



GEORGIA

# HIGHWAY SAFETY IMPROVEMENT PROGRAM 2023 ANNUAL REPORT



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Photo source: Federal Highway Administration

Table of Contents

Disclaimer ..... 3  
    Protection of Data from Discovery Admission into Evidence ..... 3  
Executive Summary ..... 4  
Introduction ..... 6  
Program Structure..... 6  
    Program Administration ..... 6  
    Program Methodology ..... 10  
Project Implementation ..... 23  
    Funds Programmed..... 23  
    General Listing of Projects ..... 25  
Safety Performance ..... 43  
    General Highway Safety Trends..... 43  
    Safety Performance Targets..... 49  
    Applicability of Special Rules..... 51  
Evaluation ..... 52  
    Program Effectiveness ..... 52  
    Effectiveness of Groupings or Similar Types of Improvements ..... 53  
    Project Effectiveness ..... 59  
Compliance Assessment..... 60  
Optional Attachments..... 63  
Glossary..... 64

## **Disclaimer**

### ***Protection of Data from Discovery Admission into Evidence***

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

23 U.S.C. 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. The National Highway Traffic Safety Administration has stated "that an estimated 42,915 people died in motor vehicle traffic crashes" in 2021, "a 10.5% increase from the 38,824 fatalities in 2020. The projection is the highest number of fatalities since 2005 and the largest annual percentage increase in the Fatality Analysis Reporting System's history." Additionally, NHTSA has estimated that 42,795 people died in motor vehicle traffic crashes in 2022, a negligible drop when compared to 2021.

Georgia saw similar trends with a 7% increase in fatal crashes from 2020 to 2021 and a drop of less than 1% from 2021 to 2022. 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) 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

## 2023 Georgia Highway Safety Improvement Program

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 vulnerable road user 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
- 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 bi-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

## 2023 Georgia Highway Safety Improvement Program

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

### **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 Traffic Records Coordinating Committee (TRCC) working group. Over the past year GDOT has successfully expanded a crash data query and analysis platform by partnering with AASHTO Safety / 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 to demonstrate data analysis using Numetric and encourage its use in our partners' safety programs. One example is GDOT Safety worked closely with FHWA and local government engineers to support the development of Local Road Safety Action Plans (LRSAP). Through this collaboration we developed a dashboard within the AASHTO Safety / Numetric to support the creation of Safe Streets for All (SS4A) and LRSAP documentation. 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 Georgia Operational and Safety Information System (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



## 2023 Georgia Highway Safety Improvement Program

might have the ability to be delivered through menu of service delivery (MOSD) type process. This is a task order with pre-negotiated design rates that allow for an expedited plan development process (PDP) schedule.

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 better 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.

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. 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.

Drive Alert Arrive Alive (DAAA) is a statewide safety campaign to educate drivers about simple changes they can make in their driving behavior to prevent crashes, improve safety and save lives. GDOT's See & Be Seen campaign aims to make it safer to walk in Georgia. See & Be Seen is the pedestrian component of Georgia

## 2023 Georgia Highway Safety Improvement Program

DOT's Drive Alert Arrive Alive campaign to reduce crashes and fatalities on Georgia's roadways. Collaboration between the GDOT Safety Group and ITS has resulted in the development of impactful public service announcements (PSAs) as part of the Drive Alert Arrive Alive (DAAA) campaign. The messages are shared on social media,, our GDOT web site and media outreach.

### ***Program Methodology***

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

Yes

Georgia DOT is currently in the process of updating the state's HSIP Implementation Plan for FY 2024. The plan should be completed this fall.

**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:7/1/2022***

***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
<ul style="list-style-type: none"><li>• Fatal and serious injury crashes only</li><li>• Other-Bicycle Crashes</li></ul>		

***What project identification methodology was used for this program?***

2023 Georgia Highway Safety Improvement 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:7/1/2022**

**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

- All crashes

Exposure

Roadway

- 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:7/1/2022**

**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:1

Other-District / Committee:2

**Program: Intersection**

**Date of Program Methodology:7/1/2022**

**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**

- All crashes

**Exposure**

- Traffic
- Volume

**Roadway**

**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:7/1/2022**

**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

**Exposure**

**Roadway**

- 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
- 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-district / local coordination:3

**Program: Median Barrier**

***Date of Program Methodology:7/1/2022***

***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**

- All crashes

**Exposure**

**Roadway**

- 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?***

- 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**

2023 Georgia Highway Safety Improvement Program

Ranking based on B/C:2

Available funding:1

**Program: Pedestrian Safety**

***Date of Program Methodology:7/1/2022***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

***What is the funding approach for this program?***

Funding set-aside

***What data types were used in the program methodology?***

Crashes

Exposure

Roadway

- Other-Pedestrian Crashes

***What project identification methodology was used for this program?***

- Excess proportions of specific crash types
- Probability of specific crash types

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

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:7/1/2022***

***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
<ul style="list-style-type: none"><li>• All crashes</li><li>• Fatal and serious injury crashes only</li></ul>	<ul style="list-style-type: none"><li>• Traffic</li><li>• Volume</li></ul>	<ul style="list-style-type: none"><li>• Horizontal curvature</li><li>• Functional classification</li></ul>

***What project identification methodology was used for this program?***

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

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

Yes

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

Yes

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

- 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

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:7/1/2022***

***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**

- All crashes

**Exposure**

**Roadway**

- 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: Wrong Way Driving**

***Date of Program Methodology:***

***What is the justification for this program?***

***What is the funding approach for this program?***

***What data types were used in the program methodology?***

**Crashes**

**Exposure**

**Roadway**

***What project identification methodology was used for this program?***

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

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

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

**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).**

**Program: Other-Off System Safety**

**Date of Program Methodology: 7/1/2022**

**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

- All crashes

Exposure

Roadway

- 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?**

## 2023 Georgia Highway Safety Improvement Program

- 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?

24

### 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
- Upgrade Guard Rails
- 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
- Stakeholder input
- 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 AASHTO Safety software 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 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. Additionally, the Numetric Safety Analysis application has been loaded with studies from the CMF Clearinghouse to support benefit cost estimates for safety projects. the Safety Analysis application takes into account crash types and area types when evaluating countermeasures.

## 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)	\$132,215,233	\$132,215,233	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	\$14,858,175	\$14,858,175	100%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
<b>Totals</b>	\$147,073,408	\$147,073,408	100%

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

\$10,223,070

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

\$7,000,000

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

\$2,877,800

**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?**

\$0

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

\$0

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

In previous years the state was challenged to obligate all available HSIP funds. We were often faced with projects being pushed into the next fiscal year because of design, ROW or environmental schedules. Over the past few years we have been actively improving our crash data, and we have enhanced project 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
0006935 Rockdale SR 20 @ CR 98/WEST HIGHTOWER TRAIL & CHANDLER RD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$4662883	\$4662883	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,800	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0009874 Glynn SR 25/US 17 @ SR 99	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3240590	\$3240590	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,400	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0009966 Butts SR 42 @ SR 87	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3099672	\$3099672	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,500	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0009989 Rockdale SR 138 @ CR 6/CR 443/UNION CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3821733	\$3821733	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,800	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0009990 Rockdale SR 138 @ CR 8/CR 15/EAST FAIRVIEW ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3846810	\$3846810	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,100	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0010428 Bulloch CR 248/LANGSTON CHAPEL ROAD @ CR 585/HARVILLE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3199819	\$3199819	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,000	45	County Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0013172 All Counties PEDESTRIAN UPGRADES @ 17 LOCS IN DISTRICT 4 - VRU	Pedestrians and bicyclists	Modify crosswalk existing	17	Crosswalks	\$300000	\$300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Pedestrians	Reduce pedestrian fatalities and serious injuries

2023 Georgia Highway Safety Improvement Program

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
0013259 Newton, Putnam PEDESTRIAN UPGRADES @ 13 LOC IN NEWTON & PUTNAM COUNTY - VRU	Pedestrians and bicyclists	Modify existing crosswalk	13	Crosswalks	\$1370881	\$1370881	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Pedestrians	Reduce pedestrian fatalities and serious injuries
0013375 Gwinnett WEST PIKE STREET FROM SR 316 TO HURRICANE SHOALS ROAD - VRU	Intersection geometry	Intersection realignment	1	Intersections	\$581784	\$581784	State and Local Funds	Urban	Minor Arterial	71,400	40	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0013375 Gwinnett WEST PIKE STREET FROM SR 316 TO HURRICANE SHOALS ROAD - VRU	Roadway	Roadway - other	1	Locations	\$3100000	\$3100000	State and Local Funds	Urban	Minor Arterial	71,400	40	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0013375 Gwinnett WEST PIKE STREET FROM SR 316 TO HURRICANE SHOALS ROAD - VRU	Pedestrians and bicyclists	Install sidewalk	1	Locations	\$1528869	\$1528869	State and Local Funds	Urban	Minor Arterial	71,400	40	State Highway Agency	Spot	Pedestrians	Reduce pedestrian fatalities and serious injuries
0013861 Habersham SR 105 @ SR 115	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$4922143	\$4922143	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	12,300	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0015591 Dawson, Forsyth SR 9 @ CR 741/BANNISTER ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$1020000	\$1020000	HSIP (23 U.S.C. 148)	Urban	Major Collector	13,600	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0015598 DeKalb, Gwinnett SR 141 FROM I-285/DEKALB TO SR 140/GWINNETT	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3.6	Miles	\$3700248	\$3700248	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	46,000	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0015670 Banks SR 15 FROM I-85 TO CR 18/FAULKNER ROAD; INC REALIGNMENT	Intersection geometry	Intersection realignment	1	Intersections	\$7989251	\$7989251	State and Local Funds	Urban	Principal Arterial-Other	19,400	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections

