	3	Locations	$832329	$832329	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Pedestrians	Pedestrian Safety
0017753 Polk OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 LOCS IN POLK COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	19	Locations	$101685	$101685	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017957 Habersham, Lumpkin, Rabun, Towns MOTORCYCLE GUARDRAILS @ 11 LOCS IN DIST 1 - AREA 4	Roadside	Barrier - other	11	Locations	$50000	$50000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018036 Jones OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN JONES COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	16	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0018037 Fayette OFF-SYSTEM SAFETY IMPROVEMENTS @ 37 LOCS IN FAYETTE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	37	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018038 Bibb OFF-SYSTEM SAFETY IMPROVEMENTS @ 60 LOCS IN BIBB COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	60	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018039 Newton OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN NEWTON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	16	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018040 Columbia OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 LOCS IN COLUMBIA COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	23	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018041 Burke OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOC IN BURKE COUNTY-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	10	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018042 Hall OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HALL COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	4	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018043 Dawson OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN DAWSON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	3	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018046 Paulding OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN PAULDING COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	13	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0018048 Gordon OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN GORDON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	14	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018049 Atkinson OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN ATKINSON CO-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	17	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018050 Baker OFF-SYSTEM SAFETY IMPROVEMENTS @ 21 LOCS IN BAKER CO-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	21	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018051 Lanier OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN LANIER CO - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	17	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018053 Tattnall OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOC IN TATTNALL CO - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	2	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018092 Douglas OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN DOUGLAS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	13	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018177 Fannin OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 LOCS IN FANNIN CO - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	19	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018212 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN FULTON COUNTY	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)	6	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	City or Municipal Highway Agency	Systemic	Pedestrians	Pedestrian Safety

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0018221 DeKalb OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN DEKALB COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	11	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	0	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018319 All Counties SAFETY INNOVATIVE INTERSECTIONS SUPPORT - PE ONLY	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$2000000	$2000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	Intersections	Intersection Safety
0018320 All Counties ROAD SAFETY AUDITS - REGION D - FY 2022-2023	Miscellaneous	Road safety audits	1	Safety Program Engineering	$150000	$150000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0018321 All Counties TRAFFIC OPS SAFETY PROGRAM SUPPORT - REGION D - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$350000	$350000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0018322 All Counties SAFETY IMPROVEMENT PROJECT MOSD - REGION D - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$3000000	$3000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0018323 All Counties TRAFFIC ENGINEERING STUDIES - REGION D - FY 2022-2023	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$1100000	$1100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Spot	All	All
0018360 All Counties DISTRACTED DRIVING OUTREACH & AWARENESS	Miscellaneous	Miscellaneous - other	1	Safety Program Outreach	$1000000	$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Systemic	Data	All
0019038 All Counties PED & BIKE SAFETY PLANNING & ACTIVITIES	Miscellaneous	Miscellaneous - other	1	Safety Program Engineering	$700000	$700000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Systemic	Pedestrians	Pedestrian Safety
0019177 All Counties ALL WAY STOP CONTROL (AWSC) @ 29 LOCS IN DISTRICT 3	Intersection traffic control	Modify control – two-way stop to all-way stop	29	Intersections	$20000	$20000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Systemic	Intersections	Intersection Safety

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0019178 All Counties ALL WAY STOP CONTROL (AWSC) @ 21 LOCS IN DISTRICT 6	Intersection traffic control	Modify control – two-way stop to all-way stop	21	Intersections	$15000	$15000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	Multiple/Varies	Systemic	Intersections	Intersection Safety
0018329 Peach SR 7/US 341 @ CR 186/WOOLFOLK ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$450000	$450000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,130	35	State Highway Agency	Spot	Intersections	Intersection Safety
0018326 Dougherty SR 234 FROM CS 773/CEDAR AVE TO CS 664/W WHITNEY AVE	Pedestrians and bicyclists	Medians and pedestrian refuge areas	0.67	Miles	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,300	35	State Highway Agency	Spot	Pedestrians	Pedestrian Safety
0018335 DeKalb SR 10 FROM SR 155 TO SR 10	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.85	Miles	$750000	$750000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,600	35	State Highway Agency	Spot	Pedestrians	Pedestrian Safety
0015682 DeKalb SR 8 FROM CSX #639758J TO CR 1267/N PONCE DE LEON AVE	Miscellaneous	Miscellaneous - other	1	Scoping Phase	$800000	$800000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,300	35	State Highway Agency	Spot	All	All
0018052 Evans OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN EVANS CO - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	1	Locations	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,180	45	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0018332 Columbia SR 232 @ CR 576/LOUISVILLE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,330	45	State Highway Agency	Spot	Intersections	Intersection Safety
0015593 Fulton SR 92 @ CR 1374/BUTNER ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1360000	$1360000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,200	45	State Highway Agency	Spot	Intersections	Intersection Safety
0017966 Carroll SR 61 @ COMMERCE DRIVE & @ MEADOWLARK DRIVE	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$30000	$30000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	30,000	45	State Highway Agency	Spot	Intersections	Intersection Safety
0018293 Clayton SR 3/US 19 FROM I-75 TO SR 54	Lighting	Continuous roadway lighting	4.75	Miles	$1054381	$1054381	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	66,500	45	State Highway Agency	Spot	Pedestrians	Pedestrian Safety

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0017961 Clay SR 1/US 27 @ SR 37	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,400	55	State Highway Agency	Spot	Intersections	Intersection Safety
0017963 Colquitt SR 33 @ CR 15/GENE MCQUEEN ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$370000	$370000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	2,540	55	State Highway Agency	Spot	Intersections	Intersection Safety
0017960 Colquitt SR 37 @ CR 483/THIGPEN TRAIL	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,770	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018175 Hart SR 172 @ CR 510/BIO CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,820	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018330 Coweta SR 54 @ CR 547/GORDON ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$550000	$550000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,890	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018356 Brooks SR 122 @ SR 133	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$450000	$450000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	3,420	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018334 Barrow SR 82 @ CR 139/CR 267/BOWMAN MILL ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,610	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018333 Wilkinson SR 29/US 441 @ SR 112	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$400000	$400000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,680	55	State Highway Agency	Spot	Intersections	Intersection Safety
0017959 Mitchell SR 37 @ CR 275/RIVER ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$450000	$450000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,700	55	State Highway Agency	Spot	Intersections	Intersection Safety
0017967 Jefferson SR 88 @ SR 296	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,920	55	State Highway Agency	Spot	Intersections	Intersection Safety
0017962 Lee SR 3/US 19 @ CS 507/CHURCH STREET	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$400000	$400000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,200	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018325 Gordon SR 225 @ CR 483/NEWTOWN CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$450000	$450000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,550	55	State Highway Agency	Spot	Intersections	Intersection Safety

