Highway Safety Improvement Program

Data Driven Decisions

Georgia
Highway Safety Improvement Program
2015 Annual Report

Prepared by: GA

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

Table of Contents

Executive Summary

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

Each year, the Department sets aside safety funding to implement safety projects. The total Highway Safety Improvement Program allocation fell to approximately $32,714,305 because of limited federal availability during Fiscal Year 2015. This past year represented the ninth consecutive year of lower fatalities after reaching a 32-year high in 2005. Georgia's total number of fatalities decreased 1.0% from the previous year. Despite no discernible change in statewide travel, Georgia's statewide fatality rate continues to decrease. These trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state's Strategic Highway Safety Plan (SHSP).

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

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

Projects that comprise the HSIP are usually moderately-sized projects that include intersection improvements, signal upgrades (LEDs), ramp improvements, corridor improvements, turn lanes, signage, corridor improvements and traffic engineering studies. All public roads are included in one or more of the various emphasis areas of the program. Safety projects may be nominated or identified from a large number of sources. One of the most common methods is by an analysis of vehicle crash locations and types.

Locations reported by citizens, elected officials, local governments, city and county engineers, emergency agencies and metropolitan planning organizations are all accepted for analysis. A project may qualify as a safety project because of a positive impact on an existing safety problem, because of evidence that it will prevent a hazardous condition, or because, it falls into one of several pre-approved categories of improvements that are known to provide safety benefits. Examples of this last category include guardrail, traffic signals, railroad crossing warning devices, and most intersection improvements. Public pedestrian and bicycle facilities and traffic calming projects may also be eligible for hazard elimination projects. Once a project has been identified, a benefit/cost analysis is performed.

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

As Georgia highway fatalities continue to decline at 4 to 5% per year, the nation's highway fatalities slightly declined three percent in 2013 to approximately 30,057 (FARS). The aggressive safety emphasis by Georgia DOT, the Department of Public Safety and the Governor's Office of Highway Safety continue to keep the state's numbers trending downward. Every Georgia DOT project is designed and constructed to meet or exceed federal safety guidelines. GDOT continues to look for still more ways to improve safety. The Office of Traffic Operations is refining and utilizing our crash data and road safety audits to improve safety and reduce fatalities, injuries and crashes. We are building roundabout intersections, increasing the use of cable barrier on divided roadways, raising center concrete median barriers, installing rumble strips, installing more retro-reflective signage, applying pavement markings, coordinating traffic signal timing and installing pedestrian accommodations to make our roads safer.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

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

☒ Central

☐ District

☐ Other

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

The state is continuing the high risk rural roads program as part of the HSIP. Additionally the state has an established Off System Safety Program that works through the same program coordinators. The Department employs District Coordinators that work with the Department's District Traffic Operations and local government to identify a group of roads that are not part of the state highway system and have safety deficiencies. Once the roads are selected, the list is prioritized and selected by a review team. The cost of the planned safety improvements are taken into consideration as well as the effectiveness of each countermeasure. The Department dedicates $1 million annually for each of the state's seven construction districts. This money is solely used to fund our off-system safety program.

Additionally, larger HRRR projects are individually programmed using HSIP funds. The work normally consists of installing retro-reflective signage, applying pavement markings, installing rumble strips or guardrail.

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

☒Design

☒Planning

☒Maintenance

☒Operations

☒Governors Highway Safety Office

☐Other:

Briefly describe coordination with internal partners.

Georgia's Strategic Highway Safety Plan (SHSP) involves a variety of internal and external partners at the federal, state and local levels as well as the private sector. The SHSP was updated and in place during FY 2015 with Task Teams developing plans for the various Emphasis Areas. The task teams are comprised of a combination of engineering, emergency management, enforcement and education professionals who come from community organizations, private businesses, schools, and public institutions. The teams work together to establish measureable goal(s) that are designed to improve one or more of the established emphasis areas. Throughout the year, the teams track their progress against their goal(s). The teams report their progress to the participating groups and to the Governor's Office of Highway Safety (GOHS). Also, the GOHS hold quarterly Safety Program Leadership Meetings for the Executive Board and task team leaders. GDOT's Safety Action Plan is executed to implement engineering solutions to highway safety problems. GDOT's Safety Action Plan is a key component of its HSIP and both are aligned with the goals of the state's SHSP and a number of its Emphasis Areas.

Georgia's SHSP Key Emphasis Areas are as follows:

Occupant Protection - Seatbelts and Air Bags

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

Consequences of Leaving Road, Work Zones

Aggressive Driving/Super Speeder

Impaired Driver

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

Non-motorized User - Pedestrians, Bicyclists

Vehicle Type - Heavy Trucks, Motorcycles

Trauma System/Increasing EMS Capabilities

Traffic/Crash Records and Data Analysis

Traffic Incident Management Enhancement (TIME)

We also work closely with GDOT Maintenance and District Traffic Operations. As road maintenance plans are being developed the district TO teams review sites and plans to ensure signs and pavement marking meet current specifications. The TO teams and HSIP/Safety Section work with our Off System Coordinators to identify good project locations using the data driven county report cards. These activities are critical pieces to support the goals of the Serious Crash Type Task Team and promote the alignment between HSIP and SHSP.

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

☒Metropolitan Planning Organizations

☒Governors Highway Safety Office

☒Local Government Association

☒Other: Other-Public Safety & Local Law Enforcement

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

☐Multi-disciplinary HSIP steering committee

☒Other: Other-Previously our off system safety projects were “local let” projects. We have pulled the project engineering back in house and we are letting the off system safety projects the same as our other GDOT HSIP projects.

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

Over the past year Georgia DOT has completed our crash location data process. This process is a critical part of our program administration. Having improved crash location information that is tied to our road center line network will allow Georgia to better manage the HSIP program and improve our responsiveness in selecting the best projects.

Georgia has selected a vendor to house and coordinate our crash reporting. Many of the lessons learned over the past five years have already been used to guide our data base design, customer service and quality assurance efforts. Some of the items that we will focus on in the latest contract with Appriss will be:

Geo Coding crash locations

Cross referencing FARS

Establishing separate production and reporting databases

Develop graphical QA tools

Promoting data analytics for our customers

Using “heat maps” to highlight focus points.

Program Methodology

Select the programs that are administered under the HSIP.

☒Median Barrier	☒Intersection	☒Safe Corridor
☒Horizontal Curve	☒Bicycle Safety	☒Rural State Highways
☒Skid Hazard	☒Crash Data	☒Red Light Running Prevention

☒Roadway Departure ☒Low-Cost Spot Improvements ☒Sign Replacement And Improvement

☒Local Safety ☒Pedestrian Safety ☒Right Angle Crash

☒Left Turn Crash ☒Shoulder Improvement ☐Segments

☐Other:

Program: **Median Barrier**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☒Median width
☐Fatal crashes only	☐Volume	☐Horizontal curvature
☐Fatal and serious injury crashes only	☐Population	☒Functional classification
☐Other	☐Lane miles	☐Roadside features
	☐Other	☐Other

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒Rank of Priority Consideration

☒Ranking based on B/C 2

☒Available funding 1

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Intersection**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☐Median width
☐Fatal crashes only	☒Volume	☐Horizontal curvature
☐Fatal and serious injury crashes only	☐Population	☒Functional classification
☐Other	☐Lane miles	☐Roadside features
	☐Other	☐Other

What project identification methodology was used for this program?