2023 Georgia Highway Safety Improvement Program

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
0015672 Newton CR 1840/BROWN BRIDGE ROAD @ CR 13/MAGNET ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$2664828	\$2664828	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,000	45	County Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0015679 Douglas SR 8 @ CS 352/CS 968/CONNERS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$4835688	\$4835688	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,800	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0015689 Henry SR 81 @ CR 204/NEW MORN DRIVE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$470000	\$470000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,000	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0015692 Bibb SR 87 @ CR 742/BASS ROAD/CR 85/ARKWRIGHT ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3731073	\$3731073	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,000	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016065 Jackson SR 53 @ CR 433/NEW CUT ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$4992480	\$4992480	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,000	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016105 Cherokee SR 140 @ CR 776/AVERY ROAD	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	\$2102466	\$2102466	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	20,800	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016106 Polk SR 6 @ SR 100	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$2348235	\$2348235	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,400	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016107 Gwinnett SR 378 FROM CR 823/LIGHT CIRCLE TO SR 13 - VRU	Pedestrians and bicyclists	Medians and pedestrian refuge areas	1	Locations	\$938937	\$938937	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	35,600	35	State Highway Agency	Spot	Pedestrians	Reduce pedestrian fatalities

2023 Georgia Highway Safety Improvement Program

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
															and serious injuries
0016108 Carroll SR 16 @ CS 1110/COLUMBIA DR/CS 1120/BRUMBELOW RD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3080146	\$3080146	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,800	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016109 Berrien, Lanier, Lowndes SR 122 @ SR 125	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$1380000	\$1380000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,700	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016113 Meriwether SR 41 @ CR 174/JUDSON BULLOCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3165008	\$3165008	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,700	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016116 Pickens SR 53BU @ DRAGON DRIVE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$240000	\$240000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,600	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016117 Peach SR 247 CONN @ CR 83/CS 668/HOUSERS MILL ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3340490	\$3340490	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	14,500	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016319 McDuffie SR 17 @ CR 159/WIRE ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$80000	\$80000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,300	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016357 Laurens SR 26 @ CR 68/BETHLEHEM CHURCH ROAD - HRRR	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$3704749	\$3704749	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections

2023 Georgia Highway Safety Improvement Program

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
0016363 Walton SR 81 @ CR 29/OZORA CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$1510000	\$1510000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	19,100	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0016466 Carroll SR 8 FROM CS 919/ROCKY BRANCH ROAD TO SR 61	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$1100000	\$1100000	HSIP (23 U.S.C. 148)	Urban	Major Collector	16,400	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0017364 All Counties IDIQ PROJECTS PLAN DEVELOPMENT - REGION A - FY 2023	Miscellaneous	Transportation safety planning	1	Safety Analysis	\$150000	\$150000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data analysis	Data
0017365 All Counties IDIQ PROJECTS PLAN DEVELOPMENT - REGION B - FY 2023	Miscellaneous	Transportation safety planning	1	Safety Analysis	\$150000	\$150000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data analysis	Data
0017366 All Counties IDIQ PROJECTS PLAN DEVELOPMENT - REGION C - FY 2023	Miscellaneous	Transportation safety planning	1	Safety Analysis	\$150000	\$150000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data analysis	Data
0017367 All Counties CRASH DATA SOFTWARE & ANALYSIS SERVICES - FY 2023	Miscellaneous	Data analysis	1	software	\$450000	\$450000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data	Data
0017371 All Counties STATEWIDE IDIQ SIGNAL INSTALLATION - FY 2023 - VRU	Intersection traffic control	Intersection traffic control - other	999	equipment	\$2000000	\$2000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	Spot	Intersections	Reduce serious injury crashes at intersections
0017372 All Counties STATEWIDE SAFETY EQUIPMENT PURCHASE - FY 2023 - VRU	Intersection traffic control	Modify traffic signal – other	999	equipment	\$1000000	\$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	Spot	Intersections	Reduce serious injury crashes at intersections
0017379 All Counties TRAFFIC OPERATIONS SAFETY PROGRAM SUPPORT-REGION A -FY 2024	Miscellaneous	Transportation safety planning	1	Safety Analysis	\$450000	\$450000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data analysis	Data
0017380 All Counties TRAFFIC OPERATIONS SAFETY PROGRAM SUPPORT-REGION B -FY 2024	Miscellaneous	Transportation safety planning	1	Safety Analysis	\$450000	\$450000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data analysis	Data

2023 Georgia Highway Safety Improvement Program

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
0017698 Gilmer SR 5/SR 515 @ CR 220/WHITESTONE ROAD - VRU	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	\$2006202	\$2006202	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	20,400	65	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0017926 Fulton SR 8/US 278 FROM SR 280 TO CS 6701/STIFF STREET	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1	Locations	\$2589529	\$2589529	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,000	35	State Highway Agency	Spot	Pedestrians	Reduce pedestrian fatalities and serious injuries
0017957 Habersham, Lumpkin, Rabun, Towns MOTORCYCLE GUARDRAILS @ 11 LOCS IN DIST 1 - AREA 4	Roadside	Barrier- metal	11	Locations	\$1268817	\$1268817	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0017966 Carroll SR 61 @ COMMERCE DRIVE & @ MEADOWLARK DRIVE - VRU	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	\$1010287	\$1010287	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	30,700	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0018036 Jones OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN JONES COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	16	Locations	\$537741	\$537741	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018038 Bibb OFF-SYSTEM SAFETY IMPROVEMENTS @ 60 LOCS IN BIBB COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	60	Locations	\$274375	\$274375	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018039 Newton OFF-SYSTEM SAFETY IMPROVEMENTS @ 16 LOCS IN NEWTON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	16	Locations	\$789237	\$789237	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018040 Columbia OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 LOCS IN COLUMBIA COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	23	Locations	\$804787	\$804787	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018042 Hall OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN HALL COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	4	Locations	\$1044383	\$1044383	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway

2023 Georgia Highway Safety Improvement Program

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
															departure crashes
0018043 Dawson OFF-SYSTEM SAFETY IMPROVEMENTS @ 3 LOCS IN DAWSON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	3	Locations	\$1241935	\$1241935	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018046 Paulding OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN PAULDING COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	13	Locations	\$486744	\$486744	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018048 Gordon OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN GORDON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	14	Locations	\$459978	\$459978	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018049 Atkinson OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN ATKINSON CO-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	17	Locations	\$267912	\$267912	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018050 Baker OFF-SYSTEM SAFETY IMPROVEMENTS @ 21 LOCS IN BAKER CO-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	21	Locations	\$281122	\$281122	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018052 Evans OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN EVANS CO - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	1	Numbers	\$993731	\$993731	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018053 Tattall OFF-SYSTEM SAFETY IMPROVEMENTS@2 LOC IN TATTNALL CO-HRRR-VRU	Roadway delineation	Longitudinal pavement markings - remarking	2	Locations	\$900847	\$900847	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018092 Douglas OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN DOUGLAS COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	13	Locations	\$293270	\$293270	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018177 Fannin OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 LOCS IN FANNIN CO - HRRR	Roadway delineation	Longitudinal pavement markings - remarking	19	Locations	\$599189	\$599189	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway

2023 Georgia Highway Safety Improvement Program

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
															departure crashes
0018212 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN FULTON COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	6	Locations	\$30423	\$30423	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0018221 DeKalb OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN DEKALB CO - VRU	Roadway delineation	Longitudinal pavement markings - remarking	11	Locations	\$1008396	\$1008396	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019028 Fulton SR 13 FROM W OF SR 9SO TO SR 9	Roadway	Pavement surface – high friction surface	1	Interchanges	\$3166999	\$3166999	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	33,400	35	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019029 Cobb, DeKalb, Fulton, Rockdale I-20; I-75; I-85; I-285; SR 400 & SR 410 @ 9 LOCS IN DIST 7	Roadside	Barrier- metal	9	Locations	\$25000	\$25000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	100	65	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019030 All Counties RUMBLE STRIPS IN DISTRICT 7 @ 6 ROUTES	Roadway	Rumble strips – edge or shoulder	6	Locations	\$10000	\$10000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019031 All Counties I-75 @ 6 LOCS; SR 3 @ 1 LOC & SR 38 @ 1 LOC IN DISTRICT 4	Roadside	Barrier- metal	39.7	Miles	\$20000	\$20000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	100	75	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019032 Decatur, Dougherty, Thomas SR 1; SR 3; SR 38 & SR 520 @ 5 LOCS IN DISTRICT 4 - VRU	Intersection geometry	Intersection geometry - other	5	Intersections	\$30000	\$30000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019033 All Counties RUMBLE STRIPS IN DISTRICT 4 @ 11 ROUTES	Roadway	Rumble strips – edge or shoulder	11	Locations	\$20000	\$20000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes