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0017968 Peach SR 96 @ CS 767/HOUSERS MILL ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$550000	$550000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,150	55	State Highway Agency	Spot	Intersections	Intersection Safety
0017964 Whitfield SR 286 @ CR 670/DAWNVILLE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$550000	$550000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,250	55	State Highway Agency	Spot	Intersections	Intersection Safety
0016469 Polk SR 6/SR 101 @ COOTS LAKE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$400000	$400000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	11,000	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018331 Barrow SR 81 @ CR 410/TOM MILLER ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$600000	$600000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,500	55	State Highway Agency	Spot	Intersections	Intersection Safety
0013373 Muscogee SR 22 @CR 1505/BRADLEY PARK DR-DIVERGING DIAMOND INTERCHANGE	Interchange design	Innovative Interchange Modifications	1	Locations	$14097284	$14097284	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	21,800	55	State Highway Agency	Spot	Intersections	Intersection Safety
0017922 Bryan, Chatham I-95 FROM S OF CSX #635042S TO S OF EFFINGHAM COUNTY LINE	Roadway signs and traffic control	Sign sheeting - upgrade or replacement	22	Miles	$6378384	$6378384	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0	65	State Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0019152 Banks, Franklin, Hart I-85 FM JACKSON CO LINE TO S CAROLINA STATE LINE @ SEV LOCS	Roadside	Barrier- metal	56	Miles	$40000	$40000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0	70	State Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0017965 Carroll I-20 @ SR 61 - DDI	Interchange design	Innovative Interchange Modifications	1	Locations	$800000	$800000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	32,600	45	State Highway Agency	Spot	Intersections	Intersection Safety
0017706 Toombs CR 333 @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	1	Locations	$508283	$508283	HSIP (23 U.S.C. 148)	Rural	Major Collector	710	45	County Highway Agency	Systemic	Roadway Departure	Road and Lane Departure
0009916 Richmond SR 88 @ CR 58/BATH EDIE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$2171367	$2171367	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	2,690	45	State Highway Agency	Spot	Intersections	Intersection Safety

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0013685 Ben Hill SR 90 @ CR 250/LOWER REBECCA ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$5150016	$5150016	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,330	45	State Highway Agency	Spot	Intersections	Intersection Safety
0016348 Forsyth SR 9 @ CR 3705/AC SMITH RD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$490000	$490000	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,210	45	State Highway Agency	Spot	Intersections	Intersection Safety
0009966 Butts SR 42 @ SR 87	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$70000	$70000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,230	55	State Highway Agency	Spot	Intersections	Intersection Safety
0013333 DeKalb I-20 EB @ CS 2776/MAYNARD TERRACE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$2250960	$2250960	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,680	35	City or Municipal Highway Agency	Spot	Intersections	Intersection Safety
0016113 Meriwether SR 41 @ CR 174/JUDSON BULLOCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$220000	$220000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,700	45	State Highway Agency	Spot	Intersections	Intersection Safety
0015694 Carroll SR 16 @ CR 212/CR 833/BEULAH CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1180000	$1180000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,970	45	State Highway Agency	Spot	Intersections	Intersection Safety
0009928 Newton SR 11 @ SR 142	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1850000	$1850000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,620	45	State Highway Agency	Spot	Intersections	Intersection Safety
0013697 Henry SR 81 @ CR 434/JACKSON LAKE ROAD/CR 656/SNAPPING SHOALS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$4263400	$4263400	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,670	55	State Highway Agency	Spot	Intersections	Intersection Safety
0013197 Wayne CR 396/RAYONIER ROAD @ CR 392/SPRING GROVE ROAD - HRRR	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$580000	$580000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,800	45	County Highway Agency	Spot	Intersections	Intersection Safety
0009992 Fulton SR 280 @ CS 2645/NORTHWEST DRIVE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1790000	$1790000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,390	40	State Highway Agency	Spot	Intersections	Intersection Safety
0013861 Habersham SR 105 @ SR 115	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$410000	$410000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,410	55	State Highway Agency	Spot	Intersections	Intersection Safety

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0009931 Barrow SR 11 @ SR 211	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$4256885	$4256885	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,760	25	State Highway Agency	Spot	Intersections	Intersection Safety
0016356 Newton SR 162 @ CR 228/ROCKY PLAINS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$650000	$650000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,890	55	State Highway Agency	Spot	Intersections	Intersection Safety
0015679 Douglas SR 8 @ CS 352/CS 968/CONNERS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1030000	$1030000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,070	45	State Highway Agency	Spot	Intersections	Intersection Safety
0016357 Laurens SR 26 @ CR 68/BETHLEHEM CHURCH ROAD - HRRR	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$330000	$330000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,080	55	State Highway Agency	Spot	Intersections	Intersection Safety
0009960 Bibb SR 22 @ CR 715/KNOXVILLE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$2334963	$2334963	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,140	55	State Highway Agency	Spot	Intersections	Intersection Safety
0010428 Bulloch CR 248/LANGSTON CHAPEL ROAD @ CR 585/HARVILLE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$560000	$560000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,720	45	County Highway Agency	Spot	Intersections	Intersection Safety
0016106 Polk SR 6 @ SR 100	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$250000	$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,720	35	State Highway Agency	Spot	Intersections	Intersection Safety
0013882 Habersham SR 197 @ SR 385 IN CLARKESVILLE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1150000	$1150000	HSIP (23 U.S.C. 148)	Urban	Major Collector	8,290	35	State Highway Agency	Spot	Intersections	Intersection Safety
0015692 Bibb SR 87 @ CR 742/BASS ROAD/CR 85/ARKWRIGHT ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$590000	$590000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,750	55	State Highway Agency	Spot	Intersections	Intersection Safety
0016108 Carroll SR 16 @ CS 1110/COLUMBIA DR/CS 1120/BRUMBELOW RD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$820000	$820000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,100	40	State Highway Agency	Spot	Intersections	Intersection Safety
0009967 Coweta SR 14 @ SR 41	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3191501	$3191501	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,500	55	State Highway Agency	Spot	Intersections	Intersection Safety

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0013859 Newton SR 11 @ SR 12	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3035989	$3035989	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,500	45	State Highway Agency	Spot	Intersections	Intersection Safety
0016065 Jackson SR 53 @ CR 433/NEW CUT ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1470000	$1470000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,600	45	State Highway Agency	Spot	Intersections	Intersection Safety
0017677 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN ATLANTA	Roadway	Roadway - other	1	Multiple Countermeasures	$8000	$8000	HSIP (23 U.S.C. 148)	Urban	Major Collector	12,000	45	City or Municipal Highway Agency	Spot	Pedestrians	Pedestrian Safety
0016117 Peach SR 247 CONN @ CR 83/CS 668/HOUSERS MILL ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$420000	$420000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	12,300	45	State Highway Agency	Spot	Intersections	Intersection Safety
0017956 Barrow SR 11 @ CR 125/MCELHANNON ROAD	Intersection geometry	Intersection realignment	1	Intersections	$300000	$300000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,400	35	State Highway Agency	Spot	Intersections	Intersection Safety
0018324 Fulton SR 139 & CS 2328 FROM CASCADE AVE TO MURPHY AVE	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.2	Miles	$750000	$750000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,500	30	State Highway Agency	Spot	Pedestrians	Pedestrian Safety
0015592 Jackson SR 11 @ SR 124	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$920000	$920000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,400	20	State Highway Agency	Spot	Intersections	Intersection Safety
0018327 Bibb SR 22/US 80 FROM CR 5503/CANTERBURY ROAD TO I-75 SB RAMP	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.7	Miles	$620000	$620000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,700	45	State Highway Agency	Spot	Pedestrians	Pedestrian Safety
0015844 Coweta SR 14/US 29 @ CS 2334/CORINTH ROAD IN NEWNAN	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$550000	$550000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,100	45	State Highway Agency	Spot	Intersections	Intersection Safety
0017958 Rockdale SR 138 @ CR 122/DIAL MILL ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$650000	$650000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,400	55	State Highway Agency	Spot	Intersections	Intersection Safety
0018328 Bibb SR 22/US 80 @ I-75 SB RAMP	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,100	45	State Highway Agency	Spot	Intersections	Intersection Safety