☒Crash frequency

☐Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other
- ☒ minimum severity index 1

Program: **Safe Corridor**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Horizontal Curve**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other
- ☒ severity index 2

Program: **Bicycle Safety**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☒ Other-Bicycle Crashes	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒selection committee

☐Other

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

☒Rank of Priority Consideration

☐Ranking based on B/C

☒Available funding 1

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Rural State Highways**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☐Median width
☐Fatal crashes only	☒Volume	☐Horizontal curvature
☒Fatal and serious injury	☐Population	☒Functional classification

crashes only

☐ Other

☐ Lane miles

☐ Roadside features

☐ Other

☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

☒ Ranking based on B/C	2
☒ Available funding	1
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Other	

Program: **Skid Hazard**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature

☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

☒ Ranking based on B/C	1
☒ Available funding	2
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Other	

Program: **Crash Data**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature

☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☒ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☒ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☐Yes

☒No

If no, describe the methodology used to identify local road projects as part of this program.

These projects are generally more systemic in nature

How are highway safety improvement projects advanced for implementation?

☒Competitive application process

☐selection committee

☐Other

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

☐Rank of Priority Consideration

☒Ranking based on B/C 100

☐Available funding

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Red Light Running Prevention**

Date of Program Methodology: 7/1/2013

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☒Other-identification of crashes that may be correctable by red-light cameras

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

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒selection committee

☐Other

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

☒Rank of Priority Consideration

☐Ranking based on B/C

☒Available funding 1

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Roadway Departure**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☒ Relative severity index

☒ Crash rate

☒ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

☒ Ranking based on B/C	1
☒ Available funding	2
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Other	

Program: **Low-Cost Spot Improvements**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

☒ Ranking based on B/C 1

☐ Available funding

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Sign Replacement And Improvement**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☐ selection committee

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

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☒ Ranking based on B/C 1
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Local Safety**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☐ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☐ selection committee

☐ Other

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

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Pedestrian Safety**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒selection committee

☐Other

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

☒Rank of Priority Consideration

☒Ranking based on B/C 1

☐Available funding

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Right Angle Crash**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☐Median width
☐Fatal crashes only	☒Volume	☐Horizontal curvature
☒Fatal and serious injury	☐Population	☒Functional classification

crashes only

☐ Other

☐ Lane miles

☐ Roadside features

☐ Other

☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

- ☒ Ranking based on B/C 1
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Left Turn Crash**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒selection committee

☐Other

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

☒Rank of Priority Consideration

☒Ranking based on B/C 1

☐Available funding

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Shoulder Improvement**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☐ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☒ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

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

0

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

- ☐ Cable Median Barriers
- ☐ Rumble Strips
- ☐ Traffic Control Device Rehabilitation
- ☐ Pavement/Shoulder Widening
- ☐ Install/Improve Signing
- ☐ Install/Improve Pavement Marking and/or Delineation
- ☐ Upgrade Guard Rails
- ☐ Clear Zone Improvements
- ☐ Safety Edge
- ☐ Install/Improve Lighting
- ☐ Add/Upgrade/Modify/Remove Traffic Signal
- ☐ Other

What process is used to identify potential countermeasures?

- ☒ Engineering Study
- ☒ Road Safety Assessment
- ☐ Other:

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

☐ Highway Safety Manual

☐ Road Safety audits

☒ Systemic Approach

☐ Other:

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

Over the past year we have been working with our GDOT Maintenance Office and Environmental Office to incorporate specific safety counter measures like safety edge, rumble strips and pavement markings into our resurfacing projects.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☒ State Fiscal Year

☐ Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	70000000	100 %	32714305	100 %
HRRRP (SAFETEA-LU)				
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer – Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				

Totals	70000000	100%	32714305	100%

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

$7,000,000.00

How much funding is obligated to local safety projects?

$1,270,981.00

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

$550,000.00

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

$550,000.00

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

$0.00

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

$0.00

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

Safety is a core responsibility of Georgia DOT. We build safety into all of our programs. HSIP is only a part of the Department's total program and safety effort. Until this year, the available funding for HSIP has been increased. The greatest hurdle has been the lack of a long term federal transportation bill that will clearly establish funding levels. We will continue to work with our federal partners to identify funding needs and work through these issues.

Over the past year we established a process to incorporate proven safety countermeasures into the maintenance resurfacing program. We will continue to seek opportunities to promote safety into our core programs.

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

There are no other comments

General Listing of Projects

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

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
0000410 Spalding SR 362 @ CR 507/ROVER-WILLIAMSON ROADS-TURN LANES	Intersection geometry Auxiliary lanes - add right-turn lane (free-flow)	1 Numbers	2787077.34	2787077.34	HSIP (Section 148)	Rural Major Collector	9100	55	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0007311 Fulton CR 3266/Bell Road @ CR 72/Boles Road	Intersection traffic control Modify control - all-way stop to roundabout	1 Numbers	499481	499481	HSIP (Section 148)	Urban Local Road or Street	12219	45	County Highway Agency	Intersections	Improving the design and operation of highway intersections

0007495 Lumpkin/Towns/Union/White PEDESTRIAN UPGRADES @ 19 SR LOCATIONS IN DISTRICT 1-PED UPGRADE	Pedestrians and bicyclists Crosswalk	20 Numbers	2527721.14	2527721.14	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Pedestrians	Making walking and street crossing easier
0008457 Lee SR 3/US 19 @ CR 101/CENTURY ROAD - INTERSECTION IMPROVEMENT	Intersection traffic control Intersection traffic control - other	1 Numbers	816020.3	816020.3	HSIP (Section 148)	Urban Principal Arterial - Other	18625	55	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0008542 Henry SR 42 FM CR 328/ROBERTS RD TO CR 648/LOCUST GROVE GRIFFIN RD - INTERSECTION IMPROVEMENT	Intersection traffic control Intersection traffic control - other	2 Numbers	1899750.23	1899750.23	HSIP (Section 148)	Rural Minor Arterial	20400	45	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0009218 Paulding SR 61 @ NEBO ROAD/MAYFIELD	Intersection traffic control	1 Numb	2892062.98	2892062.98	HSIP (Sectio	Urban Minor	9910	55	State Highway	Intersections	Improving the design

ROAD	Intersection traffic control - other	ers			n 148)	Arterial			Agency		and operation of highway intersections
0009620 Murray SR 225 @ MT Carmel Road/Mitchell Bridge Road - ROUNDABOUT	Intersection traffic control Modify control - all-way stop to roundabout	1 Numbers	300000	300000	HSIP (Section 148)	Rural Major Collector	6810	55	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0009846 Colquitt SR 33/US 319 @ SR 33 SO - ROUNDABOUT	Intersection traffic control Modify control - all-way stop to roundabout	1 Numbers	2767835.73	2767835.73	HSIP (Section 148)	Urban Principal Arterial - Other	8250	45	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0009870 Effingham SR 17 @ SR 119	Intersection traffic control	1 Numbers	640000	640000	HSIP (Section 148)	Rural Minor Arterial	7800	35	State Highway	Intersections	Improving the design