2023 Georgia Highway Safety Improvement Program

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
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	\$621215	\$621215	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	Spot	Intersections	Reduce serious injury crashes at intersections
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	\$518820	\$518820	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	Spot	Intersections	Reduce serious injury crashes at intersections
0019198 Monroe HIGH FALLS ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS - VRU	Roadway delineation	Longitudinal pavement markings - remarking	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,440	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019223 Jackson CR 147/JACKSON TRAIL ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	1,020	55	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019224 Morgan CR 251/SEVEN ISLAND RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019225 Lumpkin OFF-SYSTEM SAFETY IMPROVEMENTS @3 LOC IN LUMPKIN COUNTY-HRRR	Roadway	Rumble strips – edge or shoulder	3	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019226 Muscogee OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN MUSCOGEE COUNTY	Roadway delineation	Longitudinal pavement markings - remarking	5	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019227 Pike CR 161/KINGS ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019228 Colquitt MILLPOND RD & TALLOKAS RD - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway	Rumble strips – edge or shoulder	2	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,500	55	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway

2023 Georgia Highway Safety Improvement Program

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															departure crashes
0019229 Dougherty LILY POND RD & EIGHT MILE RD - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway	Rumble strips – edge or shoulder	2	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,150	55	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019230 Early CR 36/RADNEY ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019231 Lowndes CR 783/LOCH LAUREL RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019232 Mitchell OLD PELHAM RD & OLD GA HWY 3 - OFF-SYSTEM SAFETY IMPROVEMENTS	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	55	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019233 Randolph OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN RANDOLPH CO - HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019234 Thomas CR 384/METCALF ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019235 Wheeler CR 95/BELLS FERRY ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019236 Brantley CR 5 & CR 6/CENTRAL AVE - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway delineation	Longitudinal pavement markings - remarking	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019237 Haralson CR 146/BROAD STREET - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Roadway	Rumble strips – edge or shoulder	1	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	640	45	County Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway

2023 Georgia Highway Safety Improvement Program

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															departure crashes
0019238 Paulding OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN PAULDING CO-VRU	Roadway delineation	Longitudinal pavement markings - remarking	14	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019239 Douglas OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN DOUGLAS CO - VRU	Roadway delineation	Longitudinal pavement markings - remarking	7	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019240 Rockdale OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN ROCKDALE CO-VRU	Roadway delineation	Longitudinal pavement markings - remarking	15	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	Varies	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019241 Whitfield OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN DALTON - VRU	Roadway delineation	Longitudinal pavement markings - remarking	4	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	City or Municipal Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019242 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN ALPHARETTA - VRU	Roadway delineation	Longitudinal pavement markings - remarking	4	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	City or Municipal Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019243 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN SOUTH FULTON-VRU	Roadway delineation	Longitudinal pavement markings - remarking	15	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	City or Municipal Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019244 Cherokee OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN WOODSTOCK	Roadway delineation	Longitudinal pavement markings - remarking	13	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	45	City or Municipal Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019251 All Counties TEENS IN THE DRIVERS SEAT - FY 2023-2025	Miscellaneous	Miscellaneous - other	1	education	\$927800	\$927800	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Young Adult Drivers	Data
0019278 All Counties RUMBLE STRIPS IN DISTRICT 3 @ 19 ROUTES	Roadway	Rumble strips – edge or shoulder	19	Locations	\$15000	\$15000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes

2023 Georgia Highway Safety Improvement Program

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0019279 Henry, Houston, Monroe I-75 @ 4 LOCS IN HENRY; HOUSTON & MONROE 27.76 miles	Roadside	Barrier- metal	27.7	Miles	\$1060966	\$1060966	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	100	70	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019280 Bibb, Monroe I-75 @1 LOC IN MONROE & I-475 & 1 LOC IN BIBB	Roadside	Barrier – cable	7.5	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	100	70	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019281 All Counties WRONG WAY DRIVING SAFETY ENHANCEMENTS @ 44 LOC IN DISTRICT 6	Roadway signs and traffic control	Roadway signs and traffic control - other	44	Locations	\$20000	\$20000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Intersections	Reduce serious injury crashes at intersections
0019282 Bartow, Cherokee, Gordon, Pickens RUMBLE STRIPS IN DISTRICT 6 - AREA 1 @ 14 ROUTES	Roadway	Rumble strips – edge or shoulder	14	Locations	\$20000	\$20000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019283 All Counties RUMBLE STRIPS IN DISTRICT 6 - AREA 2 @ 11 ROUTES	Roadway	Rumble strips – edge or shoulder	11	Locations	\$15000	\$15000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019284 All Counties RUMBLE STRIPS IN DISTRICT 6 - AREA 3 & 4 @ 13 ROUTES	Roadway	Rumble strips – edge or shoulder	13	Locations	\$25000	\$25000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019285 Floyd SR 1 FM CEDAR AVE TO E 2ND AVE & SR 20 FM SR 1 TO CHATEAU DR 6.2.miles	Roadside	Barrier- metal	6.2	Miles	\$1865202	\$1865202	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	9,300	50	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019290 Dawson, Forsyth SR 400 @ SEV LOCS IN DAWSON & FORSYTH COUNTY	Roadside	Barrier – cable	3.1	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	100	65	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019291 Walton SR 10/US 78 @ SEV LOCS IN WALTON COUNTY	Roadside	Barrier – cable	6.9	Miles	\$18000	\$18000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway

2023 Georgia Highway Safety Improvement Program

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															departure crashes
0019292 Banks, Habersham, Jackson, Rabun SR 15 @ SEV LOCS IN BANKS; HABERSHAM; JACKSON & RABUN COUNTY	Roadside	Barrier – cable	31.4	Miles	\$30000	\$30000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	100	65	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019293 Habersham, Stephens SR 17 & SR 365 @ SEV LOCS IN HABERSHAM & STEPHENS COUNTY	Roadside	Barrier – cable	7.6	Miles	\$20000	\$20000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	100	65	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019333 Dawson, Forsyth, Gwinnett, Hall SHARP CURVE WARNING SIGNS @ 1102 LOCS IN DISTRICT 1 - AREA 1	Roadway signs and traffic control	Curve-related warning signs and flashers	1102	Numbers	\$12000	\$12000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019334 All Counties SHARP CURVE WARNING SIGNS @ 414 LOCS IN DISTRICT 1 - AREA 2	Roadway signs and traffic control	Curve-related warning signs and flashers	414	Numbers	\$117488	\$117488	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019335 All Counties SHARP CURVE WARNING SIGNS @ 1119 LOCS IN DISTRICT 1 - AREA 3	Roadway signs and traffic control	Curve-related warning signs and flashers	1119	Numbers	\$12000	\$12000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019336 All Counties SHARP CURVE WARNING SIGNS @ 7046 LOCS IN DISTRICT 1 - AREA 4	Roadway signs and traffic control	Curve-related warning signs and flashers	7046	Numbers	\$20000	\$20000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019348 Clayton, Fulton SR 3; SR 42 & SR 70 @ 7 LOCS IN CLAYTON; DEKALB & FULTON-VRU	Pedestrians and bicyclists	Modify existing crosswalk	7	Crosswalks	\$50000	\$50000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	55	State Highway Agency	Systemic	Pedestrians	Reduce pedestrian fatalities and serious injuries
0019558 DeKalb, Fulton SR 154 @ 7 LOCS IN DEKALB & 1 LOC IN FULTON - VRU	Pedestrians and bicyclists	Modify existing crosswalk	7	Crosswalks	\$15000	\$15000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	100	55	State Highway Agency	Spot	Pedestrians	Reduce pedestrian fatalities and serious injuries
0019559 All Counties SHARP CURVE WARNING SIGNS @ 16 LOCS IN DISTRICT 7	Roadway signs and traffic control	Curve-related warning signs and flashers	16	Locations	\$10000	\$10000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway

2023 Georgia Highway Safety Improvement Program

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															departure crashes
0019566 Baldwin, Dodge, Laurens, Wilkinson SR 27 & SR 29 @ SEV LOC IN BALDWIN;DODGE;LAURENS & WILKINSON	Roadside	Barrier – cable	44.91	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019567 Baldwin, Jefferson, Washington, Wilkinson SR 540 @ SEV LOC IN BALDWIN;JEFFERSON;WASHINGTON & WILKINSON	Roadside	Barrier – cable	44.87	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	100	65	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019568 Burke, Jenkins, Richmond SR 23; SR 67; SR 121 & SR 121 BYP @ SEV LOCS IN DISTRICT 2	Roadside	Barrier – cable	29	Miles	\$10000	\$10000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019569 Emanuel, Jefferson, Richmond SR 4 @ SEV LOCS IN EMANUEL; JEFFERSON & RICHMOND COUNTY	Roadside	Barrier – cable	31.8	Miles	\$12000	\$12000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019570 McDuffie, Wilkes SR 10 @ SEV LOCS IN MCDUFFIE & WILKES COUNTY	Roadside	Barrier – cable	7.8	Miles	\$7000	\$7000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019572 Screven SR 21 & SR 73 @ SEV LOCS IN SCREVEN COUNTY	Roadside	Barrier – cable	18	Miles	\$10000	\$10000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019573 Bryan, Liberty SR 25 & SR 196 @ SEV LOCS IN BRYAN & LIBERTY COUNTY	Roadside	Barrier – cable	6.6	Miles	\$7000	\$7000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019574 All Counties SR 27 @ SEV LOCS IN DISTRICT 5	Roadside	Barrier – cable	33.3	Miles	\$12000	\$12000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019575 All Counties SR 4 @ SEV LOCS IN DISTRICT 5	Roadside	Barrier – cable	33.9	Miles	\$12000	\$12000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway