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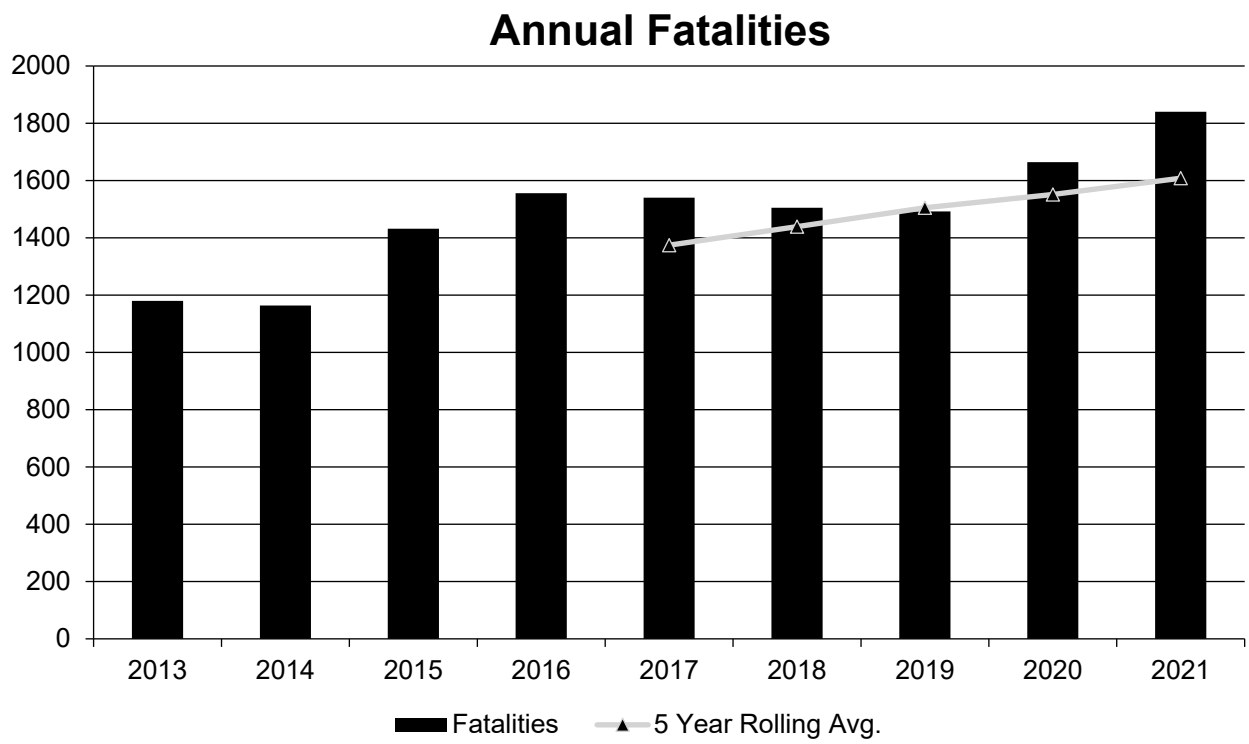
0017926 Fulton SR 8/US 278 FROM SR 280 TO CS 6701/STIFF STREET	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	2.82	Miles	$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,800	35	State Highway Agency	Spot	Pedestrians	Pedestrian Safety
0015686 Bibb SR 11/SR 49 @ SR 247	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3167361	$3167361	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,000	55	State Highway Agency	Spot	Intersections	Intersection Safety
0009400 DeKalb SR 13 FM CS 8/AFTON LANE TO CS 750/SHALLOWFORD TERRACE-PH II	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.6	Miles	$18201270	$18201270	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,500	45	State Highway Agency	Spot	Pedestrians	Pedestrian Safety
0017517 Baldwin SR 24 & SR 29 FROM CS 643/HOLLY DRIVE TO CS 641/MELODY WAY	Roadway	Roadway - other	1	Raised Median and access control	$375000	$375000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,700	45	State Highway Agency	Spot	Intersections	Intersection Safety
0013724 Fulton SR 279 FROM CS 567/SULLIVAN ROAD TO CS 1615/JOLLY ROAD	Roadway	Roadway - other	1	Raised Median and access control	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	49,700	35	State Highway Agency	Spot	Intersections	Intersection Safety
0017955 Chatham I-95 FROM CS 565/POOLER PKWY TO CS 2223/JIMMY DELOACH PKWY	Roadside	Barrier – cable	2.46	Miles	$309159	$309159	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	82,900	70	State Highway Agency	Spot	Roadway Departure	Road and Lane Departure

