



GEORGIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT



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Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 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 matched an additional \$61.8 million for FY 23.

Fatal crash trends indicate an upward trajectory in Georgia, highlighting the need for a holistic safety culture within the Department. Notable behaviors fatal crash trends include those involving risky driving behaviors such as driver distraction, lack of appropriate occupant protection, driving under the influence, and speeding. Furthermore, vulnerable roadway user fatalities show an increasing trend that is disproportional to other crash types.

The Governor's Office of Highway Safety (GOHS) and the Georgia Department of Transportation (GDOT) develops and supports the Strategic Highway Safety Plan (SHSP). The plan has specific Emphasis Area Task Teams that are organized to develop specific countermeasures.

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 range from low-cost systemic projects to larger hot spot improvements. These projects include safety improvements addressing intersections, pedestrians and bicyclist, roadway departures, corridors, off-system roadways, and older roadway users. Safety improvements identified by the safety program are also pursued through other sources such district resources, local agencies, maintenance resurfacings, and capital projects.

Safety projects may be identified from a large number of sources. Road Safety Audits RSAs are selected using the safety analytic platform, AASHTOWare Safety powered by Numetric. This application allows the Department to utilize resources efficiently and develop a data-driven list for each District. The Safety Program then works with the District and local governments to confirm at least 14 Road Safety Audits (RSAs) for the FY. Systemic safety projects are identified by identification of homogeneous roadway environment where a countermeasure or set of countermeasures can be applied on a network level to improve safety. Hot spot intersections or segments outside of RSAs are identified either from local requests or data driven identifications. Once a location has been identified, a safety screening is performed to confirm if there is a viable safety project. If viable, an intersection control evaluation (if applicable) and traffic engineering study are performed to confirm a safety benefit/cost (S-BC) for a potential project.

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

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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 potential solutions 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:

Emphasis Area	Goal Spend
Roadway or Lane Departure	\$40-50M
Intersection/Interchange	\$35-40M
Vulnerable Road User	\$15-20M
High Risk Rural Roads	\$6.3-10M
Off System Safety	\$10M
Older Drivers and Pedestrians (65+)	\$5-7M

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 AASHTOWare Safety Powered by 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 Action 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. Furthermore, the state is utilizing Transportation Alternative Program Funds to identify safety projects within rural communities with population under 5,000 people.

Once the potential local 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
- Other-Office of Transportation Data

Describe coordination with internal partners.

The Safety Program works closely with GDOT Maintenance and District Traffic Operations. We work with the office of Maintenance to review upcoming resurfacing projects for potential improvements such as low-cost marking, friction enhancements, and rumble strips. 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,

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Utilities, Railroad Safety, Roundabout and Alternative Intersection Design (RAID), and Engineering Services, is key in the development and delivery of safety projects.

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

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
- Other-• Non-Profit Advocacy (e.g. Georgia Bikes)

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. GDOT continues to expand a crash data query and analysis platform by partnering with AASHTO Safety powered by Numetric. 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 ASHTOware Safety powered by 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 ASHTOware Safety powered by 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. Furthermore, we work with organizations such as Teens in the Driver's Seat, We Are Teachers, Georgia Bikes and Lutz 43 to provide educational outreach through the state.

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

Data Tools:

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

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locations. This approach is improving how safety projects are identified for the Safety Program. 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 state is expanding the use of more proactive approaches. Predictive modeling to prioritize and identify pedestrian crossings and sharp curve improvements are being utilized. Furthermore, near-miss data such as conflict detection and harsh braking movements are being explored.

Quicker Delivery

The Safety Program has developed a variety of delivery mechanisms also in the development of a new process to deliver certain safety projects more efficiently. Projects that have no right-of-way acquisitions, limited environmental impact, and follow HSIP procedures 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.

Additionally, implementation of safety equipment, specifically vulnerable road user equipment, including, but not limited to, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), audible pedestrian systems (APS), and pedestrian countdown heads. Additional infrastructure includes edge lit chevron signs, edge lit stop signs, advance warning flashers, speed feedback signs, and supplemental signals. The Safety Program worked with FHWA to develop a process for the Department to purchase safety equipment for Districts and local agencies. The District or local agency is responsible for the installation of the equipment. This partnership allows for more safety improvements to be made on Georgia's roadways. Historically, safety improvements and safety dollars have been focused on locations with the most severe crashes based on specific trends and observations. By empowering agencies throughout the state to use their current workforce to deliver safety improvements, while only supplying them with the materials needed for specific issues and locations, this can be yet another strategy in delivering safer roads for all roadway users.

Furthermore, the state deploying on-call request for indefinite duration indefinite quantity (IDIQ) contracts. This on call request includes project purpose, materials, scope of work, general notes, and may include designs for permitting, which is reviewed and submitted by a GDOT representative and to procurement, and lastly, is solicited for bids and often won by the lowest qualified bidder. Additionally, these signal projects can be paired with resurfacings in State Maintenance when lanes shifts occur.

Hot Spot Analysis

For hot spot analysis, the process starts by identifying a potential safety concern. A safety screening assesses if a strong justification is not provided the location goes into a monitoring status for a determined period. The 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 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

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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.

Safety Education

The state is exploring a variety of educational initiatives that fall under the 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. Within the DAAA umbrella campaign, GDOT's See & Be Seen campaign aims to make it safer to walk in Georgia. Furthermore, the other organizations GDOT partners within education include Georgia Bikes, the Lutzie 43 program, Safe Routes to School, Teens in the Driver Seat, and We Are Teachers.

Program Methodology

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

Yes

Georgia DOT HSIP Implementation Plan is complete. It was submitted in June of this year

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

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- Fatal and serious injury crashes only
- Other-Bicycle Crashes
- Traffic
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Other-stakeholder interest:3

Program: Horizontal Curve

Date of Program Methodology:7/1/2022

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 expected crash frequency using SPFs
- 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
<ul style="list-style-type: none">• All crashes• Fatal and serious injury crashes only	<ul style="list-style-type: none">• Population	<ul style="list-style-type: none">• 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

Exposure

Roadway

- All crashes

- Other-Ownership

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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- 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
- Roadside features

What project identification methodology was used for this program?

- 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?

No

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

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

Ranking based on B/C: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

- All crashes
- Fatal and serious injury crashes only

Exposure

- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- 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?

- 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

- All crashes

Exposure

- Volume

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Equivalent property damage only (EPDO Crash frequency)
- 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?

- 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).

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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

Exposure

Roadway

- All crashes

- Other-Ownership

What project identification methodology was used for this program?

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

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

Yes

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

No

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

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

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

Available funding:2

Other-stakeholder interest:1

What percentage of HSIP funds address systemic improvements?

62

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
- Other-• Pedestrian signal upgrades
- Other-Mid-Block Pedestrian Crossings
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails
- Wrong way driving treatments

What process is used to identify potential countermeasures?

- Crash data analysis

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- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-ICE
- Other-• Predictive modeling
- Other-• FHWA Bikeway Selection Guide
- Other-• FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

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. Nevertheless, vehicle probe data is being leveraged for high level speed analysis in safety screenings.

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. As described in the Highway Safety Manual (HSM), we have been leveraging the Empirical Bayes method to develop Safety Performance Functions (SPFs). Following the HSM predictive method to estimate crash frequency and severity, we will 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.

Describe program methodology practices that have changed since the last reporting period.