2023 Georgia Highway Safety Improvement Program

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															departure crashes
0019576 Clinch, Pierce, Ware SR 38 @ SEV LOCS IN CLINCH; PIERCE & WARE COUNTY	Roadside	Barrier – cable	18	Miles	\$10000	\$10000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019577 Brantley, Glynn, Ware SR 520 @ SEV LOCS IN BRANTLEY; GLYNN & WARE COUNTY	Roadside	Barrier – cable	35.8	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019578 Chatham I-516 @ CS 1435/LIBERTY PKWY IN CHATHAM COUNTY	Interchange design	Extend existing lane on ramp	1	Interchanges	\$10000	\$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	58,700	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019600 Gwinnett SR 8/SR 316 FROM HERRINGTON ROAD TO COLLINS HILL ROAD	Roadside	Barrier – cable	5	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	108,000	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019601 Coffee SR 206 @ SR 268	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$25000	\$25000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,200	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019602 Decatur SR 309 @ CS 402/FACEVILLE ATTAPULGUS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$25000	\$25000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,450	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019603 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 1 & 2 @ 12 ROUTES	Roadway	Rumble strips – edge or shoulder	12	Locations	\$14000	\$14000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019604 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 3 & 4 @ 15 ROUTES	Roadway	Rumble strips – edge or shoulder	15	Locations	\$18000	\$18000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes

2023 Georgia Highway Safety Improvement Program

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
0019605 All Counties RUMBLE STRIPS IN DISTRICT 2 - AREA 1 @ 5 ROUTES	Roadway	Rumble strips – edge or shoulder	5	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019606 All Counties RUMBLE STRIPS IN DISTRICT 2 - AREA 2 & 3 @ 6 ROUTES	Roadway	Rumble strips – edge or shoulder	6	Locations	\$10000	\$10000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019607 All Counties RUMBLE STRIPS IN DISTRICT 2 - AREA 4 & 5 @ 7 ROUTES	Roadway	Rumble strips – edge or shoulder	7	Locations	\$12000	\$12000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019608 All Counties RUMBLE STRIPS IN DISTRICT 5 - AREA 1 & 2 @ 6 ROUTES	Roadway	Rumble strips – edge or shoulder	6	Locations	\$16000	\$16000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019609 Camden, Glynn, Long, Wayne RUMBLE STRIPS IN DISTRICT 5 - AREA 3 @ 6 ROUTES	Roadway	Rumble strips – edge or shoulder	6	Locations	\$12000	\$12000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019610 Bryan, Liberty, Screven RUMBLE STRIPS IN DISTRICT 5 - AREA 4 & 5 @ 4 ROUTES	Roadway	Rumble strips – edge or shoulder	4	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Lane Departure	Mitigate lane and roadway departure crashes
0019611 Cobb, DeKalb, Fulton SHARP CURVE HIGH FRICTION SURFACE TREATMENT @ 5 LOCS	Roadway	Pavement surface – high friction surface	5	Locations	\$15000	\$15000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019612 Effingham SR 17 @ MARLOW ROAD/WESLEY DRIVE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$700000	\$700000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,450	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019613 Jeff Davis SR 19 FROM CS 541/L STREET TO CS 654/N WILLIAMS STREET - VRU	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	\$10000	\$10000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,600	35	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at



2023 Georgia Highway Safety Improvement Program

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
															intersections
0019626 All Counties IDIQ PROJECTS PLAN DEVELOPMENT - REGION D - FY 2023-2024	Miscellaneous	Transportation safety planning	1	Safety Analysis	\$150000	\$150000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data analysis	Data
0019691 Clayton SR 3 @ 4 LOCS & SR 3 CONN @ 1 LOC	Pedestrians and bicyclists	Pedestrian hybrid beacon	1	Locations	\$15000	\$15000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	100	45	State Highway Agency	Spot	Pedestrians	Reduce pedestrian fatalities and serious injuries
0019698 All Counties SAFETY EDUCATION OUTREACH	Miscellaneous	Miscellaneous - other	1	education	\$500000	\$500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Data	Data
0019699 Chatham SR 26 FROM LAZARETTO CREEK TO TYBRISA STREET - SCOPING ONLY	Miscellaneous	Miscellaneous - other	1	Scoping	\$200000	\$200000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,400	30	State Highway Agency	Spot	Pedestrians	Reduce pedestrian fatalities and serious injuries
0019707 Lee SR 133 @ CR 109/CEDRIC STREET	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$30000	\$30000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,200	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019708 All Counties SAFE ROUTES TO SCHOOL CONSULTANT	Miscellaneous	Transportation safety planning	1	Safety Analysis	\$1000000	\$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	100	55	Varies	State or area wide	Pedestrians	Reduce pedestrian fatalities and serious injuries
0019834 Fulton SR 280 @ CS 2645/NORTHWEST DRIVE	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$600000	\$600000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,100	40	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019835 Carroll SR 113 FROM CENTER POINT ROAD TO MEADOWCLIFF CIRCLE	Intersection traffic control	Modify traffic signal – modernization/replacement	3	Intersections	\$12000	\$12000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,500	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019836 Whitfield SR 3/US 41 @ CR 666/FIVE SPRINGS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$80000	\$80000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	19,500	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at

2023 Georgia Highway Safety Improvement Program

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
															intersections
0019837 Cherokee, Gilmer, Pickens I-75 @ 1 LOC & SR 515 @ 1 LOC IN DISTRICT 6	Roadside	Barrier – cable	10.5	Miles	\$15000	\$15000	HSIP (23 U.S.C. 148)	Multiple/Vari es	Principal Arterial-Interstate	100	70	State Highway Agency	Systemic	Roadway Departure	Mitigate lane and roadway departure crashes
0019838 Houston SR 11/SR 49 @ CR 1717/N HOUSTON LAKE BLVD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$90000	\$90000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,000	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019839 Ware SR 4BU/US 1 @ CR 465/JAMESTOWN ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$300000	\$300000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,300	45	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019840 Houston, Peach SR 11/SR 49 @ SR 11 & @ PR 4/HOUSTON ROAD	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	\$20000	\$20000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,800	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections
0019841 Fulton SR 138 @ CR 581/BETHSAIDA ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	\$700000	\$700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,800	55	State Highway Agency	Spot	Intersections	Reduce serious injury crashes at intersections