	Modify control - all-way stop to roundabout								Agency		and operation of highway intersections
0009953 Walton SR 81 @ CR 461/CR 462/BOLD SPRINGS ROAD-ROUNDABOUT	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	710000	710000	HSIP (Section 148)	Rural Major Collector	9700	45	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0009993 Appling SHARP CURVE TREATMENTS @ SEV LOCS IN DISTRICT 1	Roadway Pavement surface - high friction surface	8.19 Miles	3567444.09	3567444.09	HSIP (Section 148)	Project on multiple poads	0	0	State Highway Agency	Roadway Departure	Improving the design and operation of highway intersections
0010292 Dougherty SR 520/US 82 @ CR 459/COUNTY LINE	Miscellaneous	0.36 Miles	550000	550000	HSIP (Section 148)	Urban Principal Arterial -	14200	55	State Highway	Intersections	Improving the design

ROAD - INTERSECTION IMPROVEMENT						Other			Agency		and operation of highway intersections
0010364 Bulloch SR 26 @ CR 585/BURKHALTER ROAD	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	828602.91	828602.91	HSIP (Section 148)	Rural Minor Arterial	8950	55	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0010925 Fulton I-285 Ramps at Riverside Drive Roundabouts-ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	2 Numbers	4397308.67	4397308.67	HSIP (Section 148)	Urban Minor Arterial	19240	35	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0010925 Fulton I-285 Ramps at Riverside Drive Roundabouts-	Intersection traffic control	2 Numbers	510000	510000	HSIP (Section 148)	Urban Minor Arterial	19240	35	State Highway	Intersections	Improving the design

ROUNDABOUT	Modify control - modifications to roundabout								Agency		and operation of highway intersections
0010939 Cobb SR 3 @ SR 92	Intersection geometry Intersection geometry - other	1 Numbers	490000	490000	HSIP (Section 148)	Urban Minor Arterial	38770	55	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0011832 Chatham SR 26 from McKenzie St to 15th St - 14 Locs - RRFB	Intersection traffic control Modify traffic signal - add flashing yellow arrow	14 Numbers	290776	290776	HSIP (Section 148)	Rural Principal Arterial - Other	0	30	State Highway Agency	Intersections	Improving the design and operation of highway intersections
0012870 Fulton SR 9/US 19 FROM CS 164/DEERING ROAD	Roadway Roadway narrowing	1 Numbers	200000	200000	HSIP (Section 148)	Urban Principal Arterial -	41100	35	State Highway	Pedestrians	Making walking and

TO CS 3377/PHARR ROAD	(road diet, roadway reconfiguration)					Other			Agency		street crossing easier
0013236 Banks OFF SYSTEM SAFETY IMPROVEMENTS @ 15 CR LOCS IN BANKS COUNTY	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	20 Miles	275000	275000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
0013266 Hart OFF SYSTEM SAFETY IMPROVEMENTS @ 99 LOCS IN HART COUNTY	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	20 Miles	275500	275500	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
0013300 Bartow OFF	Roadway	2	25000	25000	HSIP	Project	0	45	County	Roadway	Reducing

SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN BARTOW COUNTY	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	Miles			(Section 148)	on multiple poads			Highway Agency	Departure	serious crash types - roadway departure
0013326 Whitfield OFF SYSTEM SAFETY IMPROVEMENTS @ 74 LOCS IN DALTON	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	22 Miles	25000	25000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
0013328 Gordon OFF SYSTEM SAFETY IMPROVEMENTS @ 6 CR LOCS IN GORDON COUNTY	Roadway Roadway - restripe to revise separation between opposing	2 Miles	25000	25000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departur

	lanes and/or shoulder widths										e
0013329 Bulloch OFF SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN BULLOCH COUNTY	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	2 Miles	40000	40000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
0013330 Bryan OFF SYSTEM SAFETY IMPROVEMEMTS @ 6 LOCS IN PEMBROKE	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	2 Miles	8000	8000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
0013331 Tattmall OFF	Roadway	2	18000	18000	HSIP	Project	0	45	County	Roadway	Reducing

SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN TATTNALL COUNTY	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	Miles			(Section 148)	on multiple poads			Highway Agency	Departure	serious crash types - roadway departure
0013349 Baldwin OFF SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN BALDWIN COUNTY	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	2 Miles	20000	20000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
0013351 Burke OFF SYSTEM SAFETY IMPROVEMENTS @ 6 LOCS IN BURKE COUNTY	Roadway Roadway - restripe to revise separation between opposing	2 Miles	40000	40000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departur

	lanes and/or shoulder widths										e
0013354 Newton OFF SYSTEM SAFETY IMPROVEMENTS @ 5 CR LOCS IN NEWTON COUNTY	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	2 Miles	20000	20000	HSIP (Section 148)	Project on multiple poads	0	45	County Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
M004782 Fulton SR 154/SR 166 from CS 2995/Barge Rd to West of CS 2353/Sylvan Rd	Roadway Rumble strips - unspecified or other	1 Numbers	695024.43	695024.43	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways	28200	55	State Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure
M005308 Fulton 403 (I-85) SR 74 TO METROPOLITIAN PKWY (MP61 - MP 76)	Roadway Rumble strips - unspecified	2 Miles	2511561.55	2511561.55	HSIP (Section 148)	Urban Principal Arterial - Interstate	113000	55	State Highway Agency	Roadway Departure	Reducing serious crash types -

	or other										roadway departure
M005310 Fulton SR 400 from Nancy Creek to SR 140	Roadway Rumble strips - unspecified or other	2 Miles	1962139.3	1962139.3	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways	151800	55	State Highway Agency	Roadway Departure	Reducing serious crash types - roadway departure