Quicker Delivery

The Safety Program has developed a variety of delivery mechanisms also in the development of a new process to deliver certain safety projects more efficiently. Projects that have no right-of-way acquisition, limited environmental impact, and follow HSIP procedures 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.

Additionally, implementation of safety equipment, specifically vulnerable road user equipment, including, but not limited to, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), audible

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pedestrian systems (APS), and pedestrian countdown heads. Additional infrastructure includes edge lit chevron signs, edge lit stop signs, advanced warning flashers, speed feedback signs, and supplemental signals. The Safety Program worked with FHWA to develop a process for the Department to purchase safety equipment for Districts and local agencies. The District or local agency is responsible for the installation of the equipment. This partnership allows for more safety improvements to be made on Georgia's roadways. Historically, safety improvements and safety dollars have been focused on locations with the most severe crashes based on specific trends and observations. By empowering agencies throughout the state to use their current workforce to deliver safety improvements, while only supplying them with the materials needed for specific issues and locations, this can be yet another strategy in delivering safer roads for all roadway users.

Furthermore, the state deploying on-call request for indefinite duration indefinite quantity (IDIQ) contracts. This on call request includes project purpose, materials, scope of work, general notes, and may include designs for permitting, which is reviewed and submitted by a GDOT representative and to procurement, and lastly, is solicited for bids and often won by the lowest qualified bidder. Additionally, these signal projects can be paired with resurfacings in State Maintenance when lanes shifts occur.

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)	\$83,655,941	\$83,655,941	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$7,238,452	\$7,238,452	100%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	\$20,112,538	\$20,112,538	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%
Totals	\$111,006,931	\$111,006,931	100%

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

\$9,373,224

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

\$7,000,000

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

\$1,677,298

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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0019280 Bibb, Monroe I-75 @1 LOC IN MONROE & I-475 & 1 LOC IN BIBB	Roadside	Barrier – cable	7.5	Miles	\$1113314	\$1113314	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	39,400	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019290 Dawson, Forsyth SR 400 @ SEV LOCS IN DAWSON & FORSYTH COUNTY	Roadside	Barrier – cable	3.1	Miles	\$984942	\$984942	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Other	40,400	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019291 Walton SR 10/US 78 @ SEV LOCS IN WALTON COUNTY	Roadside	Barrier – cable	6.9	Miles	\$3329117	\$3329117	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Other	22,000	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019292 Banks, Habersham, Jackson, Rabun SR 15 @ SEV LOCS IN BANKS; HABERSHAM; JACKSON & RABUN COUNTY	Roadside	Barrier – cable	31.4	Miles	\$5357006	\$5357006	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Other	15,000	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019293 Habersham, Stephens SR 17 & SR 365 @ SEV LOCS IN HABERSHAM & STEPHENS COUNTY	Roadside	Barrier – cable	7.6	Miles	\$1968744	\$1968744	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Other	11,000	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
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	58	Miles	\$13057301	\$13057301	HSIP (23 U.S.C. 148)	Urban	Principal Arterial- Interstate	185,000	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019031 All Counties I-75 @ 6 LOCS; SR 3 @ 1 LOC & SR 38 @ 1 LOC IN DISTRICT 4	Roadside	Barrier- metal	38	Miles	\$8806022	\$8806022	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial- Interstate	0	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0019285 Floyd SR 1 FM CEDAR AVE TO E 2ND AVE & SR 20 FM SR 1 TO CHATEAU DR	Roadside	Barrier- metal	6	Miles	\$1850202	\$1850202	HSIP (23 U.S.C. 148)	Rural	Principal Arterial- Other Freeways & Expressways	30,100	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019470 DeKalb SR 10 FROM CR 5148/ROCKBRIDGE ROAD TO CR 814/RAYS ROAD - VRU	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Locations	\$0	\$1550000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial- Other	37,600	45	State Highway Agency	Spot	Intersections	Intersection Safety
0019472 Thomas SR 3/SR 300 @ 4 LOCS IN THOMAS COUNTY - VRU	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Locations	\$0	\$1550000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Principal Arterial- Other	3,000	65	State Highway Agency	Spot	Intersections	Intersection Safety
0019238 Paulding OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN PAULDING CO-VRU	Pedestrians and bicyclists	Pedestrian signal	14	Locations	\$0	\$357162	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Pedestrians	VRU Safety
0013258 Greene, McDuffie, Taliaferro SR 12; SR 17 & SR 44 @ 9 LOCS - PEDESTRIAN UPGRADES - VRU	Pedestrians and bicyclists	Pedestrian signal	9	Locations	\$0	\$1725687	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Pedestrians	VRU Safety
0013692 Cherokee, Fannin, Gilmer, Pickens PEDESTRIAN UPGRADES @ 19 LOCS IN DISTRICT 6 - VRU	Pedestrians and bicyclists	Pedestrian signal	19	Locations	\$0	\$2045879	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	State, County or City	Systemic	Pedestrians	VRU Safety
0013692 Cherokee, Fannin, Gilmer, Pickens PEDESTRIAN UPGRADES @ 19 LOCS IN DISTRICT 6 - VRU	Pedestrians and bicyclists	Pedestrian signal	19	Locations	\$0	\$1449375	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	State, County or City	Systemic	Pedestrians	VRU Safety
0013693 Catoosa, Murray, Whitfield PEDESTRIAN UPGRADES @17 LOC IN	Pedestrians and bicyclists	Pedestrian signal	17	Locations	\$0	\$3262093	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	State, County or City	Systemic	Pedestrians	VRU Safety

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
CATOOSA;MURRAY &WHITFIELD-VRU															
0013693 Catoosa, Murray, Whitfield PEDESTRIAN UPGRADES @17 LOC IN CATOOSA;MURRAY &WHITFIELD-VRU	Pedestrians and bicyclists	Pedestrian signal	17	Locations	\$0	\$140000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	State, County or City	Systemic	Pedestrians	VRU Safety
0013694 Dade, Walker PEDESTRIAN UPGRADES @ 10 LOCS IN DADE & WALKER COUNTY - VRU	Pedestrians and bicyclists	Pedestrian signal	10	Locations	\$0	\$2080724	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	State, County or City	Systemic	Pedestrians	VRU Safety
0013694 Dade, Walker PEDESTRIAN UPGRADES @ 10 LOCS IN DADE & WALKER COUNTY - VRU	Pedestrians and bicyclists	Pedestrian signal	10	Locations	\$0	\$220000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	35-55	State, County or City	Systemic	Pedestrians	VRU Safety
0013724 Fulton SR 279 FROM CS 567/SULLIVAN ROAD TO CS 1615/JOLLY ROAD - VRU	Pedestrians and bicyclists	Medians and pedestrian refuge areas	0.75	Miles	\$0	\$2239211	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	47,300	40	State Highway Agency	Systemic	Pedestrians	VRU Safety
0016118 Hall SR 369 FROM SKELTON ROAD TO SR 53 CONN - VRU	Pedestrians and bicyclists	Medians and pedestrian refuge areas	1.5	Miles	\$0	\$789188	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	27,500	35	State Highway Agency	Systemic	Pedestrians	VRU Safety
0008288 DeKalb SR 12/US 278 FM DEKALB MEDICAL PKWY TO CRAGSTONE COURT - VRU	Pedestrians and bicyclists	Medians and pedestrian refuge areas	1	Miles	\$0	\$1133219	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	31,600	45	State Highway Agency	Systemic	Pedestrians	VRU Safety
0017373 All Counties ROAD SAFETY AUDITS - REGION A - FY 2024	Miscellaneous	Road audits safety	5	Locations	\$425000	\$425000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State, County or City	Spot	Crosscutting	Crosscutting Multiple SHSP Strategies
0017374 All Counties ROAD SAFETY	Miscellaneous	Road audits safety	5	Locations	\$425000	\$425000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State, County or City	Spot	Crosscutting	Crosscutting Multiple