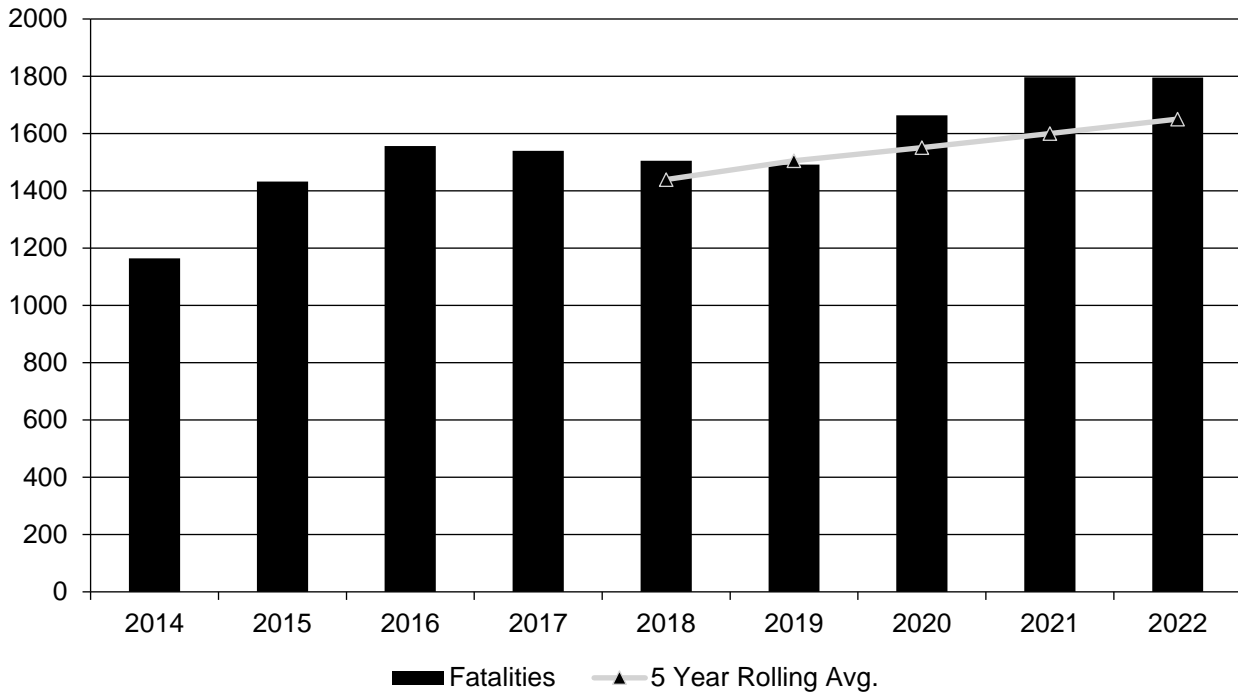
## Safety Performance

### *General Highway Safety Trends*

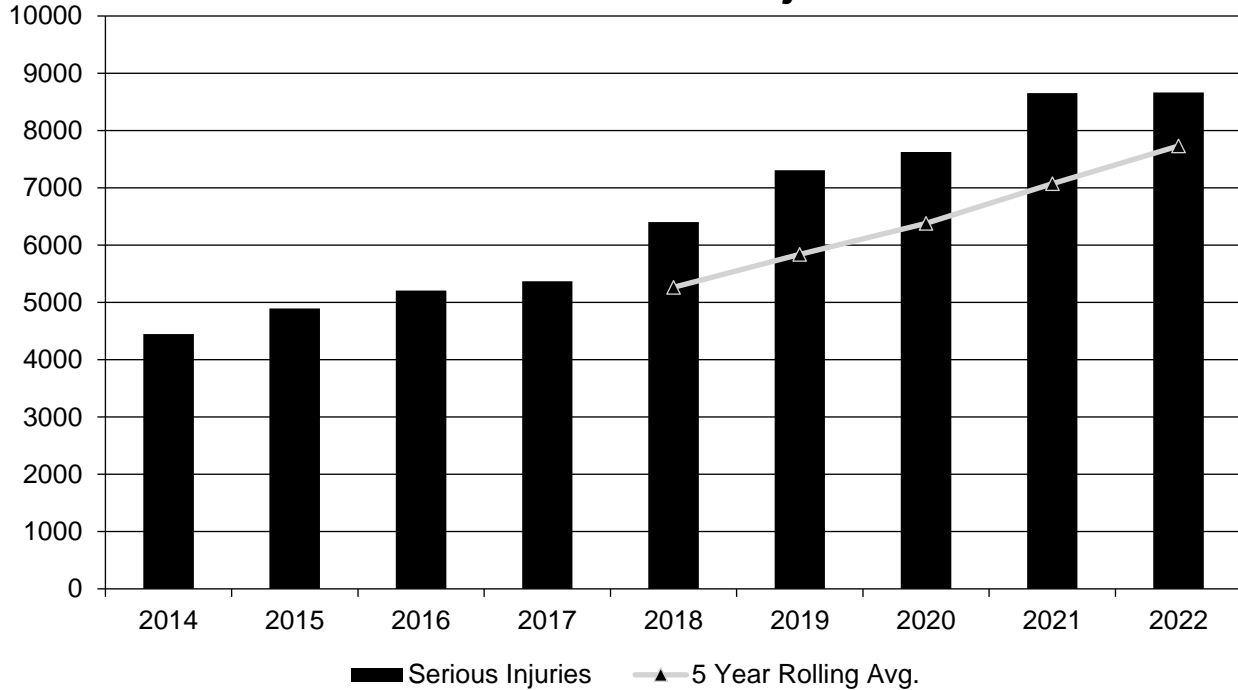
Present data showing the general highway safety trends in the State for the past five years.

<b>PERFORMANCE MEASURES</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Fatalities	1,164	1,432	1,556	1,540	1,505	1,492	1,664	1,797	1,795
Serious Injuries	4,446	4,896	5,206	5,370	6,401	7,308	7,625	8,654	8,667
Fatality rate (per HMVMT)	1.045	1.214	1.280	1.219	1.142	1.128	1.439	1.525	1.440
Serious injury rate (per HMVMT)	3.993	4.152	4.282	4.251	4.856	5.523	6.593	7.171	6.955
Number non-motorized fatalities	183	226	265	274	296	268	312	338	370
Number of non-motorized serious injuries	265	281	292	370	334	433	481	495	513