Progress in Achieving Safety Performance Targets

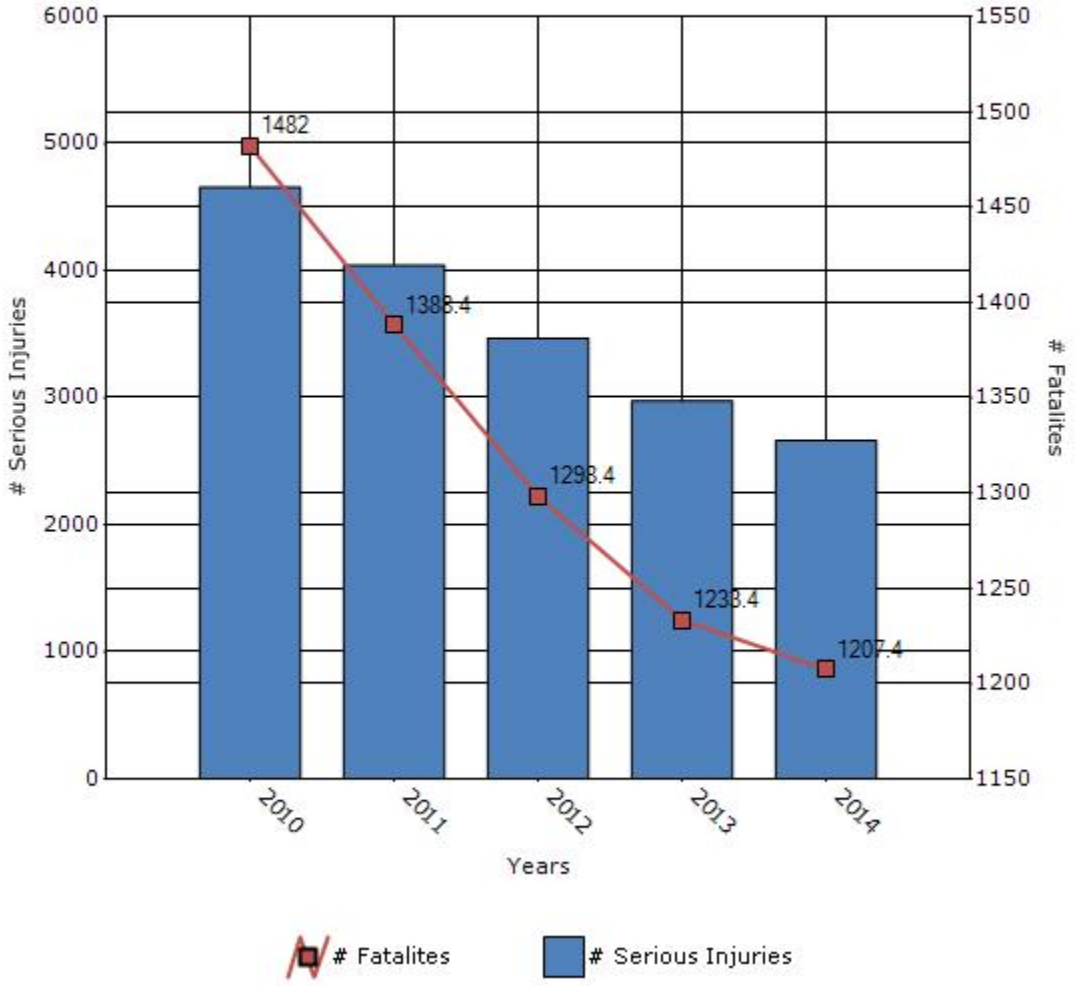
Overview of General Safety Trends

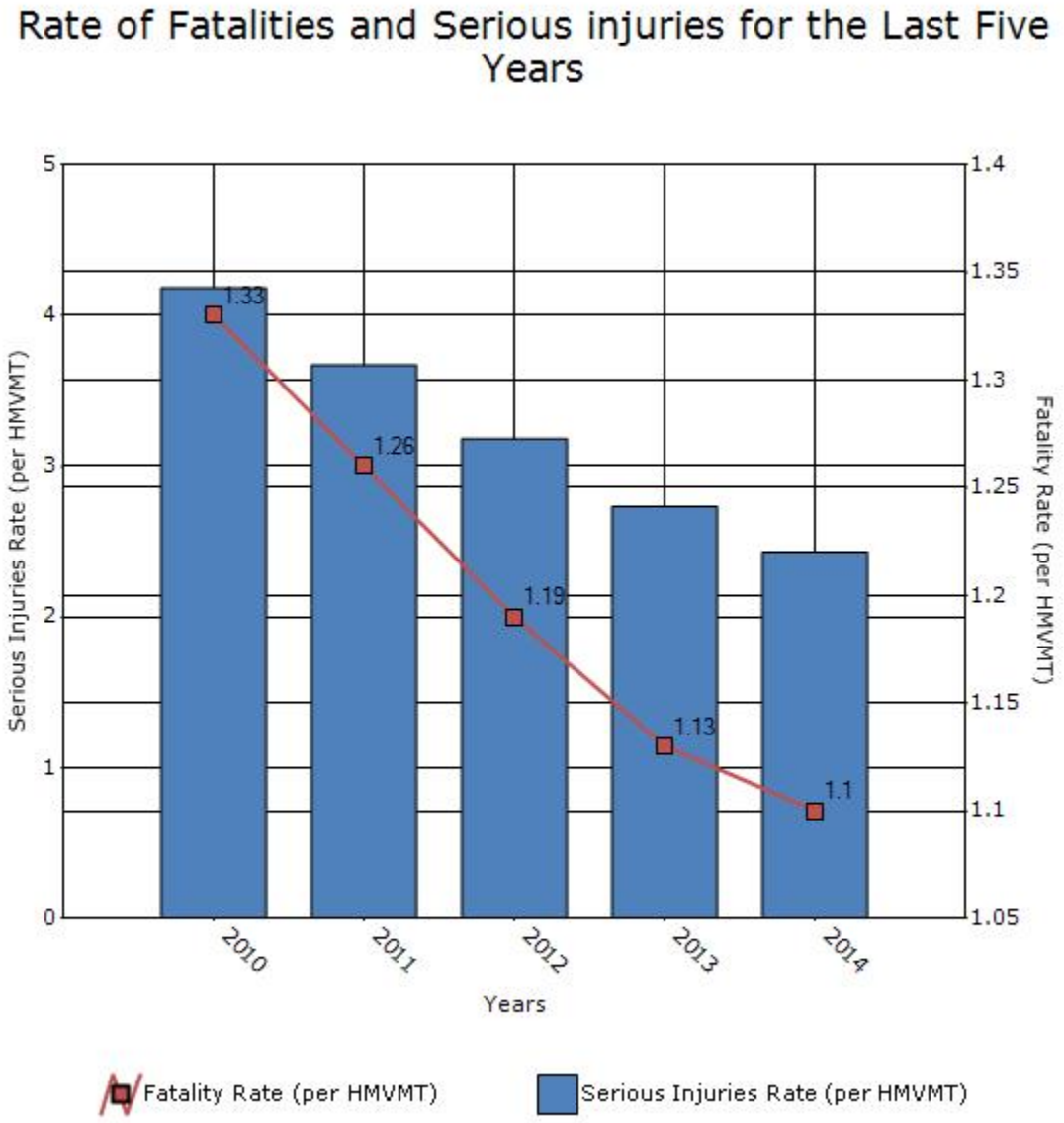
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2010	2011	2012	2013	2014
Number of fatalities	1482	1388.4	1298.4	1233.4	1207.4
Number of serious injuries	4655	4042.2	3468	2974.4	2661.6
Fatality rate (per HMVMT)	1.33	1.26	1.19	1.13	1.1
Serious injury rate (per HMVMT)	4.18	3.67	3.18	2.73	2.43