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
AUDITS - REGION B - FY 2024															SHSP Strategies
0017375 All Counties ROAD SAFETY AUDITS - REGION C - FY 2024	Miscellaneous	Road safety audits	5	Locations	\$425000	\$425000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State, County or City	Spot	Crosscutting	Crosscutting Multiple SHSP Strategies
0017376 All Counties TRAFFIC ENGINEERING STUDIES - REGION A - FY 2024	Miscellaneous	Data analysis	1	Safety Program Support	\$1500000	\$1500000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Data Analysis
0017377 All Counties TRAFFIC ENGINEERING STUDIES - REGION B - FY 2024	Miscellaneous	Data analysis	1	Safety Program Support	\$1100000	\$1100000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Data Analysis
0017378 All Counties TRAFFIC ENGINEERING STUDIES - REGION C - FY 2024	Miscellaneous	Data analysis	1	Safety Program Support	\$1100000	\$1100000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Data Analysis
0017379 All Counties TRAFFIC OPERATIONS SAFETY PROGRAM SUPPORT-REGION A -FY 2024	Miscellaneous	Miscellaneous - other	1	Safety Program Support	\$450000	\$450000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Crosscutting Multiple SHSP Strategies
0017380 All Counties TRAFFIC OPERATIONS SAFETY PROGRAM SUPPORT-REGION B -FY 2024	Miscellaneous	Miscellaneous - other	1	Safety Program Support	\$450000	\$450000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Crosscutting Multiple SHSP Strategies
0017381 All Counties TRAFFIC OPERATIONS SAFETY PROGRAM SUPPORT-REGION C -FY 2024	Miscellaneous	Miscellaneous - other	1	Safety Program Support	\$450000	\$450000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Crosscutting Multiple SHSP Strategies
0017382 All Counties SAFETY IMPROVEMENT PROJECT MOSD - REGION A - FY 2024	Miscellaneous	Miscellaneous - other	1	Safety Program Support	\$2300000	\$2300000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Crosscutting Multiple SHSP Strategies

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0017383 All Counties SAFETY IMPROVEMENT PROJECT MOSD - REGION B - FY 2024	Miscellaneous	Miscellaneous - other	1	Safety Program Support	\$3000000	\$3000000	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Both and Systemic	Data	Crosscutting Multiple SHSP Strategies
0019866 All Counties SAFETY EDUCATION OUTREACH - FY 2024	Miscellaneous	Miscellaneous - other	1	Safety Education Activities	\$1677298	\$1677298	HSIP (23 U.S.C. 148)	N/A	N/A	0	25-70	State, County or City	Systemic	Safety Education	Crosscutting Multiple SHSP Strategies
0016347 Banks SR 98 @ SR 164 - VRU	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$0	\$1400000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Major Collector	7,400	45	State Highway Agency	Spot	Intersections	Intersection Safety
0013197 Wayne CR 396/RAYONIER ROAD @ CR 392/SPRING GROVE ROAD - HRRR	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$0	\$2082808	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Arterial	5,460	45	State Highway Agency	Spot	Intersections	Intersection Safety
0015592 Jackson SR 11 @ SR 124	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$3869209	\$3869209	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,000	45	State Highway Agency	Spot	Intersections	Intersection Safety
0015687 Chattahoochee SR 1 @ SR 520 & CR 109/WELLS STREET	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$350000	\$350000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,000	55	State Highway Agency	Spot	Intersections	Intersection Safety
0015688 Butts SR 16 @ ENGLAND CHAPEL ROAD/HIGH FALLS ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$330000	\$330000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,500	55	State Highway Agency	Spot	Intersections	Intersection Safety
0015694 Carroll SR 16 @ CR 212/CR 833/BEULAH CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$2841585	\$2841585	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	7,570	45	State Highway Agency	Spot	Intersections	Intersection Safety
0015918 Hall SR 60 @ CS 898/ACADEMY STREET	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$1170000	\$1170000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	27,333	30	State Highway Agency	Spot	Intersections	Intersection Safety
0016112 Sumter SR 30 @ LAMAR ROAD/PECAN ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$740000	\$740000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	4,655	35-55	State Highway Agency	Spot	Intersections	Intersection Safety

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0016122 Cobb, Paulding BURNT HICKORY ROAD @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$1465018	\$1465018	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	15,830	25-45	County Highway Agency	Spot	Intersections	Intersection Safety
0016166 Jackson SR 124 @ SR 60 & CR 17/SAM FREEMAN ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$790000	\$790000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	21,830	25-50	State Highway Agency	Spot	Intersections	Intersection Safety
0016351 Barrow SR 8/SR 53 @ CR 139/JACKSON TRAIL ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$1110000	\$1110000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	11,590	50-55	State Highway Agency	Spot	Intersections	Intersection Safety
0016363 Walton SR 81 @ CR 29/OZORA CHURCH ROAD	Intersection traffic control	Modify control – Modern Roundabout	1	Locations	\$5879316	\$5879316	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	19,290	50-55	State Highway Agency	Spot	Intersections	Intersection Safety
0019030 All Counties RUMBLE STRIPS IN DISTRICT 7 @ 6 ROUTES	Roadway	Rumble strips – edge or shoulder	6	Locations	\$257457	\$257457	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019033 All Counties RUMBLE STRIPS IN DISTRICT 4 @ 11 ROUTES	Roadway	Rumble strips – edge or shoulder	11	Locations	\$2081412	\$2081412	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019224 Morgan CR 251/SEVEN ISLAND RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	6.5	Miles	\$0	\$818252	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	460	55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019224 Morgan CR 251/SEVEN ISLAND RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	6.5	Miles	\$0	\$853667	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	460	55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019225 Lumpkin OFF-SYSTEM SAFETY IMPROVEMENTS @3 LOC IN LUMPKIN COUNTY-HRRR	Roadway	Rumble strips – edge or shoulder	3	Locations	\$0	\$1008685	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0019231 Lowndes CR 783/LOCH LAUREL RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	5	Miles	\$0	\$119441	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,445	45-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019234 Thomas CR 384/METCALF ROAD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway	Rumble strips – edge or shoulder	10.5	Miles	\$0	\$255939	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	1,345	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019278 All Counties RUMBLE STRIPS IN DISTRICT 3 @ 19 ROUTES	Roadway	Rumble strips – edge or shoulder	19	Locations	\$2458988	\$2458988	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019282 Bartow, Cherokee, Gordon, Pickens RUMBLE STRIPS IN DISTRICT 6 - AREA 1 @ 14 ROUTES	Roadway	Rumble strips – edge or shoulder	14	Locations	\$1407055	\$1407055	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019283 All Counties RUMBLE STRIPS IN DISTRICT 6 - AREA 2 @ 11 ROUTES	Roadway	Rumble strips – edge or shoulder	11	Locations	\$933844	\$933844	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019284 All Counties RUMBLE STRIPS IN DISTRICT 6 - AREA 3 & 4 @ 13 ROUTES	Roadway	Rumble strips – edge or shoulder	13	Locations	\$2998010	\$2998010	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019946 Tift OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOCS IN TIFT COUNTY-HRRR	Roadway	Rumble strips – edge or shoulder	2	Locations	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019949 Dougherty, Worth OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN DISTRICT 4 - HRRR	Roadway	Rumble strips – edge or shoulder	12.25	Miles	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	1,510	55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019952 Sumter OFF-SYSTEM SAFETY IMPROVEMENTS @	Roadway	Rumble strips – edge or shoulder	6	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure