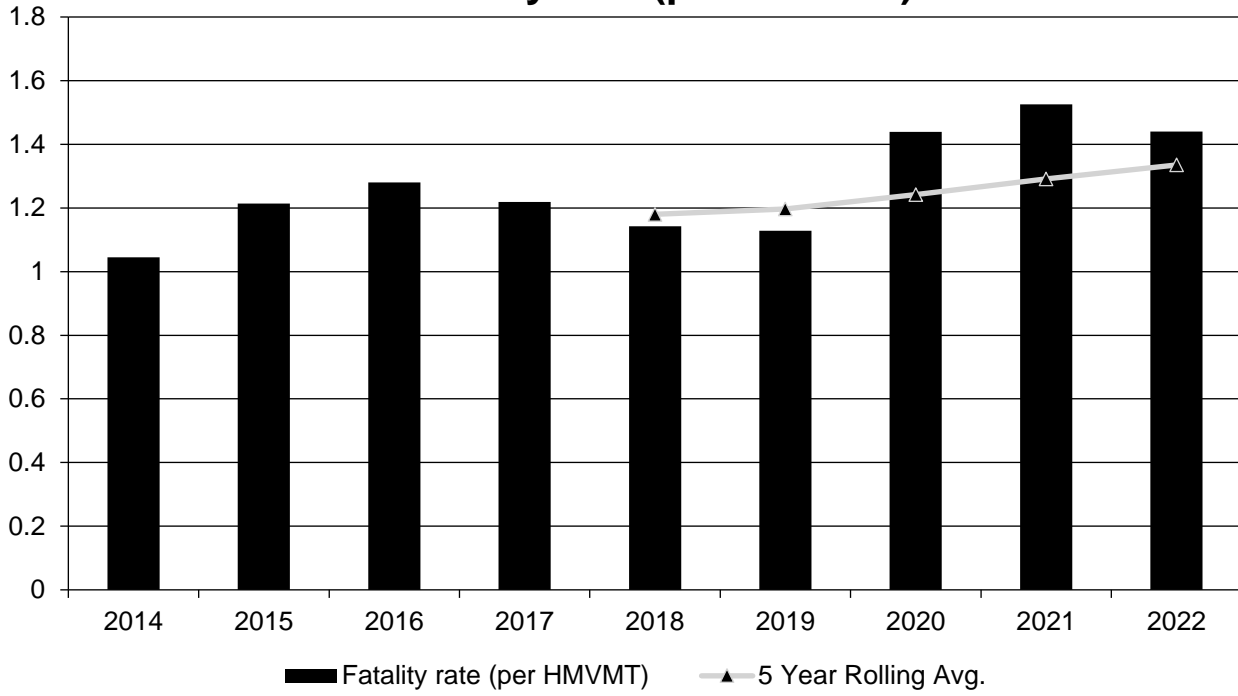
### Annual Fatalities



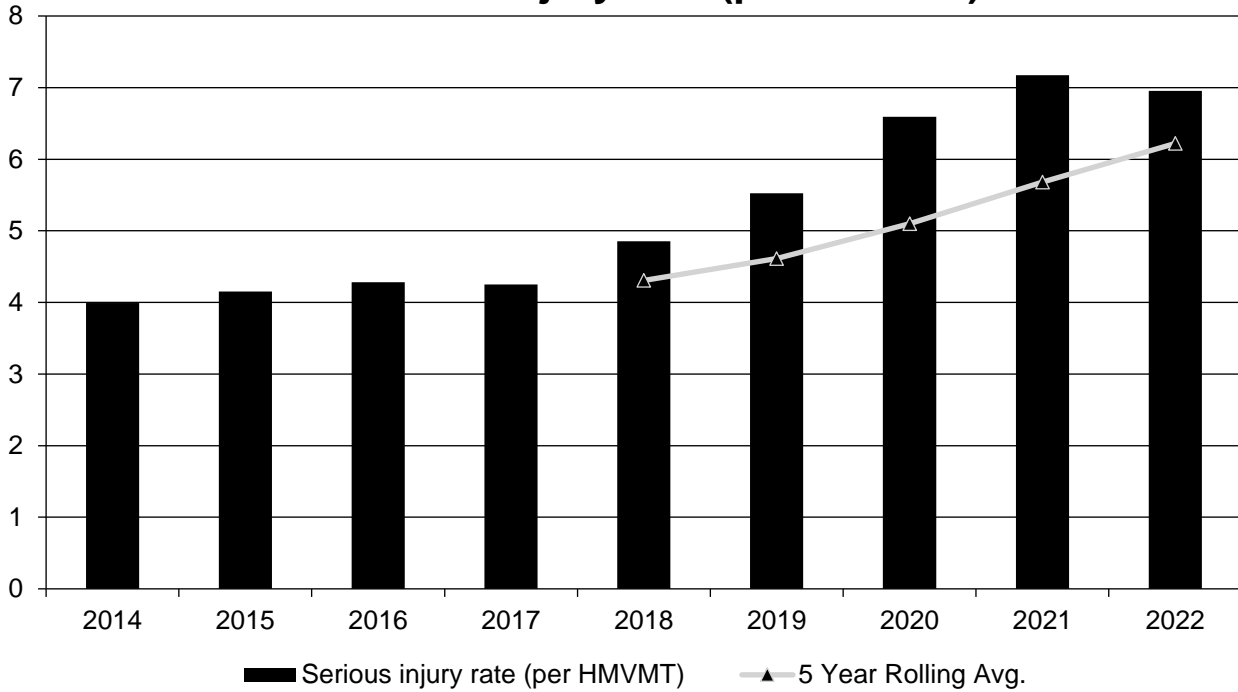
### Annual Serious Injuries



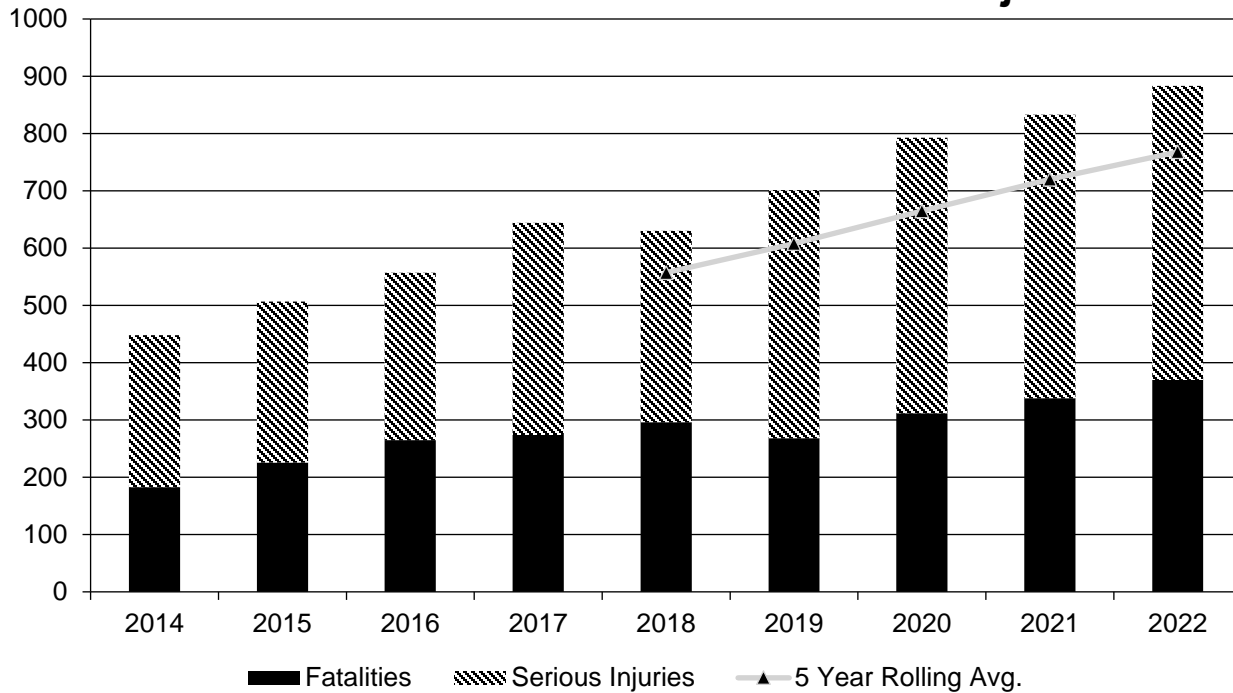
### Fatality rate (per HMVMT)



### Serious injury rate (per HMVMT)



### Non Motorized Fatalities and Serious Injuries



**Describe fatality data source.**

FARS

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

**Year 2022**

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	60.8	564	0.74	7.38
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	118.2	591	1.87	8.13
Rural Minor Arterial	141.2	817	2.46	14.23
Rural Minor Collector	34.6	195.8	1.44	8.5
Rural Major Collector	157.8	917.2	9.02	51.99

2023 Georgia Highway Safety Improvement Program

<b>Functional Classification</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Rural Local Road or Street	83.2	655.8	1.94	15.26
Urban Principal Arterial (UPA) - Interstate	187.6	674	0.78	2.81
Urban Principal Arterial (UPA) - Other Freeways and Expressways	21.6	81.4	0.73	2.39
Urban Principal Arterial (UPA) - Other	304.2	1,068	1.79	6.29
Urban Minor Arterial	308	1,115.6	1.63	5.86
Urban Minor Collector	112.2	377.8	1.08	4.58
Urban Major Collector	0	0	0	0
Urban Local Road or Street	120.8	673.2	0.55	3.09

2023 Georgia Highway Safety Improvement Program

Year 2022

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	1,089.2	4,845.4	1.49	6.61
County Highway Agency	430.8	2,236.6	1.29	6.73
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
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 2024 Targets \***

***Number of Fatalities:1680.0***

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

23 CFR &sect;1300.11(3)(i) requires states to set performance targets that demonstrate 'constant' or 'improved' performance. 23 CFR &sect;1300.11 (2)(c) (iii) which requires that State Highway Safety Plan (HSP) performance measure targets must be identical to the state Department of Transportation targets listed in the Highway Safety Improvement Plan (HSIP). Therefore, the state is setting a constant target this is in agreement with the HSP.

***Number of Serious Injuries:8966.0***

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

23 CFR &sect;1300.11(3)(i) requires states to set performance targets that demonstrate 'constant' or 'improved' performance. 23 CFR &sect;1300.11 (2)(c) (iii) which requires that State Highway Safety Plan (HSP) performance measure targets must be identical to the state Department of Transportation targets listed in the Highway Safety Improvement Plan (HSIP). Therefore, the state is setting a constant target this is in agreement with the HSP.

***Fatality Rate:1.360***

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

23 CFR &sect;1300.11(3)(i) requires states to set performance targets that demonstrate 'constant' or 'improved' performance. 23 CFR &sect;1300.11 (2)(c) (iii) which requires that State Highway Safety Plan (HSP) performance measure targets must be identical to the state Department of Transportation targets listed in the Highway Safety Improvement Plan (HSIP). Therefore, the state is setting a constant target this is in agreement with the HSP.

***Serious Injury Rate:7.679***

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

23 CFR &sect;1300.11(3)(i) requires states to set performance targets that demonstrate 'constant' or 'improved' performance. 23 CFR &sect;1300.11 (2)(c) (iii) which requires that State Highway Safety Plan (HSP) performance measure targets must be identical to the state Department of Transportation targets listed in the Highway Safety Improvement Plan (HSIP). Therefore, the state is setting a constant target this is in agreement with the HSP.

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

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

## 2023 Georgia Highway Safety Improvement Program

23 CFR §1300.11(3)(i) requires states to set performance targets that demonstrate 'constant' or 'improved' performance. 23 CFR §1300.11 (2)(c) (iii) which requires that State Highway Safety Plan (HSP) performance measure targets must be identical to the state Department of Transportation targets listed in the Highway Safety Improvement Plan (HSIP). Therefore, the state is setting a constant target this is in agreement with the HSP.

### **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. Historically, GDOT presented the finding and approach to GDOT Planning and the State's MPOs. Additionally, we held separate meetings with FHWA and NHTSA regional representatives to discuss our efforts to accurately estimate the states safety performance targets. The TRCC Executive Board expressed their desire to set realistic targets based on our historic modeling efforts. To date, the state has set traffic safety performance measure targets using a data driven approach (as required by §1300.11 (b)(3)(ii))—statistically projecting the unweighted five-year rolling average using the five most recent years of data available. Using 2017-2021 FARS and GEARS SI data for the five-year moving average as baseline (as required by §1300.11(2)(c)(iii)), the projections showed an increase in the five-year rolling average for most traffic safety performance measures. While using the 5-year rolling average metric smooths and reduces the variability in the historical annual values, it also inherently requires using historical data points that may include substantial fluctuations like those observed during the COVID pandemic. Nevertheless, §1300.11(3)(i) requires states to set performance targets that demonstrate 'constant' or 'improved' performance. To maintain the relationship between the HSIP and HSP and to adhere to 23 CFR §1300.11(3)(i) the state established the current performance targets.

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

No

### **Describe progress toward meeting the State's 2022 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	1671.0	1650.6
Number of Serious Injuries	8443.0	7731.0
Fatality Rate	1.210	1.335
Serious Injury Rate	4.610	6.220
Non-Motorized Fatalities and Serious Injuries	793.0	768.0

Many traffic safety practitioners and data analysts consider 2020 - 2021 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 - 2021 traffic fatalities and serious injuries and the drop in vehicle miles traveled due to the COVID-19 public health emergency. As such, the statistical projections show that rate-based targets for

## 2023 Georgia Highway Safety Improvement Program

2022 targets were not met. Additionally, future targets that may be established that could be distorted and perhaps overestimated since the 2020 anomaly will be included in the 5-year rolling average analyses for years 2023-2028.