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

Number of Fatalities and Serious injuries for the Last Five Years



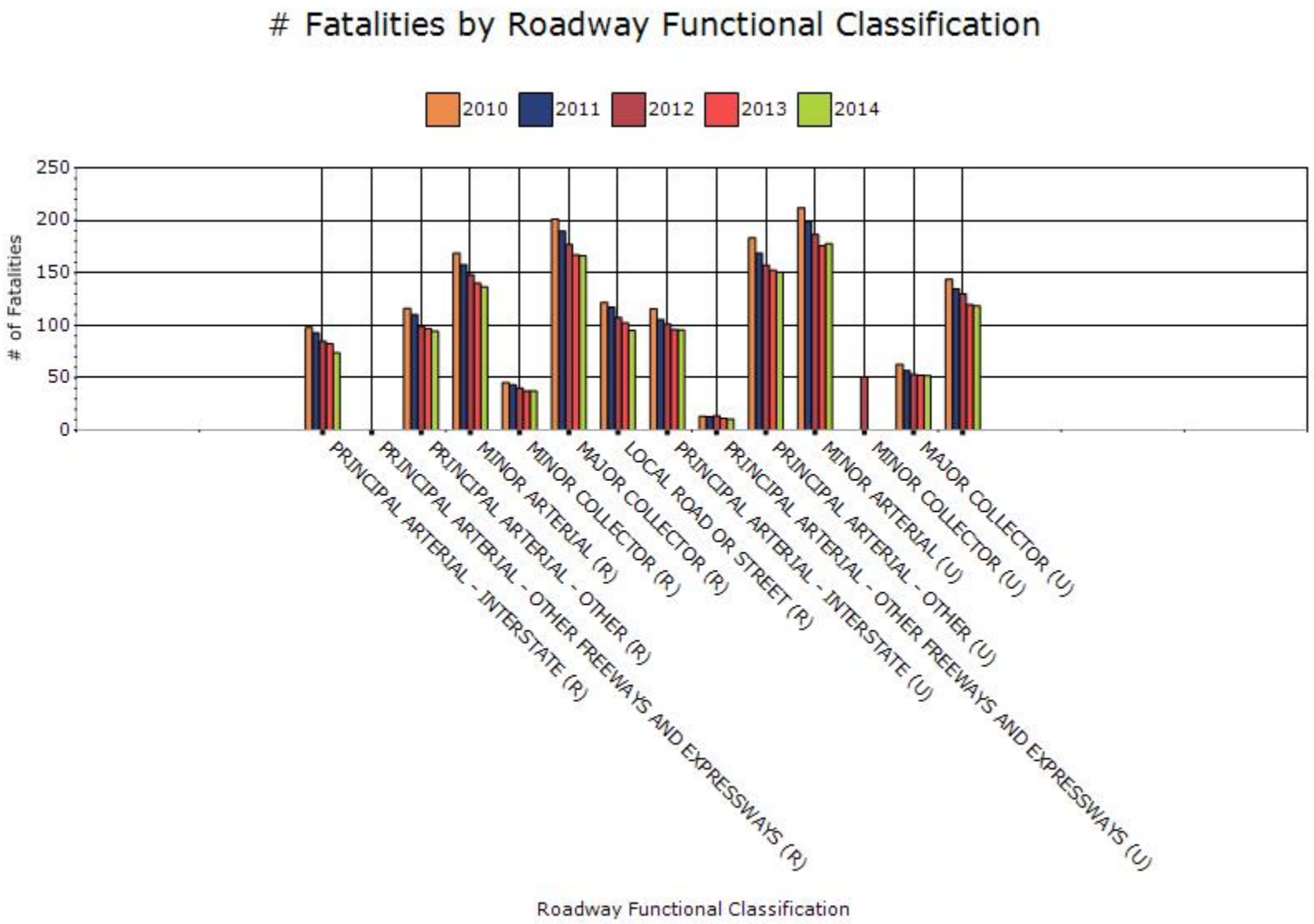

Rate of Fatalities and Serious injuries for the Last Five Years
Serious Injuries Rate (per HMVMT)
Fatality Rate (per HMVMT)
Years
2010
2011
2012
2013
2014
1.33
1.26
1.19
1.13
1.1
Fatality Rate (per HMVMT)
Serious Injuries Rate (per HMVMT)

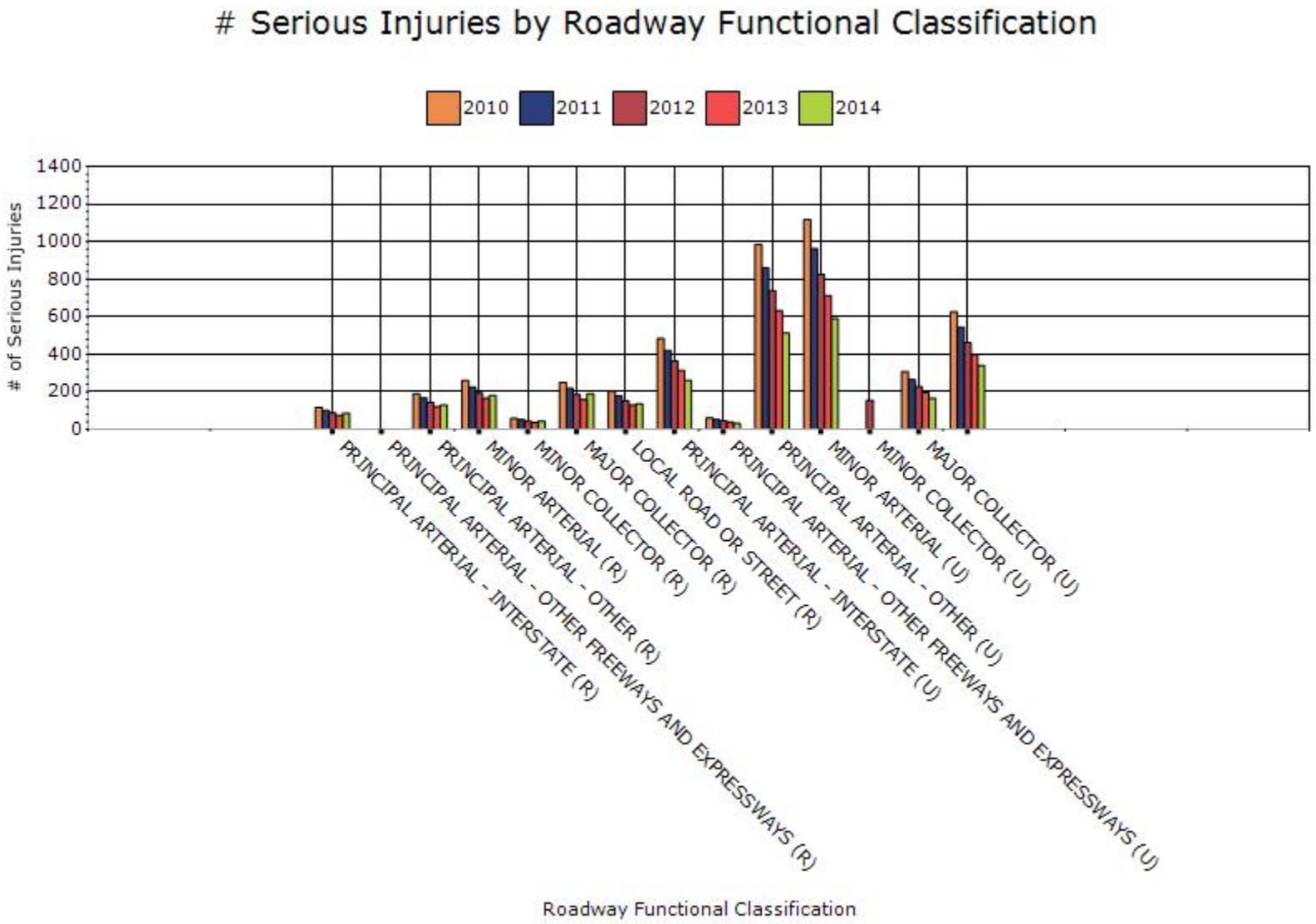
To the maximum extent possible, present performance measure* data by functional classification and ownership.