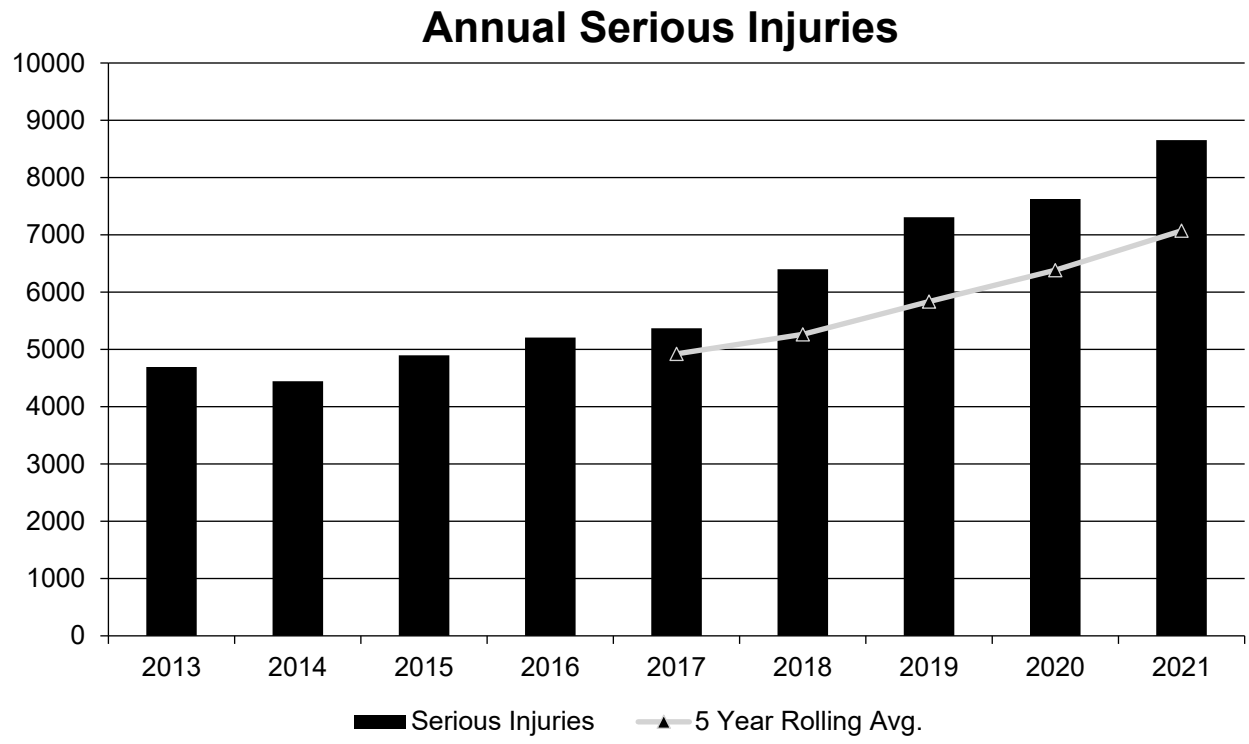
Safety Performance

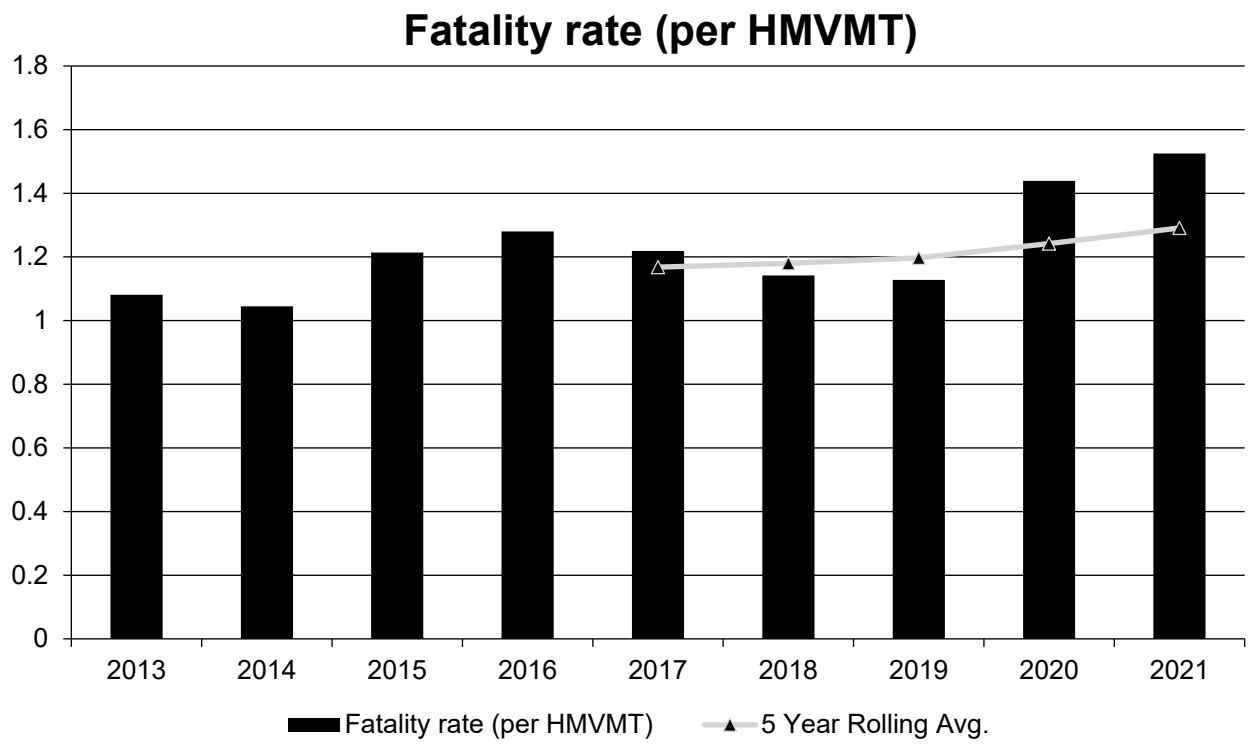
General Highway Safety Trends

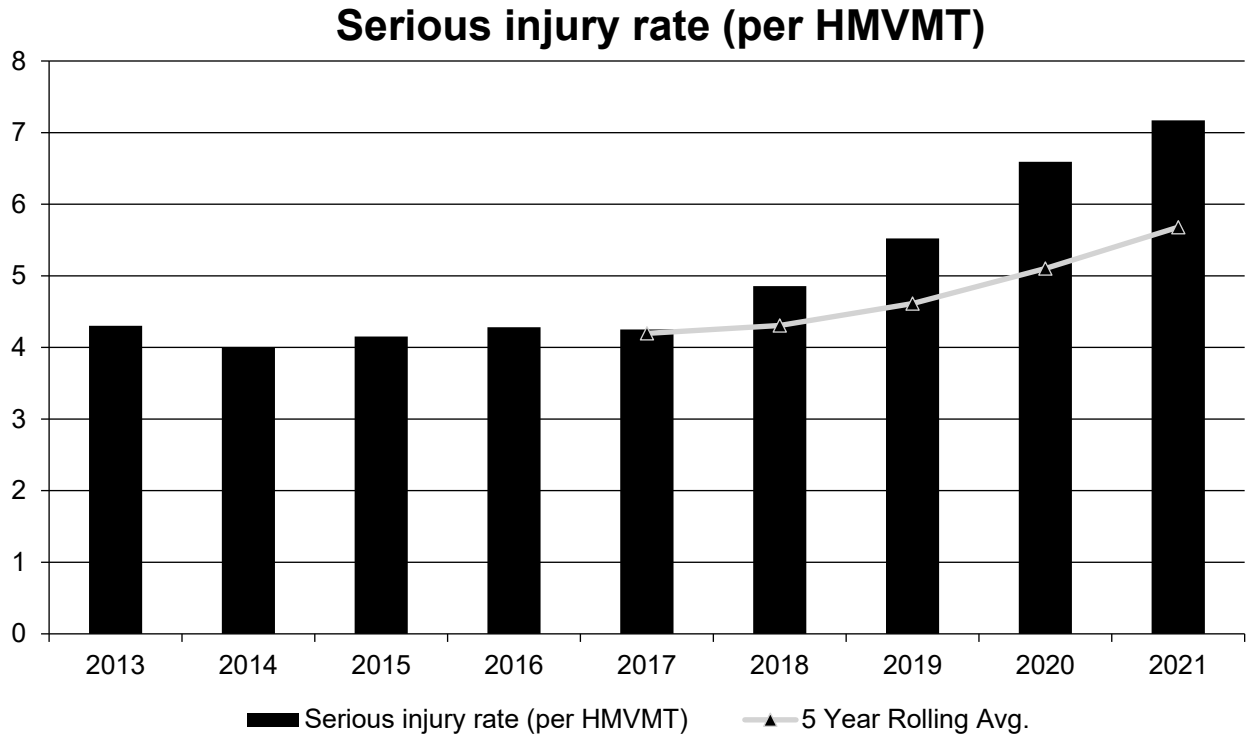
Present data showing the general highway safety trends in the State for the past five years.