### ***Applicability of Special Rules***

**Does the VRU Safety Special Rule apply to the State for this reporting period?**

Yes

**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.**

<b>PERFORMANCE MEASURES</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Number of Older Driver and Pedestrian Fatalities	229	226	207	238	234	276	263
Number of Older Driver and Pedestrian Serious Injuries	314	344	406	556	557	571	625

## 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 AASHTO Safety Numeric safety analytics software that incorporates the HSM EB methodology for ranking road segments and provides data analysis for our safety community. Within this platform, we worked with FHWA to develop a Local Road Safety Action Plan Dashboard to assist local governments and MPOs to enhance their highway safety programs and support the SS4A grant applications. We have delivered an updated Pedestrian Streetscape Guide and developing a VRU 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

2023 Georgia Highway Safety Improvement Program

- Increased focus on local road safety

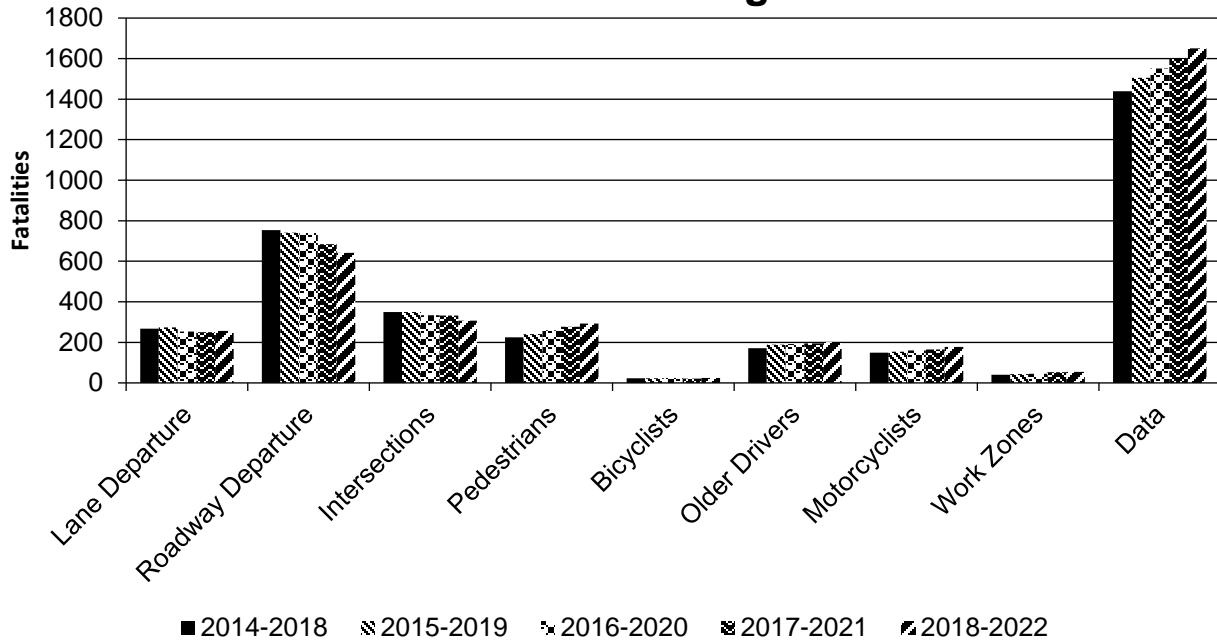
***Effectiveness of Groupings or Similar Types of Improvements***

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

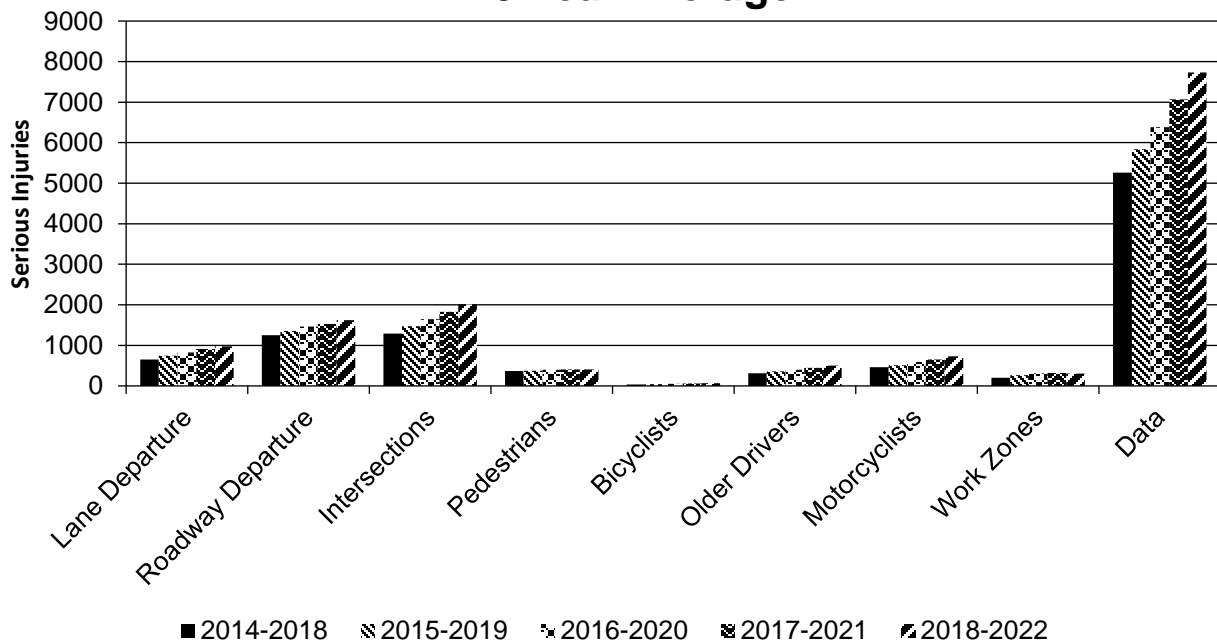
**Year 2022**

<b>SHSP Emphasis Area</b>	<b>Targeted Crash Type</b>	<b>Number Fatalities (5-yr avg)</b>	<b>of</b>	<b>Number Serious Injuries (5-yr avg)</b>	<b>of</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Lane Departure		257.2		977.8		0.21	0.79
Roadway Departure		641.8		1,623		0.54	1.3
Intersections		307.6		2,010		0.24	1.62
Pedestrians		292.6		408		0.24	0.33
Bicyclists		24.6		64		0.02	0.05
Older Drivers		201		502.6		0.16	0.4
Motorcyclists		177.6		728.4		0.14	0.59
Work Zones		54.6		305.2		0.04	0.24
Data		1,650.2		7,731		1.34	6.22