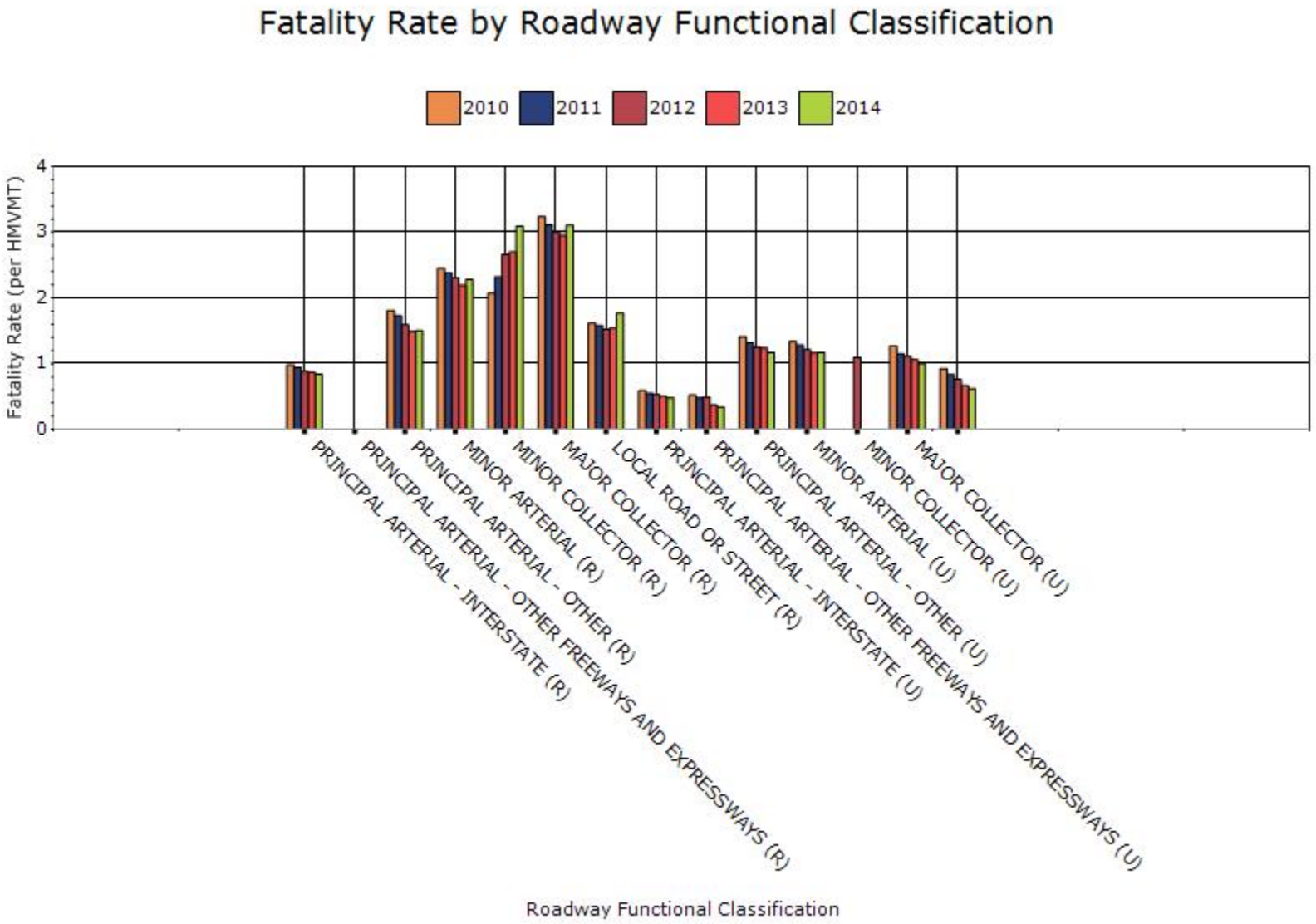
Year - 2014

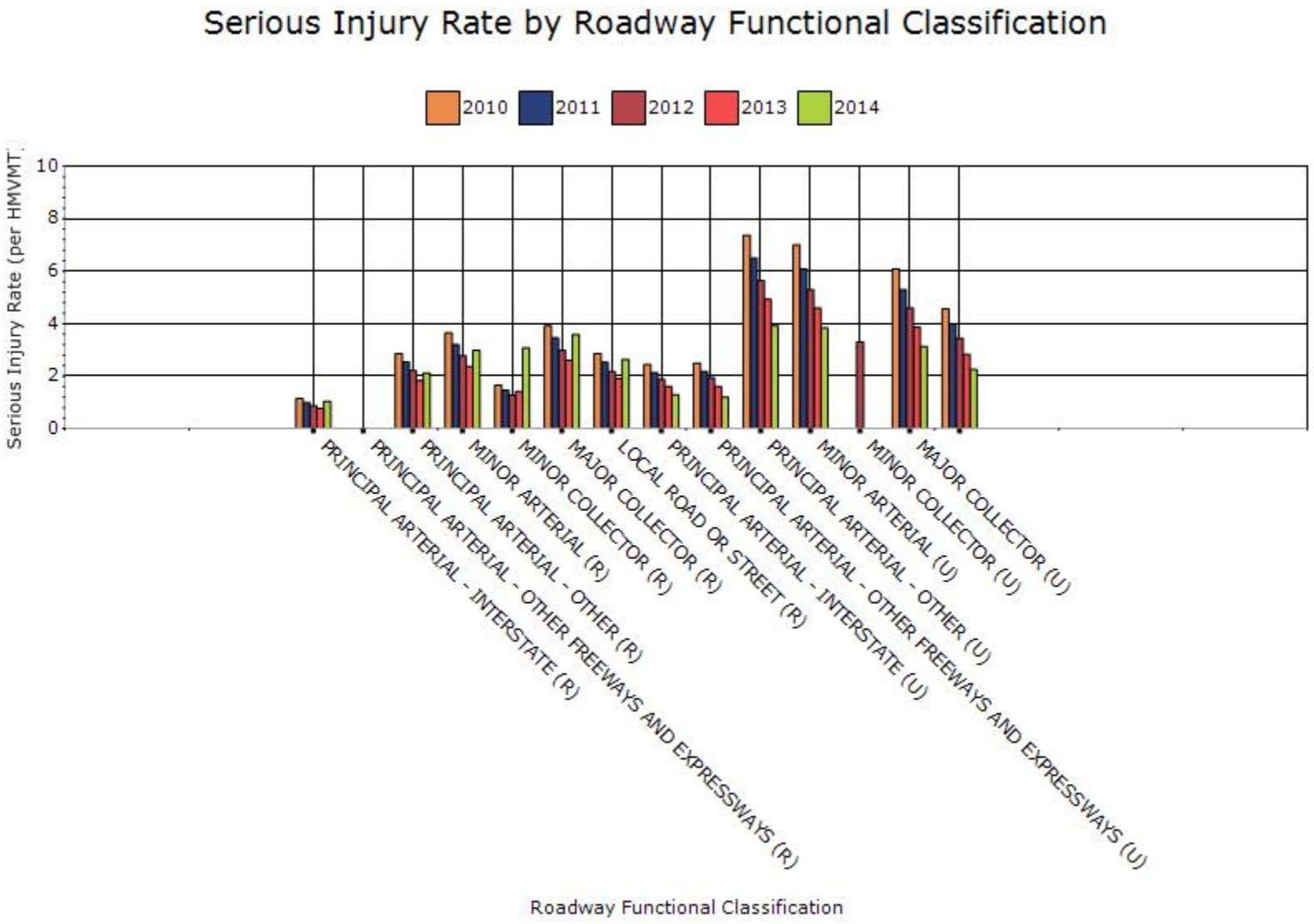
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	73.8	85.6	0.84	1.03
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	94.2	129	1.5	2.12
RURAL MINOR ARTERIAL	136.8	180	2.28	2.99
RURAL MINOR COLLECTOR	37.2	43.8	3.09	3.07
RURAL MAJOR COLLECTOR	166.2	189.2	3.11	3.59
RURAL LOCAL ROAD OR STREET	95.2	135.6	1.77	2.63
URBAN PRINCIPAL	95.4	260.8	0.48	1.29