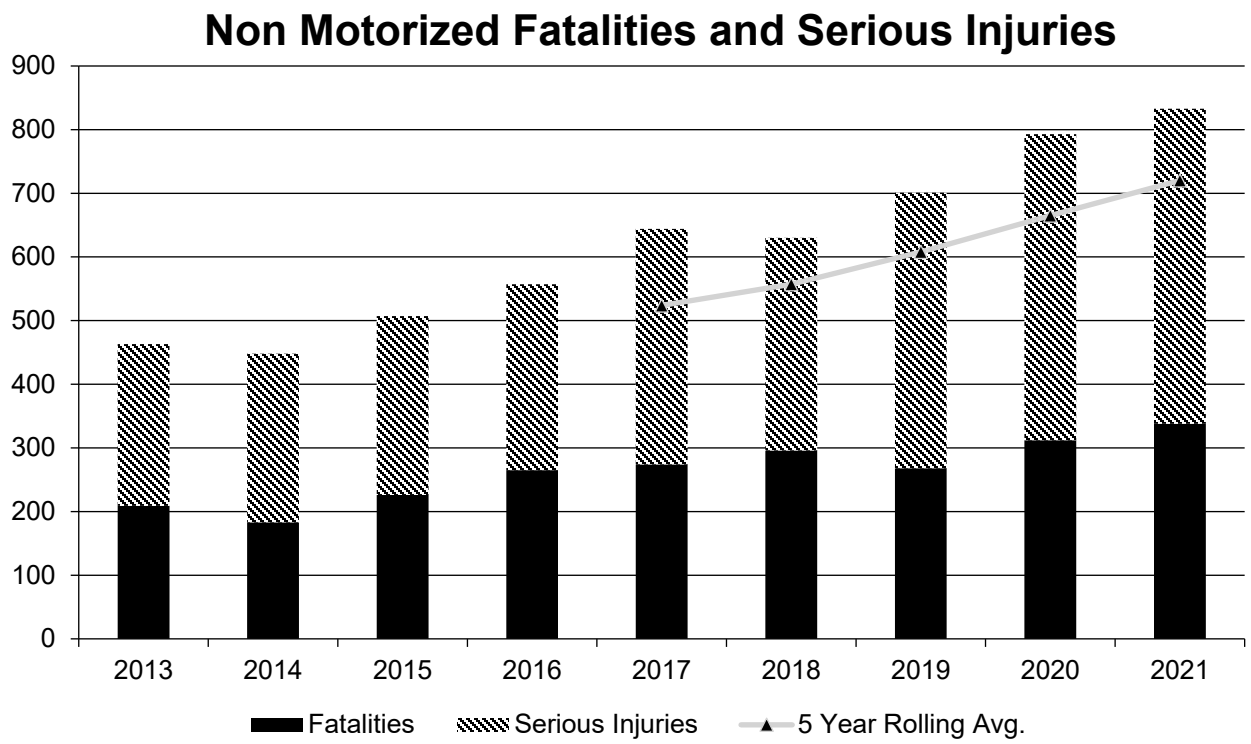
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	1,180	1,164	1,432	1,556	1,540	1,505	1,492	1,664	1,840
Serious Injuries	4,694	4,446	4,896	5,206	5,370	6,401	7,308	7,625	8,654
Fatality rate (per HMVMT)	1.081	1.045	1.214	1.280	1.219	1.142	1.128	1.439	1.525
Serious injury rate (per HMVMT)	4.301	3.993	4.152	4.282	4.251	4.856	5.523	6.593	7.171
Number non-motorized fatalities	209	183	226	265	274	296	268	312	338
Number of non-motorized serious injuries	254	265	281	292	370	334	433	481	495


Annual Fatalities
2000
1800
1600
1400
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2021

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	61	570.8	0.79	7.41
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	119.2	551.4	1.9	8.73
Rural Minor Arterial	137	780	2.39	13.6
Rural Minor Collector	36.8	190.4	1.58	7.85
Rural Major Collector	154.6	861.2	9.03	51.22

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	80.4	643.8	1.82	14.71
Urban Principal Arterial (UPA) - Interstate	178.8	564.8	0.74	2.33
Urban Principal Arterial (UPA) - Other Freeways and Expressways	21.4	74.8	0.62	2.16
Urban Principal Arterial (UPA) - Other	295	913.6	1.72	5.34
Urban Minor Arterial	296	953.4	1.59	5.14
Urban Minor Collector	106.6	318.4	1.36	4.1
Urban Major Collector	0	0	0	0
Urban Local Road or Street	121	649	0.54	2.92

Year 2021

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	1,057.8	4,409.6	1.44	5.99
County Highway Agency	435.2	2,055.2	1.31	6.19
Town or Township Highway Agency				
City or Municipal Highway Agency	114.8	606.8	0.66	3.59
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

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

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:1680.0

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

While the 5-year rolling average number of traffic fatalities has steadily increased since 2014, Georgia experienced three consecutive years of decreases in the annual number of traffic fatalities between 2017 and 2019. However, the traffic-related fatalities increased in 2020 and in 2021, perhaps as an indirect impact of the COVID-19 pandemic responses.

The state's goal Is to maintain traffic fatalities under the projected **1,680** (2019-2023 rolling average) by 2023

Number of Serious Injuries:8966.0

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

The 5-year rolling average number of serious traffic injuries has steadily increased since 2014, with substantial increases in 2020 and 2021. Due to COVID-19 pandemic responses in 2020, there was less traffic volume and fewer vehicle miles traveled than in 2019. The increase in fatalities and serious injuries indicated that the traffic crashes that occurred tended to be more severe – indicative of drivers engaging in more risky driving behaviors such as speeding. In 2020, there was a 4 percent increase in the number of traffic-related serious injuries that occurred as a result of a motor vehicle crash on Georgia roadways according to police crash reports from 2019 to 2020.

The state's goal Is to maintain serious injuries in traffic crashes under the projected **8,966** (2019-2023 rolling average) by 2023

Fatality Rate:1.360

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

Similar to the overall traffic fatalities performance measure (C-1), the 5-year rolling average traffic fatality rate per 100M VMT has steadily increased since 2014. Due to COVID-19 pandemic responses in 2020, there was less traffic volume and fewer vehicle miles traveled than in 2019. The increase in fatalities and serious injuries indicated that the traffic crashes that occurred tended to be more severe. Therefore, the rate of fatal injuries for every 100 million VMT increased in 2020; 34 percent increase in the fatality rate (from 1.12 in 2019 to 1.49 in 2020)

The state's goal Is to maintain traffic fatalities per 100M VMT under the projected **1.36** (2019-2023 rolling average) by 2023.