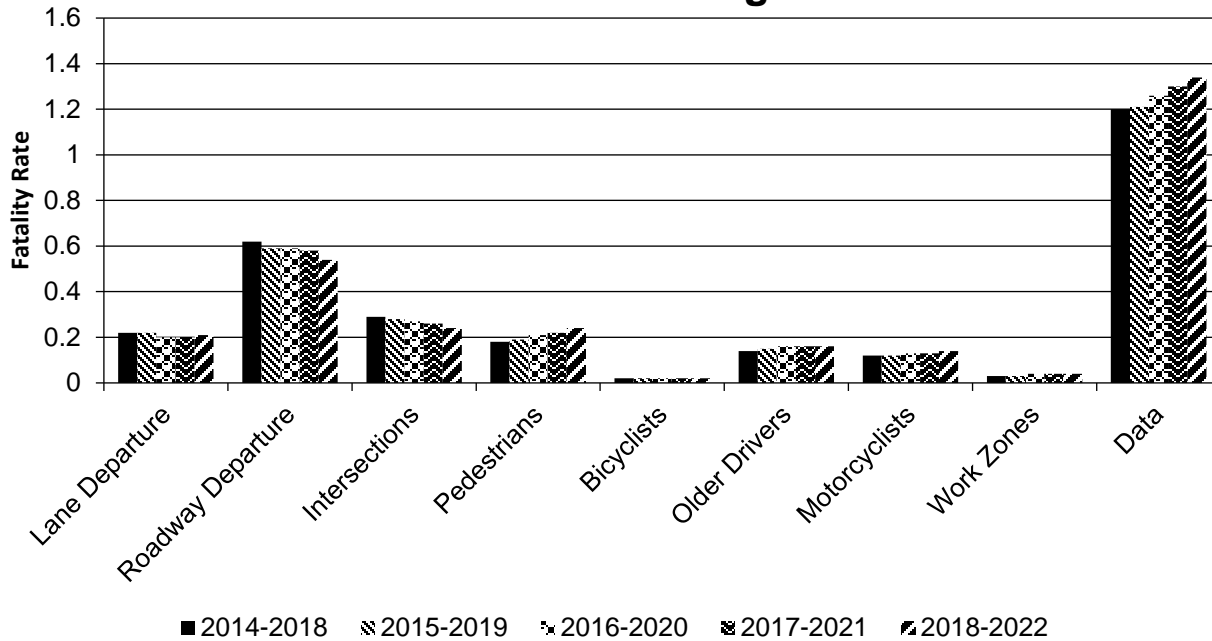
### Number of Fatalities 5 Year Average



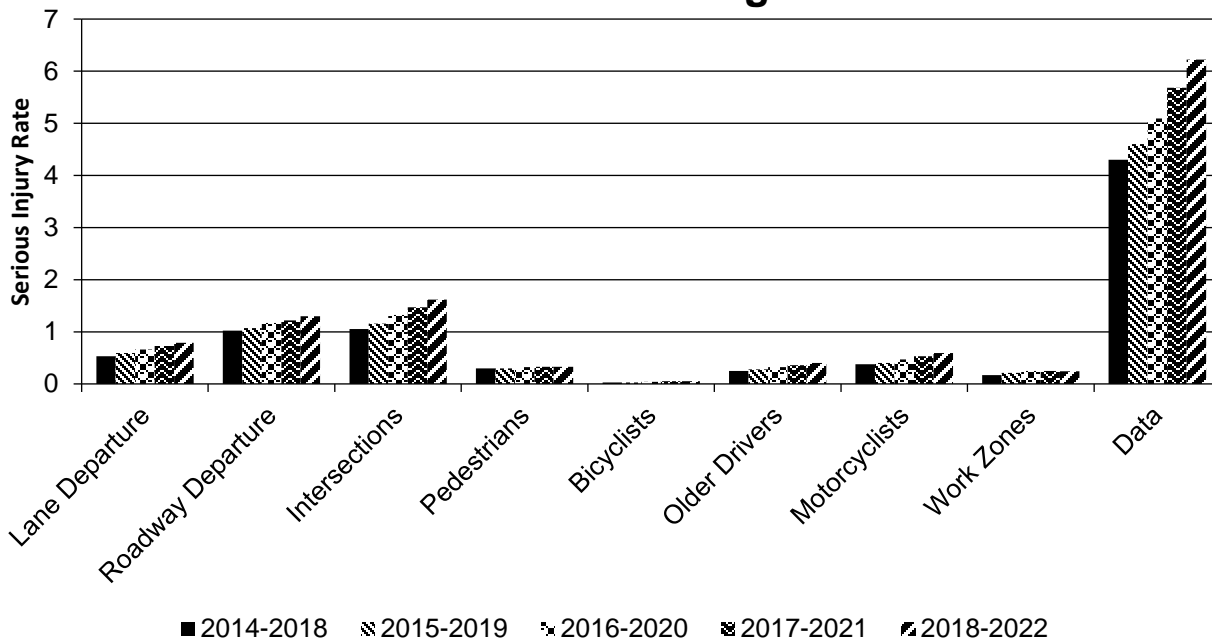
### Number of Serious Injuries 5 Year Average



### Fatality Rate (per HMVMT) 5 Year Average



### Serious Injury Rate (per HMVMT) 5 Year Average



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

Yes

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

**CounterMeasures:** Restricted Crossing U-Turn (RCUT)  
**Description:**  
**Target Crash Type:** Left-turn  
**Number of Installations:**  
**Number of Installations:**  
**Miles Treated:**  
**Years Before:**  
**Years After:**  
**Methodology:** Simple before/after  
GDOT has implemented RCUTs at several intersections statewide to reduce angle crashes caused by traffic from the minor road crossing through or turning left. Eight unsignalized RCUT intersections were analyzed to determine the effectiveness of this safety countermeasure. The locations were in District 1 (Forsyth County), District 3 (Bibb County, Henry County [2 RCUTs], Houston County [2 RCUTs], and Muscogee County), and District 6 (Twiggs County). The Naïve method analysis identified an average 10% decrease in property damage only (PDO) crashes and 31% decrease in injury/fatal crashes at the intersections. GDOT has constructed over 35 RCUTs across the state

**Results:**

**File Name:** [Hyperlink](#)

**CounterMeasures:** Roundabout  
**Description:**  
**Target Crash Type:** Angle  
**Number of Installations:**  
**Number of Installations:**  
**Miles Treated:**  
**Years Before:**  
**Years After:**  
**Methodology:** Simple before/after  
GDOT has utilized roundabouts at various intersections statewide to decrease the 32 conflict points in a traditional intersection to 8 conflict points. Roundabouts reduce all manners of collision. Six roundabouts were analyzed to determine the effectiveness of this safety countermeasure. The locations were in District 2 (Wilkinson County), District 3

**Results:**



## 2023 Georgia Highway Safety Improvement Program

(Bibb County, Henry County and Spalding County), District 4 (Colquitt County), and District 7 (Fulton County). The Naïve method analysis identified an average 57% decrease in PDO crashes and 80% decrease in injury/fatal crashes at the intersections. GDOT has constructed over 230 roundabouts statewide.

**File Name:** [Hyperlink](#)

**CounterMeasures:** Edge-Line Rumble Strips

**Description:**

**Target Crash Type:** Run-off-road

**Number of Installations:**

**Number of Installations:**

**Miles Treated:**

**Years Before:**

**Years After:**

**Methodology:** Simple before/after

GDOT has implemented RCUTs at several intersections statewide to reduce angle crashes caused by traffic from the minor road crossing through or turning left. Eight unsignalized RCUT intersections were analyzed to determine the effectiveness of this safety countermeasure. The locations were in District 1 (Forsyth County), District 3 (Bibb County, Henry County [2 RCUTs], Houston County [2 RCUTs], and Muscogee County), and District 6 (Twiggs County). The Naïve method analysis identified an average 10% decrease in property damage only (PDO) crashes and 31% decrease in injury/fatal crashes at the intersections. GDOT has constructed over 35 RCUTs across the state

**Results:**

**File Name:** [Hyperlink](#)

**CounterMeasures:** Centerline and Edge-line Rumble Strips

**Description:**

**Target Crash Type:** Other (define)

**Number of Installations:**

**Number of Installations:**

**Miles Treated:**

**Years Before:**

**Years After:**

**Methodology:** Simple before/after

GDOT has implemented RCUTs at several intersections statewide to reduce angle crashes caused by traffic from the minor road crossing through or turning left.

**Results:**

## 2023 Georgia Highway Safety Improvement Program

Eight unsignalized RCUT intersections were analyzed to determine the effectiveness of this safety countermeasure. The locations were in District 1 (Forsyth County), District 3 (Bibb County, Henry County [2 RCUTs], Houston County [2 RCUTs], and Muscogee County), and District 6 (Twiggs County). The Naïve method analysis identified an average 10% decrease in property damage only (PDO) crashes and 31% decrease in injury/fatal crashes at the intersections. GDOT has constructed over 35 RCUTs across the state

**File Name:** [Hyperlink](#)

**CounterMeasures:** High-Friction Surface Treatment (HFST)

**Description:**

**Target Crash Type:** Other (define)

**Number of Installations:**

**Number of Installations:**

**Miles Treated:**

**Years Before:**

**Years After:**

**Methodology:** Simple before/after

**Results:**

GDOT has implemented RCUTs at several intersections statewide to reduce angle crashes caused by traffic from the minor road crossing through or turning left. Eight unsignalized RCUT intersections were analyzed to determine the effectiveness of this safety countermeasure. The locations were in District 1 (Forsyth County), District 3 (Bibb County, Henry County [2 RCUTs], Houston County [2 RCUTs], and Muscogee County), and District 6 (Twiggs County). The Naïve method analysis identified an average 10% decrease in property damage only (PDO) crashes and 31% decrease in injury/fatal crashes at the intersections. GDOT has constructed over 35 RCUTs across the state

**File Name:** [Hyperlink](#)

**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)
0009620 SR 225 @ MT CARMEL CHURCH RD/MITCHELL BRIDGE ROAD	Rural Major Collector	Intersection traffic control	Modify control – Modern Roundabout	3.00	5.00			1.00		2.00		6.00	5.00	5.04
0009872 SR 275 @ CR 307/RINCON-STILL ROAD-ROUNDAABOUT	Rural Major Collector	Intersection traffic control	Modify control – Modern Roundabout	8.00				1.00		3.00	2.00	12.00	2.00	8.98
0009938 SR 53 @ SR 183	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Modify control – Modern Roundabout	31.00	10.00			3.00		14.00		48.00	10.00	14.25
0006416 SR 53 FM E OF CR 269/RYO MOUNTAIN RD TO W OF CR 178/DAVIS	Rural Principal Arterial (RPA) - Other	Roadway	Pavement surface – high friction surface	14.00	1.00			6.00		6.00	2.00	26.00	3.00	13.11
0015745 COVE RD@1 LOC IN PICKENS CO - OFF-SYSTEM SAFETY IMPROVEMENTS	Rural Minor Collector	Roadway	Pavement surface – high friction surface	35.00	14.00	1.00		2.00	2.00	17.00	3.00	55.00	19.00	121.87

Impaired driving crashes were removed from the analysis as well as animal and deer crashes. All crashes were included in the project analysis for the three roundabout projects and roadway departure, head on and side swipe crashes were included in the high friction surface project analysis.

## 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
Median Type (54) [55]	100	100									

2023 Georgia Highway Safety Improvement Program

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
	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
<b>INTERSECTION</b>	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						
<b>INTERCHANGE/RAMP</b>	Unique Interchange Identifier (178) [168]					95	95				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					95	95				

2023 Georgia Highway Safety Improvement Program

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
	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				
<b>Totals (Average Percent Complete):</b>		<b>93.89</b>	<b>93.89</b>	<b>83.75</b>	<b>83.75</b>	<b>97.27</b>	<b>97.27</b>	<b>94.44</b>	<b>94.44</b>	<b>94.00</b>	<b>94.00</b>

\*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:

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.