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	10.6	31.2	0.34	1.2
URBAN PRINCIPAL ARTERIAL - OTHER	150.4	512	1.17	3.92
URBAN MINOR ARTERIAL	177.8	589.6	1.17	3.83
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	52	164.2	1	3.13
URBAN LOCAL ROAD OR STREET	118.6	340.6	0.62	2.25


Fatalities by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Fatalities
250
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

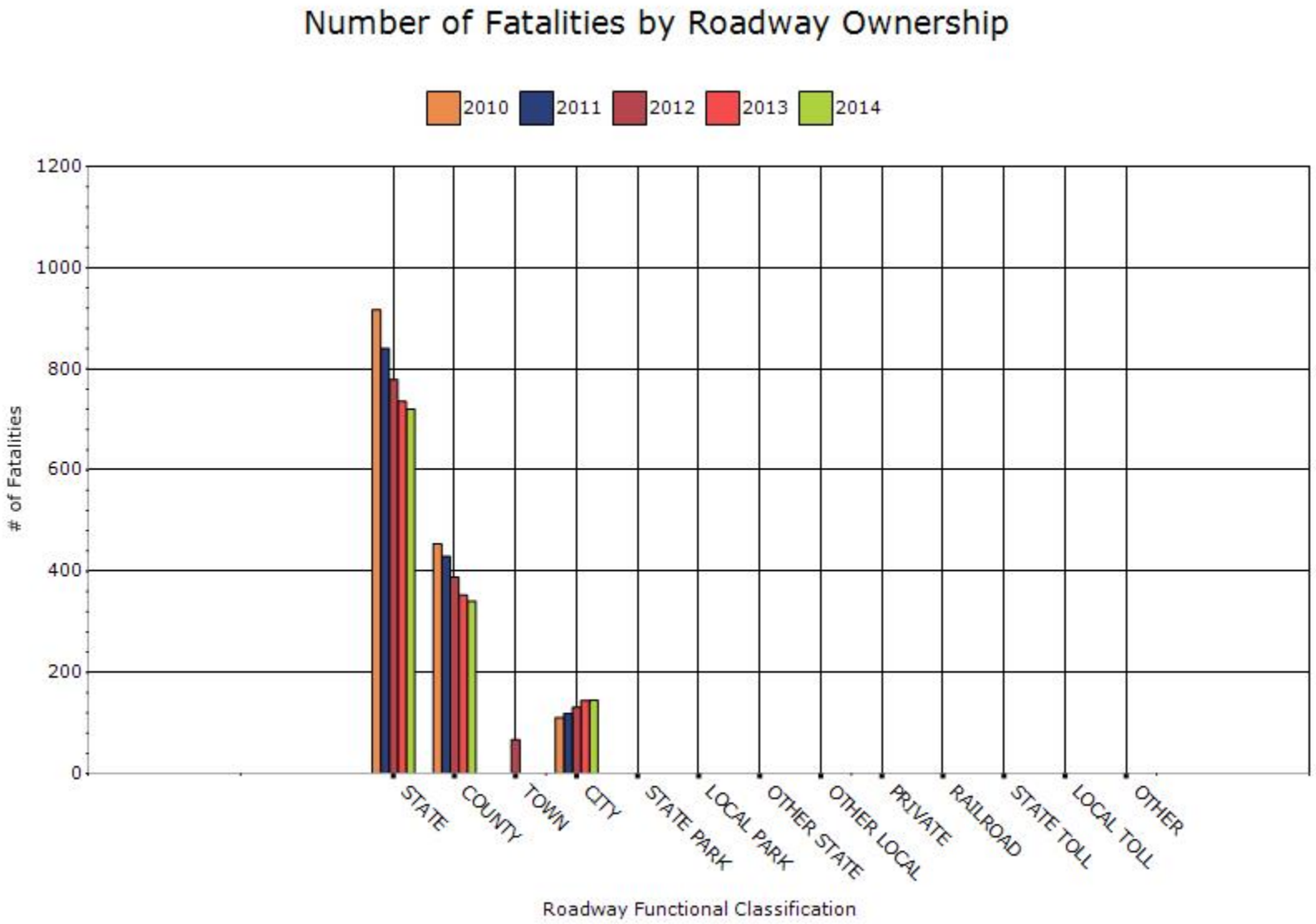

Serious Injuries by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Serious Injuries
1400
1200
1000
800
600
400
200
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