Serious Injury Rate:7.679

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

Similar to the overall traffic fatalities performance measure (C-1), the 5-year rolling average traffic fatality rate per 100M VMT has steadily increased since 2014. Due to COVID-19 pandemic responses in 2020, there was less traffic volume and fewer vehicle miles traveled than in 2019. The increase in fatalities and serious injuries indicated that the traffic crashes that occurred tended to be more severe. Therefore, the rate of serious injuries for every 100 million VMT increased in 2020; 20 percent increase in the serious injury rate (from 5.47 in 2019 to 6.58 in 2020).

The state's goal Is to maintain serious injuries in traffic crashes per 100M VMT under the projected **7.679** (2019-2023 rolling average) by 2023

Total Number of Non-Motorized Fatalities and Serious Injuries:802.0

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

The 5-year rolling average number of non-motorized fatalities has steadily increased since 2011. The number of *pedestrian fatalities* increased by 18% from 236 in 2019 to 279 in 2020. Between 2016 and 2020, there was an average of 271 pedestrian fatalities each year. The number of *bicyclist fatalities* increased by 11 fatalities from 21 in 2019 to 32 in 2020. Between 2016 and 2020, there was an average of 25 bicyclist fatalities each year.

The state's goal Is to maintain the number of non-motorist serious injuries and fatalities under the projected **802** (2019-2023 rolling average) by 2023

GDOT, GOHS, our state agency partners, and local organizations use the statewide five-year rolling average (2016-2020 FARS data) to determine the annual targets and progress status for each traffic safety performance measure. Specifically, the team plots the five most recent data points to determine the “best fit” model (linear or quadratic polynomial) that shows the relationship between the five-year rolling average and time. The model with the highest R2 value (reflective of a correlation between the five-year rolling average and time) is used to derive the FY2023 target values and determine FY2022 progress status. It’s important to note that five-year rolling averages are designed to smooth the data and reduce the variations that may appear in the raw annual time series; therefore, the correlation values (R2) are usually higher for models with the five-year moving average compared to models with annual raw values.

OTHER CONSIDERATIONS

The public health emergency responses to the COVID-19 pandemic had unprecedented restrictions on travel in the state of Georgia. Due to the Governor of Georgia’s Executive Order declaring a public health state of emergency issued on March 14, 2020, a substantial proportion of the population did not travel, particularly on roadways and public transportation systems. Despite the decrease in traffic volume and fewer vehicle miles traveled in 2020, Georgia experienced an increase in traffic-related fatalities and serious injuries—indicative that traffic crashes tended to be more severe when they occurred, and drivers were engaging in more risky driving behaviors. Traffic-related data, such as VMT and motor vehicle crashes, show that the travel environment in Georgia is returning to the pre-pandemic norms as of early 2021.

Many traffic safety practitioners and data analysts consider the 2020 year to be an anomaly; however, the full impact of the COVID-19 pandemic on traffic safety is still unknown. The methodology used to determine the FY2022 traffic safety performance measures progress status and the FY2023 targets were **not adjusted** to address the rise in 2020 traffic fatalities due to the COVID-19 public health emergency responses. As such, the statistical projections show that many of the FY2022 targets were not met. Additionally, future targets that will be established may be distorted and perhaps overestimated since the 2020 anomaly will be included in the 5-year rolling average analyses for fiscal years 2023-2028.

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

GDOT met multiple times with Governor's Office of Highway Safety, FHWA, the State's MPO's, NHTSA and our safety partners. In particular, the SHSP data team conducted several CODES and Data Task Team sessions to review the state's data and the state's approach to developing performance targets. GDOT presented the finding and approach to GDOT Planning and the State's MPOs. Additionally, we held separate meeting with FHWA and NHTSA regional representatives to discuss our serious injury data analysis efforts. We highlighted how the updates to the serious injury data will impact to our performance measures and data reporting.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2021 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1715.0	1608.2
Number of Serious Injuries	6407.0	7071.6
Fatality Rate	1.230	1.291
Serious Injury Rate	4.422	5.679
Non-Motorized Fatalities and Serious Injuries	686.5	720.2

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Additionally, In 2016, the state adopted the MMUCC injury definitions. The new definitions were implemented through the state's revised crash report that was rolled out throughout 2018. Following the rollout, new and experienced officers were introduced to the new report along with the MMUCC injury definitions. It is understandable that adoption will take time considering that prior to the update, the state did not have a

serious injury value on the crash report. As more officers are trained on the MMUCC injury definitions the state expects to see gradual improved reporting.

Applicability of Special Rules

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

No

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

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	206	229	226	207	238	234	303
Number of Older Driver and Pedestrian Serious Injuries	298	314	344	406	556	557	700

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

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

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

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

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

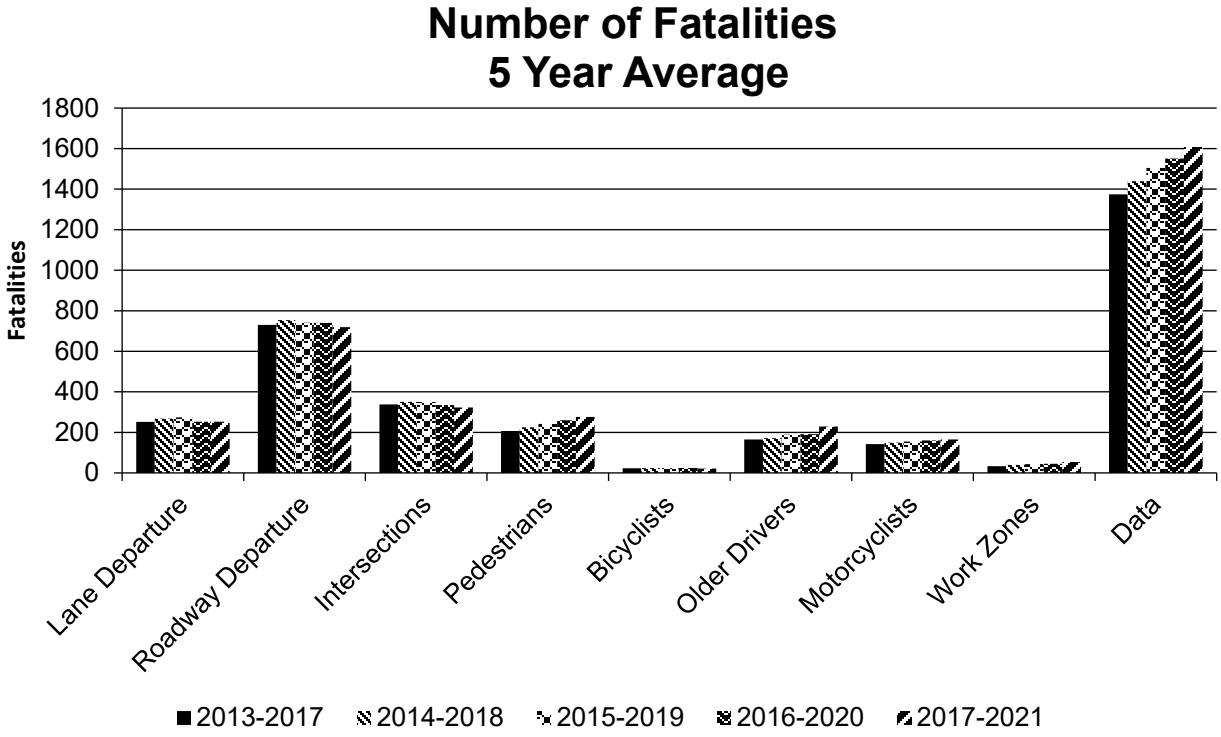
- # RSAs completed
- Increased awareness of safety and data-driven process
- Increased focus on local road safety