2024 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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
6 LOCS IN SUMTER COUNTY															
0019961 Hall OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN HALL COUNTY	Roadway	Rumble strips – edge or shoulder	3.5	Miles	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	1,890	35	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019928 Laurens OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN LAURENS CO - HRRR	Roadside	Roadside grading	6.25	Miles	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	1,100	45	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019929 Oglethorpe OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOC IN OGLETHORPE CO- HRRR	Roadside	Roadside grading	5	Locations	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019951 Schley OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN SCHLEY COUNTY-HRRR	Roadside	Roadside grading	4.2	Miles	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	1,000	55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019960 Walton OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN WALTON COUNTY	Roadside	Roadside grading	6.9	Miles	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	6,370	35-45	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0020042 DeKalb SR 12 @ HILLVALE ROAD - VRU	Pedestrians and bicyclists	Install sidewalk	1	Locations	\$0	\$150000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	31,600	45	State Highway Agency	Spot	Pedestrians	VRU Safety
0020043 DeKalb LAREDO DRIVE @ 1 LOC & N CLARENDON AVE @ 1 LOC - VRU	Pedestrians and bicyclists	Install sidewalk	1	Locations	\$0	\$20000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0	30-35	County Highway Agency	Spot	Pedestrians	VRU Safety
0018037 Fayette OFF-SYSTEM SAFETY IMPROVEMENTS @	Roadway delineation	Roadway delineation - other	37	Locations	\$236593	\$236593	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure

2024 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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
37 LOCS IN FAYETTE COUNTY															
0018041 Burke OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 LOC IN BURKE COUNTY-HRRR	Roadway delineation	Roadway delineation - other	10	Locations	\$0	\$567318	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0018051 Lanier OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN LANIER CO - HRRR	Roadway delineation	Roadway delineation - other	17	Locations	\$0	\$210721	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019236 Brantley CR 5 &CR 6/CENTRAL AVE - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway delineation	Roadway delineation - other	2	Locations	\$0	\$1174310	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Multiple/Varies	990	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019236 Brantley CR 5 &CR 6/CENTRAL AVE - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	Roadway delineation	Roadway delineation - other	2	Locations	\$0	\$59312	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Multiple/Varies	990	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
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	Signs	\$2989412	\$2989412	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Wrong Way Driving	Serious Crash Types
0019333 Dawson, Forsyth, Gwinnett, Hall SHARP CURVE WARNING SIGNS @ 1102 LOCS IN DISTRICT 1 - AREA 1	Roadway delineation	Roadway delineation - other	1102	Signs	\$281414	\$281414	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019335 All Counties SHARP CURVE WARNING SIGNS @ 1119 LOCS IN DISTRICT 1 - AREA 3	Roadway delineation	Roadway delineation - other	1119	Signs	\$296229	\$296229	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

2024 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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0019336 All Counties SHARP CURVE WARNING SIGNS @ 7046 LOCS IN DISTRICT 1 - AREA 4	Roadway delineation	Roadway delineation other -	7047	Signs	\$1345454	\$1345454	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019930 Meriwether OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN MERIWETHER-HRRR	Roadway delineation	Roadway delineation other -	11	Locations	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019947 Quitman OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN QUITMAN - HRRR	Roadway delineation	Roadway delineation other -	11	Locations	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019948 Echols OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOC IN ECHOLS COUNTY-HRRR	Roadway delineation	Roadway delineation other -	2	Locations	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019950 Colquitt OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN COLQUITT CO-HRRR	Roadway delineation	Roadway delineation other -	9.75	Miles	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Major Collector	1,890	55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019953 Bulloch OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN BULLOCH COUNTY	Roadway delineation	Roadway delineation other -	6.25	Miles	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	1,980	45	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019954 Wayne OFF-SYSTEM SAFETY IMPROVEMENTS @ 1 LOC IN WAYNE COUNTY-HRRR	Roadway delineation	Roadway delineation other -	5	Miles	\$0	\$8000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,110	35	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019955 Fulton OFF-SYSTEM SAFETY IMPROVEMENTS @	Roadway delineation	Roadway delineation other -	5	Locations	\$0	\$8000	HRRR Special Rule	Urban	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure

2024 Georgia Highway Safety Improvement Program

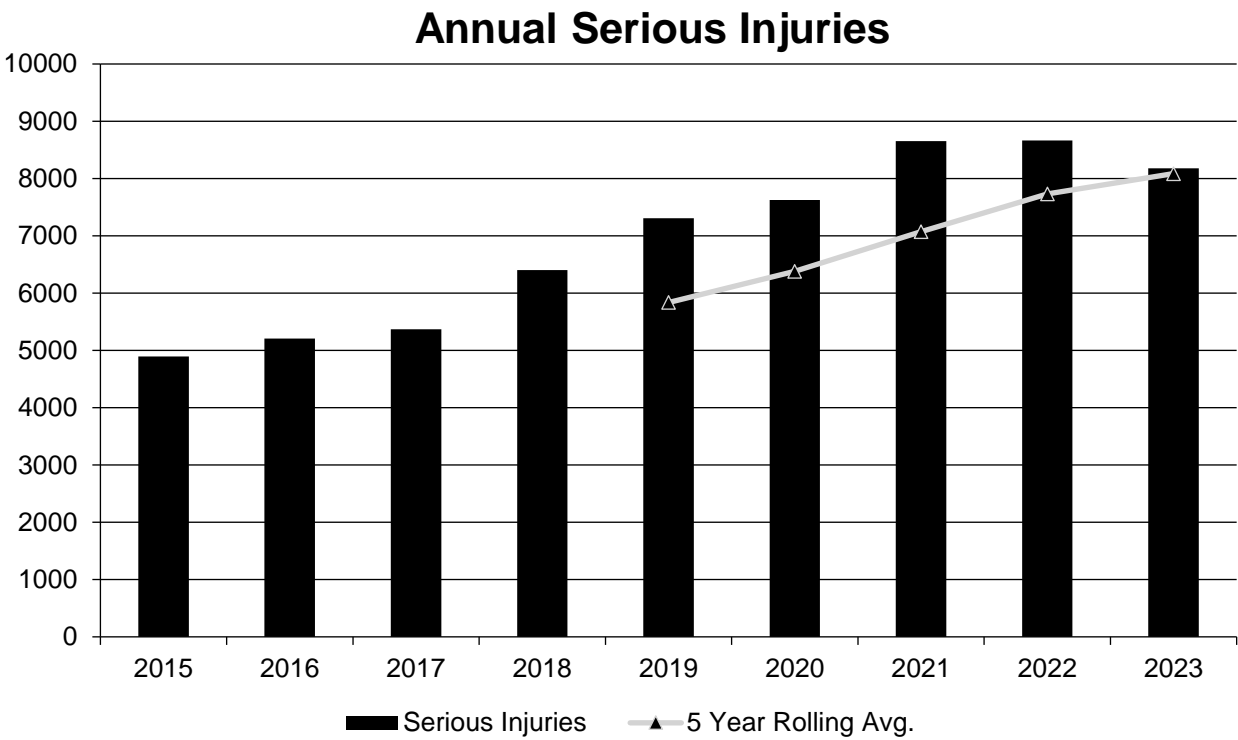
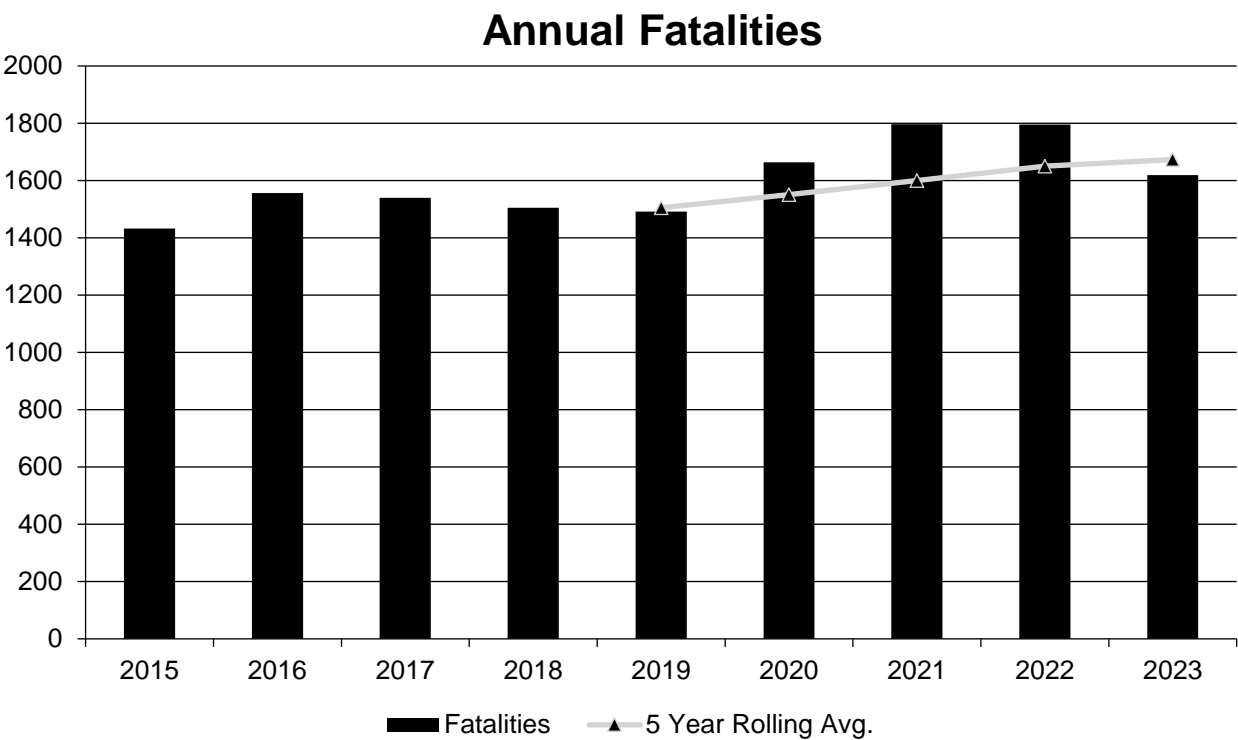
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5 LOCS IN MILTON - HRRR							(23 U.S.C. 148(g)(1))								
0019956 Cobb OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN COBB COUNTY	Roadway delineation	Roadway delineation - other	6	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019957 Douglas OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN DOUGLAS COUNTY	Roadway delineation	Roadway delineation - other	8	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure
0019962 Whitfield OFF-SYSTEM SAFETY IMPROVEMENTS @ 39 LOCS IN WHITFIELD COUNTY	Roadway delineation	Roadway delineation - other	39	Locations	\$8000	\$8000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	35-55	County Highway Agency	Systemic	Roadway Departure	Roadway Departure

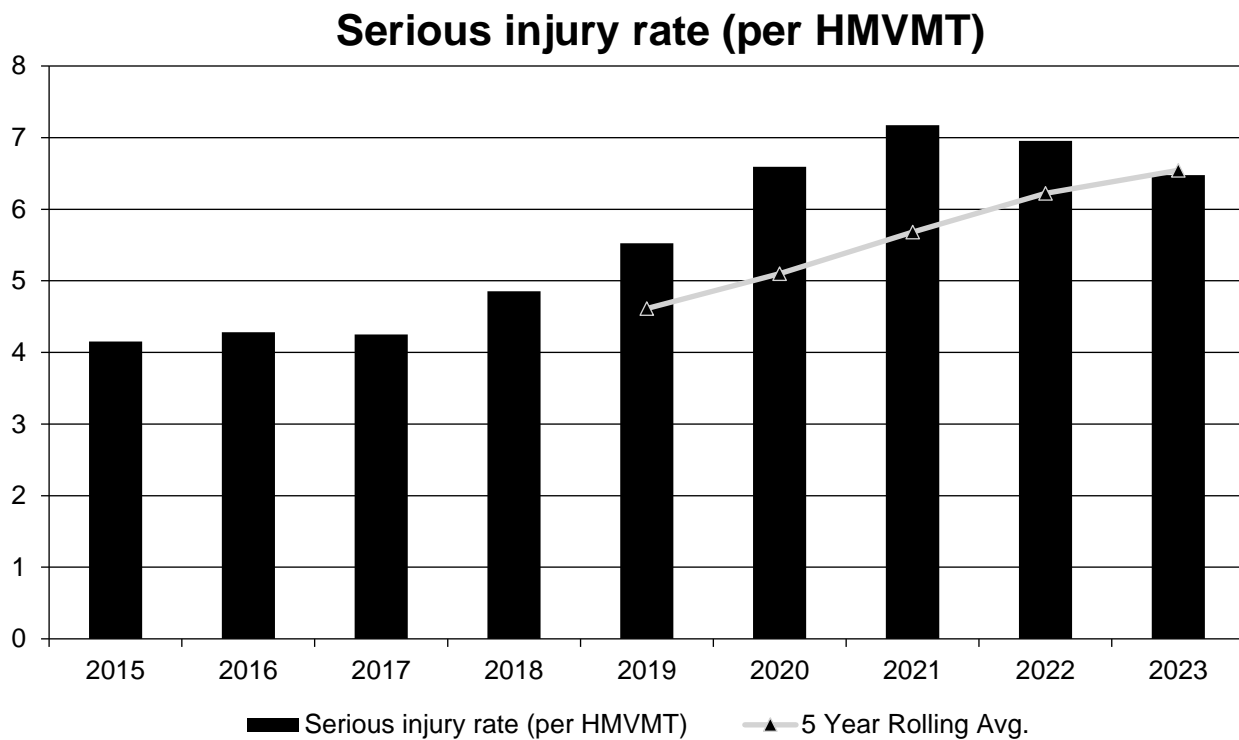
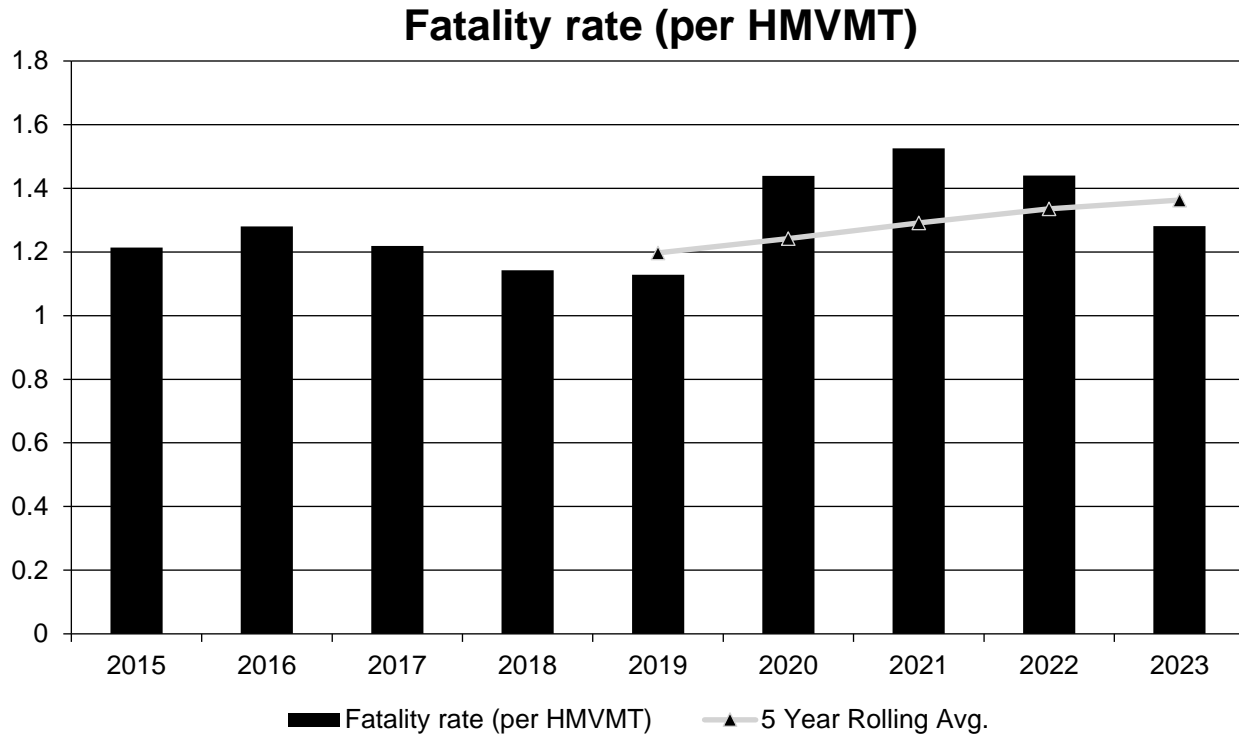
Safety Performance