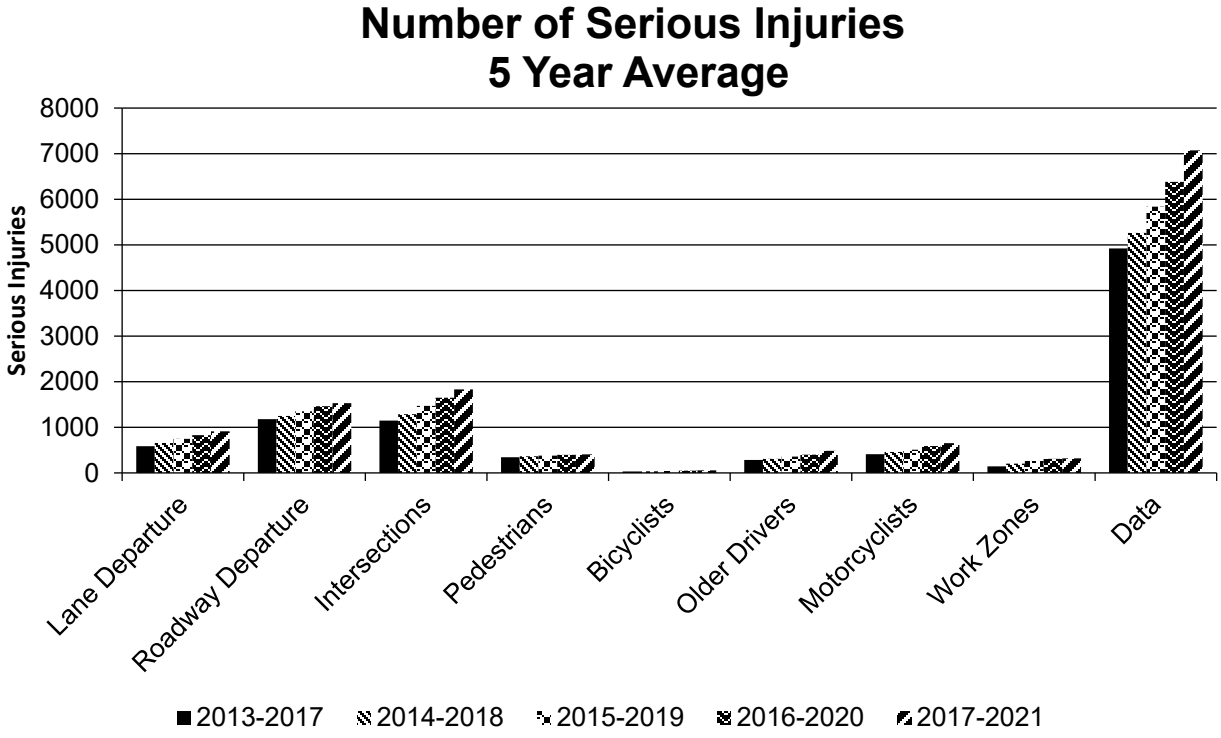
Effectiveness of Groupings or Similar Types of Improvements

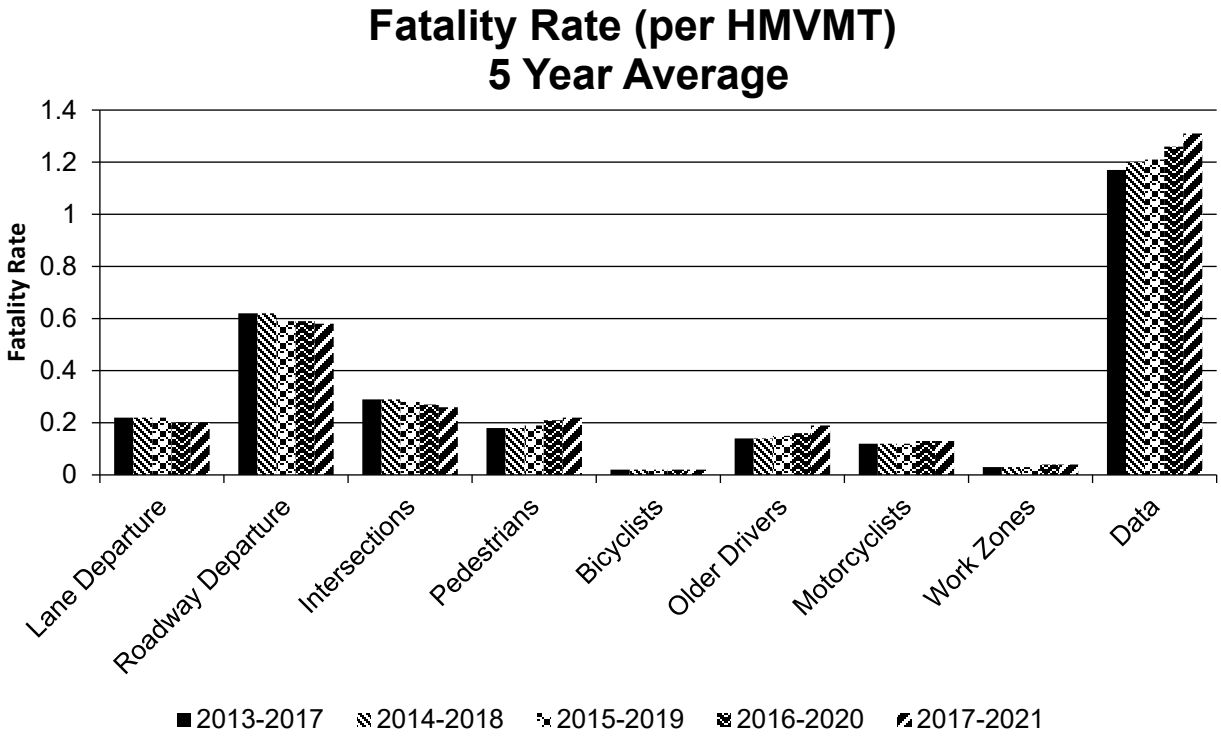
Present and describe trends in SHSP emphasis area performance measures.

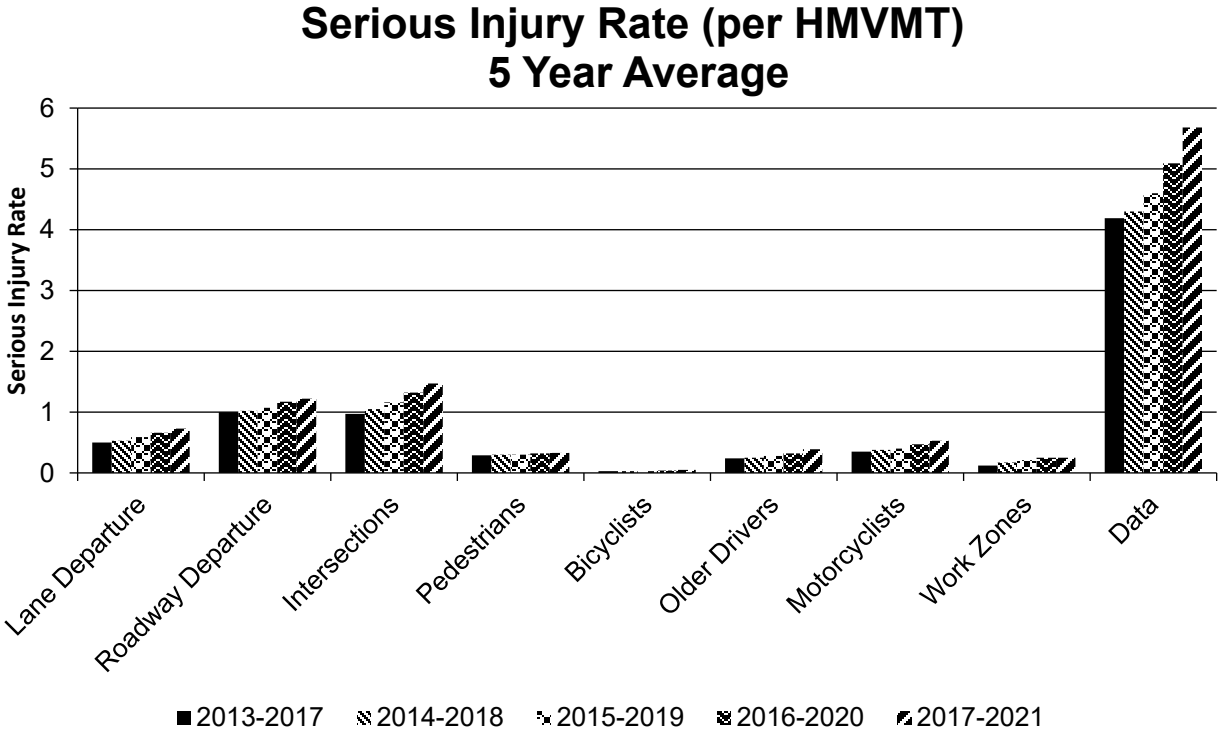
Year 2021

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		252.8	913.6	0.2	0.73
Roadway Departure		718.8	1,528.6	0.58	1.22
Intersections		323	1,830.6	0.26	1.47
Pedestrians		276.6	405.4	0.22	0.33
Bicyclists		21.6	56.6	0.02	0.05
Older Drivers		229.2	482.4	0.19	0.39
Motorcyclists		165	651.2	0.13	0.53
Work Zones		53.6	318.4	0.04	0.25
Data		1,607.8	7,071.6	1.31	5.68


Number of Fatalities
5 Year Average
Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
8000
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1.4
1.2
1
0.8
0.6
0.4
0.2
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
6
5
4
3
2
1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
0008375 SR 8/US 78@ CR 268/MANN RD/MASON CREEK RD & @ CR 808/POST RD	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	56.00	25.00	1.00	1.00	3.00		42.00	4.00	102.00	30.00	13.08:1
0013870 OFF-SYSTEM SAFETY IMPROVEMENTS @ 21 LOCS IN WALKER COUNTY	Varies	Roadway delineation	Longitudinal pavement markings - remarking	512.00	384.00	8.00	6.00	24.00	24.00	285.00	219.00	829.00	633.00	105.06:1
0009887 SR 372 @ SR 369 - ROUNDABOUT	Rural Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	20.00	26.00					11.00	5.00	31.00	31.00	1.54:1
0015170 OFF SYSTEM SAFETY IMPROVEMENTS @ 46 LOCS IN BRYAN COUNTY	Varies	Roadway delineation	Longitudinal pavement markings - remarking	55.00	70.00	4.00	1.00	5.00	7.00	50.00	32.00	114.00	110.00	220.05:1
0009948 SR 52 @ SR 115/CR 41/COPPER MINE ROAD-ROUNDABOUT	Rural Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	9.00	8.00			1.00		3.00	2.00	13.00	10.00	3.92:1
0009953 SR 81 @ CR 461/CR 462/BOLD SPRINGS ROAD-ROUNDABOUT	Rural Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	20.00	15.00			1.00		5.00	5.00	26.00	20.00	5.06:1
0013175 SR 12 @ CR 5192/COVE LAKE ROAD/WELLBORN ROAD	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	68.00	71.00	2.00		2.00		38.00	39.00	110.00	110.00	108.32:1
0010419 SR 140 @ Hembree Rd	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	69.00	49.00					8.00	4.00	77.00	53.00	1.32:1
0008627 CR 1300/Union Church	Urban Major Collector	Roadway	Pavement surface – high friction surface	34.00	35.00	1.00		2.00		8.00	13.00	45.00	48.00	18.32:1

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Rd from SR 53 to SR 211 @ 5 Locs														

Compliance Assessment

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

12/08/2021

What are the years being covered by the current SHSP?

From: 2022 To: 2024

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

2024

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

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

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	80	80					80	80	80	80
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	20	20								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					80	80		
	Begin Point Segment Descriptor (10) [10]	95	95					95	95	95	95
	End Point Segment Descriptor (11) [11]	95	95					95	95	95	95
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	100	100

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			80	80						
	Location Identifier for Road 1 Crossing Point (122) [112]			80	80						
	Location Identifier for Road 2 Crossing Point (123) [113]			80	80						
	Intersection/Junction Geometry (126) [116]			80	80						
	Intersection/Junction Traffic Control (131) [131]			80	80						
	AADT for Each Intersecting Road (79) [81]			95	95						
	AADT Year (80) [82]			95	95						
	Unique Approach Identifier (139) [129]			80	80						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					95	95				
	Location Identifier for Roadway at					95	95				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					95	95				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					95	95				
	Roadway Type at End Ramp Terminal (199) [189]					95	95				
	Interchange Type (182) [172]					95	95				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**93.89**	**93.89**	**83.75**	**83.75**	**97.27**	**97.27**	**94.44**	**94.44**	**94.00**	**94.00**

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

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

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

Optional Attachments

Program Structure:

HSIP Implem Plan 2020_GDOT.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

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

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