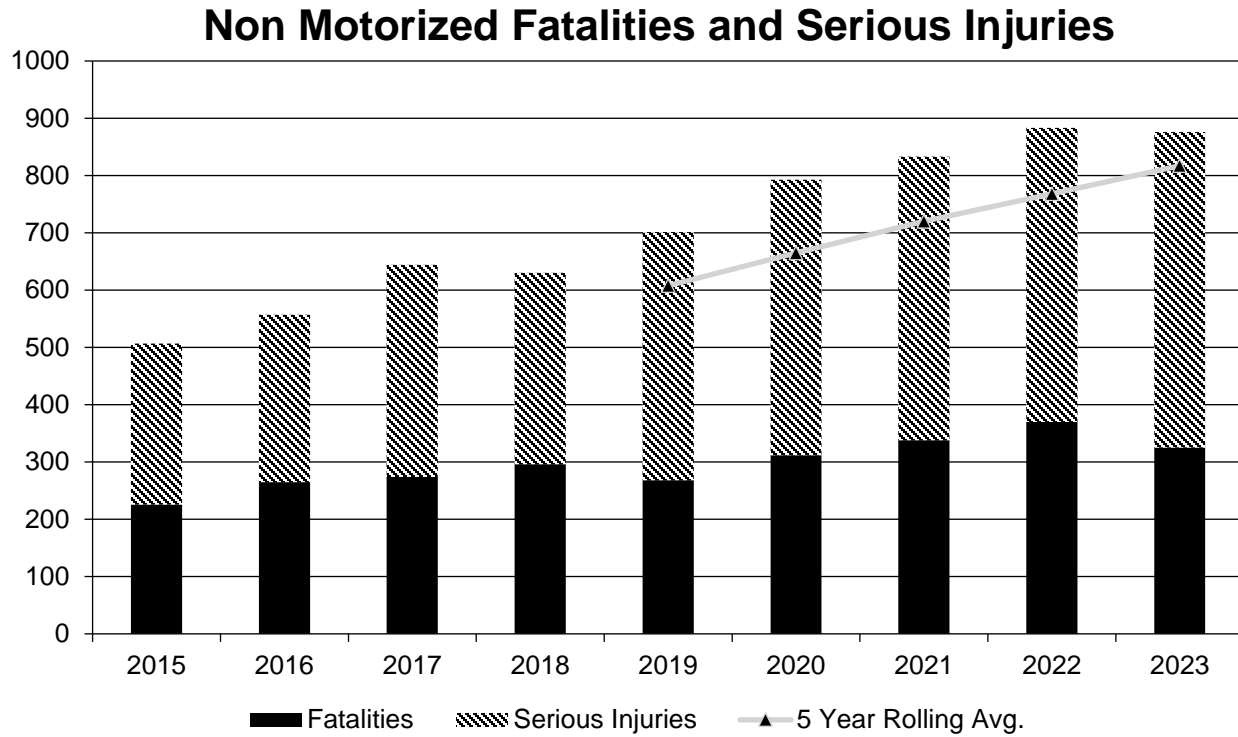
General Highway Safety Trends

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

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	1,432	1,556	1,540	1,505	1,492	1,664	1,797	1,795	1,619
Serious Injuries	4,896	5,206	5,370	6,401	7,308	7,625	8,654	8,667	8,179
Fatality rate (per HMVMT)	1.214	1.280	1.219	1.142	1.128	1.439	1.525	1.440	1.281
Serious injury rate (per HMVMT)	4.152	4.282	4.251	4.856	5.523	6.593	7.171	6.955	6.474
Number non-motorized fatalities	226	265	274	296	268	312	338	370	325
Number of non-motorized serious injuries	281	292	370	334	433	481	495	513	551







Describe fatality data source.

FARS

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

Year 2023

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	65	513.2	0.78	6.63
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0		
Rural Principal Arterial (RPA) - Other	126.2	608.8	2.01	8.49
Rural Minor Arterial	141	807	2.5	14.29
Rural Minor Collector	35.6	190	2	10.25
Rural Major Collector	159.6	925.4	6.94	42.3
Rural Local Road or Street	84.6	617.4	2	14.68
Urban Principal Arterial (UPA) - Interstate	193	772.6	0.79	3.16
Urban Principal Arterial (UPA) - Other Freeways and Expressways	21.8	86.4	0.72	2.45
Urban Principal Arterial (UPA) - Other	304	1,206	1.8	7.11
Urban Minor Arterial	311.2	1,261.2	1.67	6.74
Urban Minor Collector	112	438.4	1.13	5.56
Urban Major Collector	0	0		
Urban Local Road or Street	119	660	0.55	3.08

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Year 2023

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	1,093.2	4,919.8	1.48	6.66
County Highway Agency	424.8	2,340.4	1.31	7.19
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. We recognized that our serious injury definition did not align with EMS, hospital and the MUCC KABCO definitions. We held multiple CODES and TRCCC meetings to resolve and adopt the KABCO definition. 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 2025 Targets *

Number of Fatalities:1600.0

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

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).

Number of Serious Injuries:7109.0

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

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).

Fatality Rate:1.250

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

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).

Serious Injury Rate:5.711

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

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).

Total Number of Non-Motorized Fatalities and Serious Injuries:797.0

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

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).

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 2018-2022 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 2023 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	1680.0	1673.4
Number of Serious Injuries	8966.0	8086.6
Fatality Rate	1.360	1.363
Serious Injury Rate	7.679	6.543
Non-Motorized Fatalities and Serious Injuries	802.0	817.2

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 traffic safety performance measures progress status, and the 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 some targets were not met. Additionally, future 5-year averages could be distorted and perhaps overstated since the 2020 - 2021 anomaly will be included in the 5-year rolling average analyses for future years.

Because of the target setting guidance and COVID years, Georgia is considering setting Vision Zero-inspired annual targets for each traffic safety performance measure to achieve zero traffic fatalities and serious injuries within 80 years

2024 Georgia Highway Safety Improvement Program

The fatality measures for this reporting effort were derived from FATS prior to finalization and publication. The estimates are subject to change and could impact 3 of the 5 performance measures.

Applicability of Special Rules

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

No

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

Yes

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

PERFORMANCE MEASURES	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	226	207	238	234	276	263	234
Number of Older Driver and Pedestrian Serious Injuries	344	406	556	557	571	625	620

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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 AASHTOware 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 and (reduced conflict U-turns) R-Cuts to address intersection safety and systemic projects 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 state's rising pedestrian fatality numbers. Also, GDOT has identified interchanges that have common features and developed specific countermeasures to address wrong way driving crashes.

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

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

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

The safety program is shifting toward more systemic strategies. Over the past year, several systemic initiatives have been pursued and programmed, including pedestrian midblock crossings at bus stops, visibility and friction improvements on sharp curves, enhanced crosswalk lighting, and the implementation of "No Right Turn on Red" policies.

Additionally, the safety program has started reviewing resurfacing projects. Most of these projects involve low-cost infrastructure improvements such as rumble strips, gore striping, and striped bulb-outs. In some cases, signal maintenance is integrated with resurfacing to include roadway reconfigurations (e.g., Road Diets) that incorporate multimodal facilities and traffic calming elements.

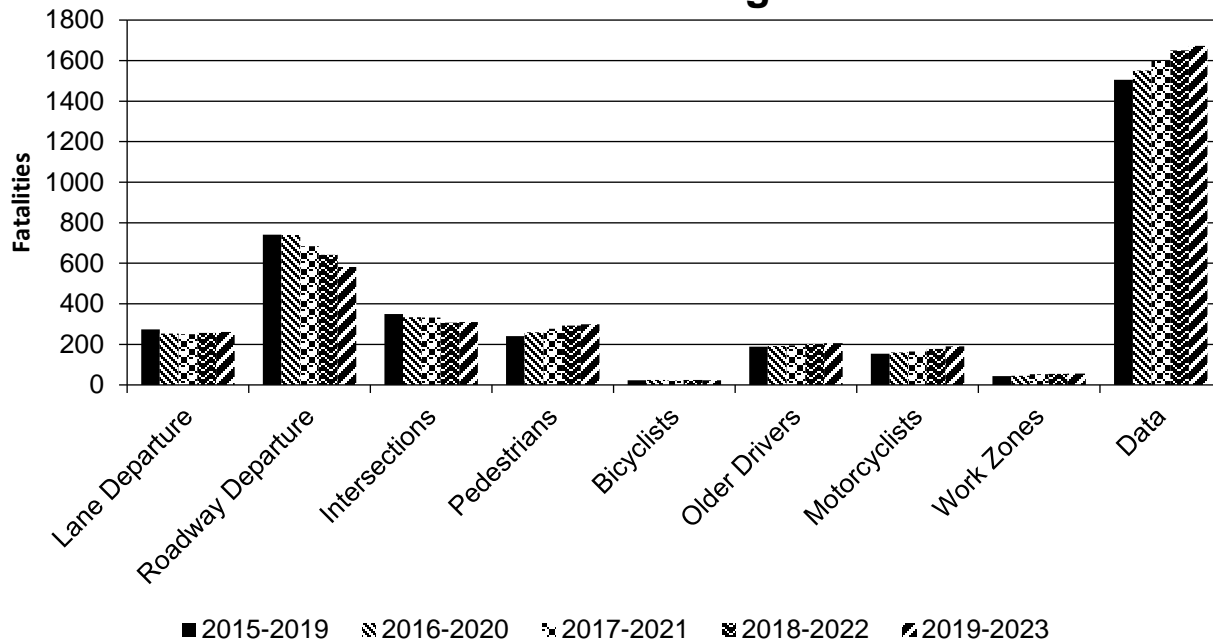
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

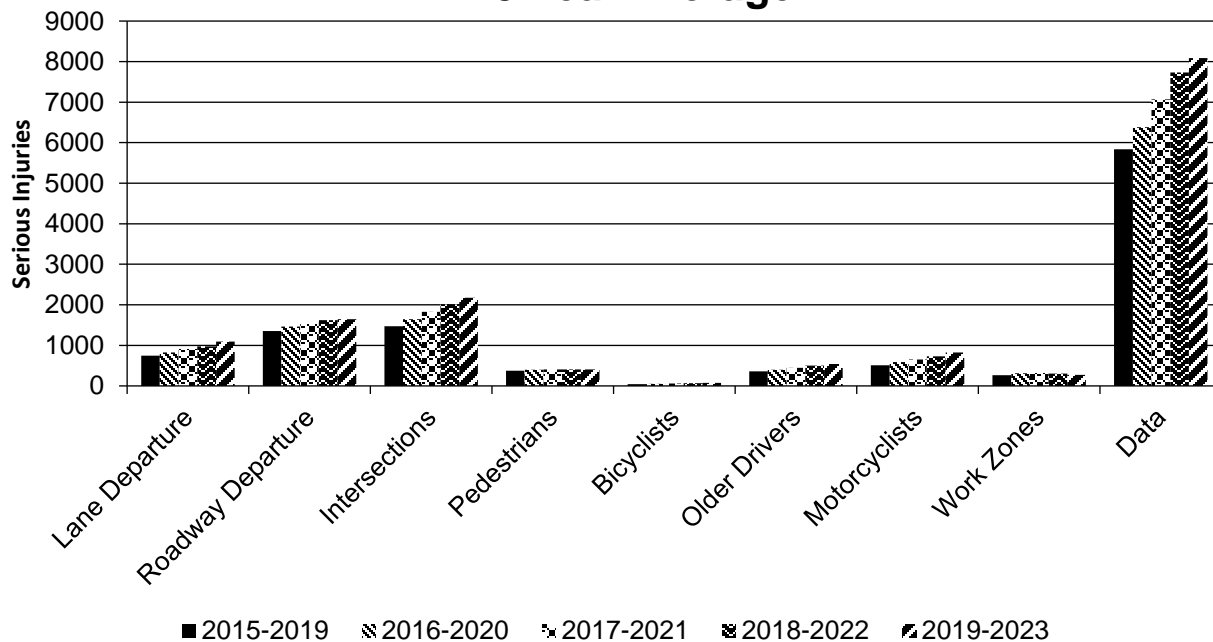
Year 2023

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		261.2	1,093.8	0.21	0.88
Roadway Departure		582	1,649.6	0.5	1.33
Intersections		310.6	2,170.8	0.24	1.76
Pedestrians		299.4	407.4	0.24	0.33
Bicyclists		23	74.8	0.02	0.06
Older Drivers		205.8	539.4	0.17	0.44
Motorcyclists		190.2	826.8	0.15	0.67
Work Zones		55.6	274.6	0.04	0.22
Data		1,673.2	8,086.6	1.36	6.54

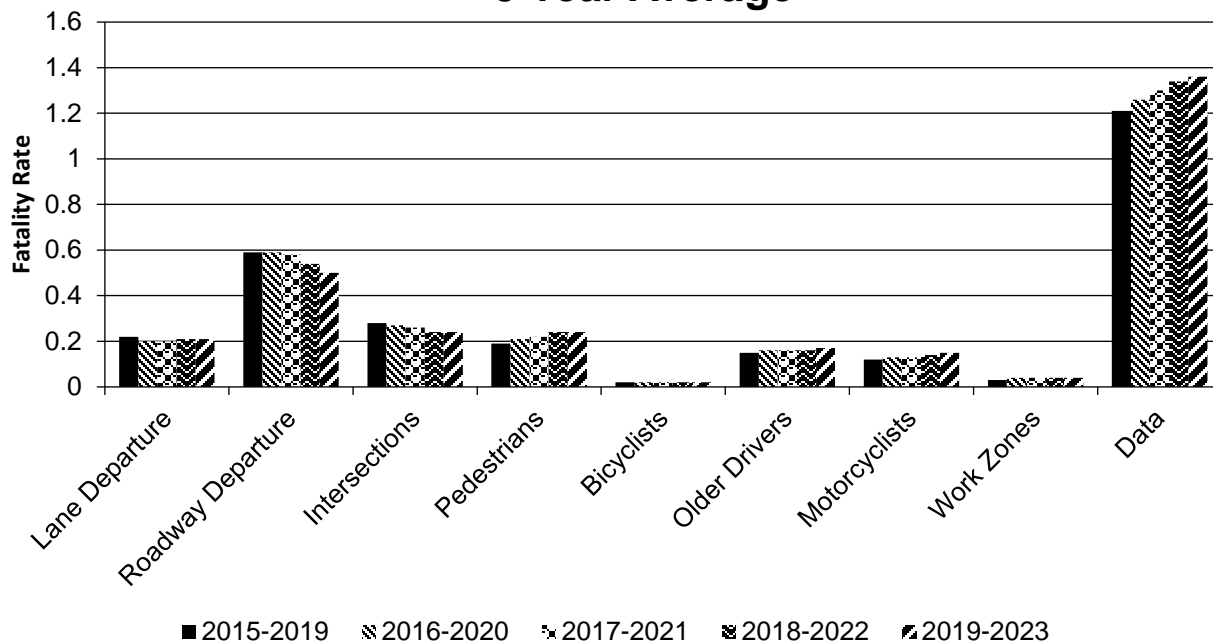
Number of Fatalities 5 Year Average



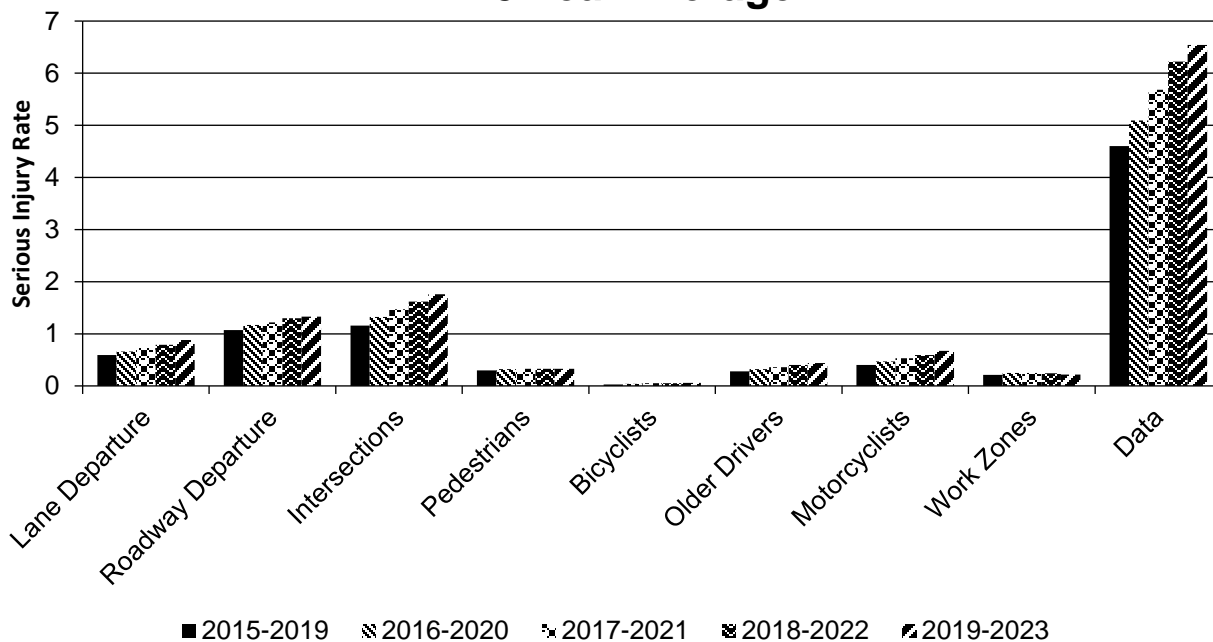
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



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)
0009835 Douglas SR 166 @ SR 92/SR 154	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify control – Modern Roundabout	15.00	41.00					15.00	7.00	30.00	48.00	3.93 : 1
0009919 Newton SR 81 @ SR 12 - ROUNDABOUT	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify control – Modern Roundabout	43.00	15.00			1.00		13.00	3.00	57.00	18.00	6.05 : 1
0009988 DeKalb SR 212 @ CR 593/SALEM ROAD-ROUNDABOUT	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	15.00	36.00			2.00		10.00	2.00	27.00	38.00	11.00 : 1
0015746 Walker NICKAJACK RD @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS - HRRR	Rural Major Collector	Roadway	Pavement surface – high friction surface	35.00	12.00			1.00		14.00	1.00	50.00	13.00	41.70 : 1
0017064 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 1 & 2 @ 9 ROUTES Rumble Strips	Multiple FC	Roadway	Rumble strips – edge or shoulder	297.00	451.00	13.00	8.00	20.00	20.00	187.00	148.00	517.00	627.00	280.06 : 1
0017065 All Counties RUMBLE STRIPS IN DISTRICT 1 - AREA 3 @ 9 ROUTES Rumble Strips	Multiple FC	Roadway	Rumble strips – edge or shoulder	73.00	90.00	4.00	1.00	3.00	6.00	37.00	28.00	117.00	125.00	104.66 : 1

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 its next SHSP update?

2024

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

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

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

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

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

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

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

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

Optional Attachments

Program Structure:

HSIP Implementation Plan FY 2025.pdf

Vulnerable_Roadway_User_Safety_Assessment.pdf

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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