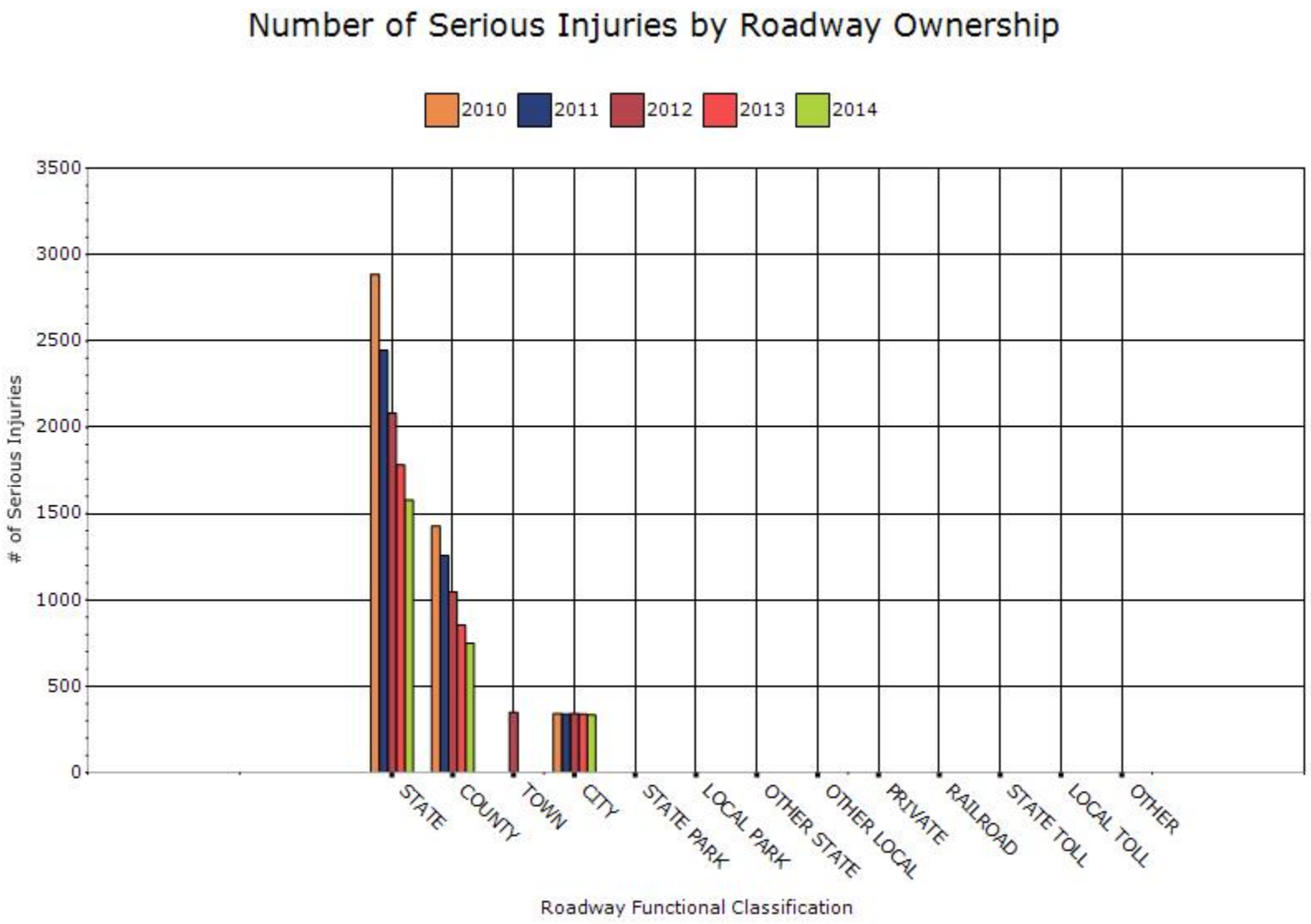

Fatality Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
0
1
2
3
4
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

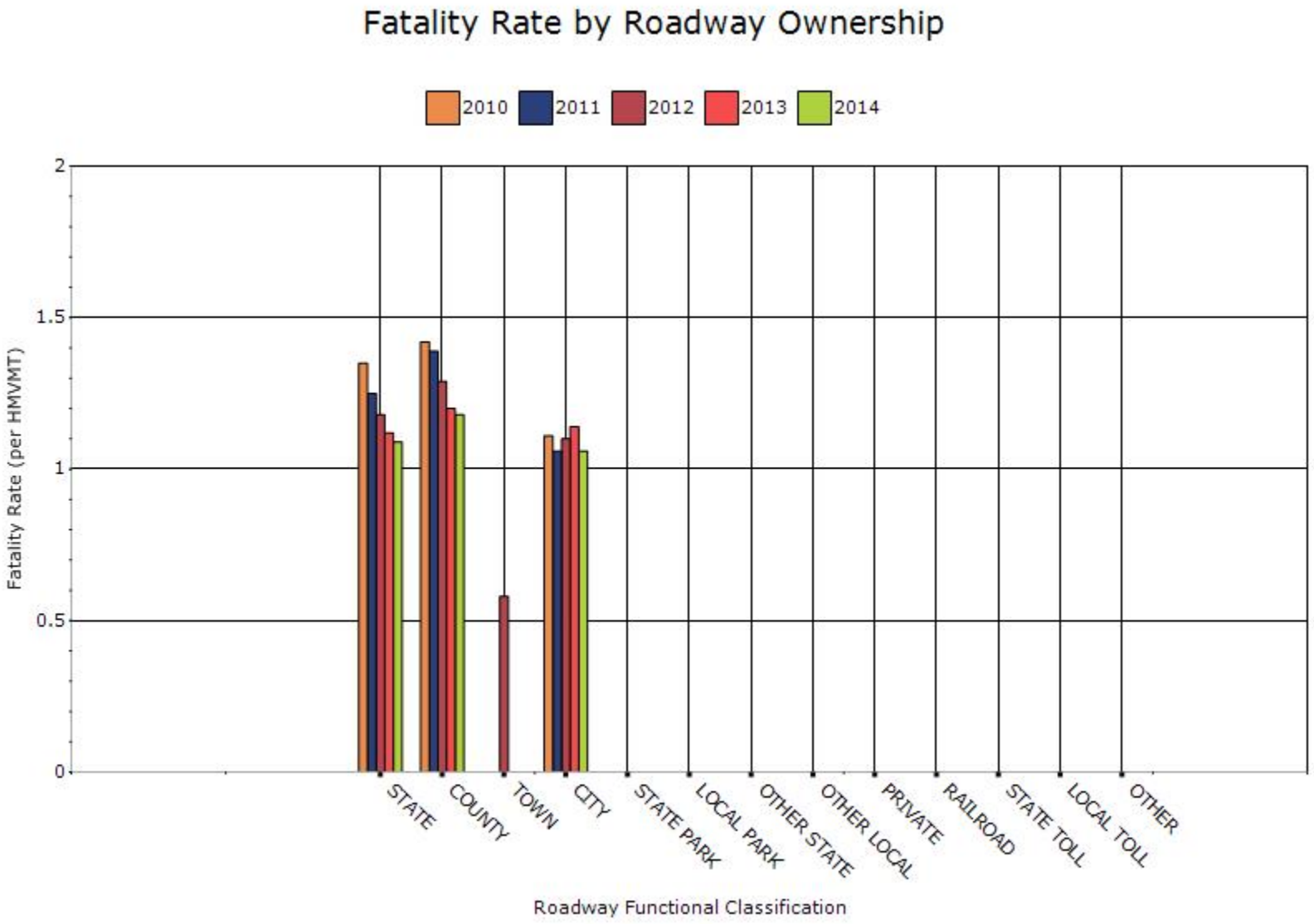

Serious Injury Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Serious Injury Rate (per HMVMT)
10
8
6
4
2
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

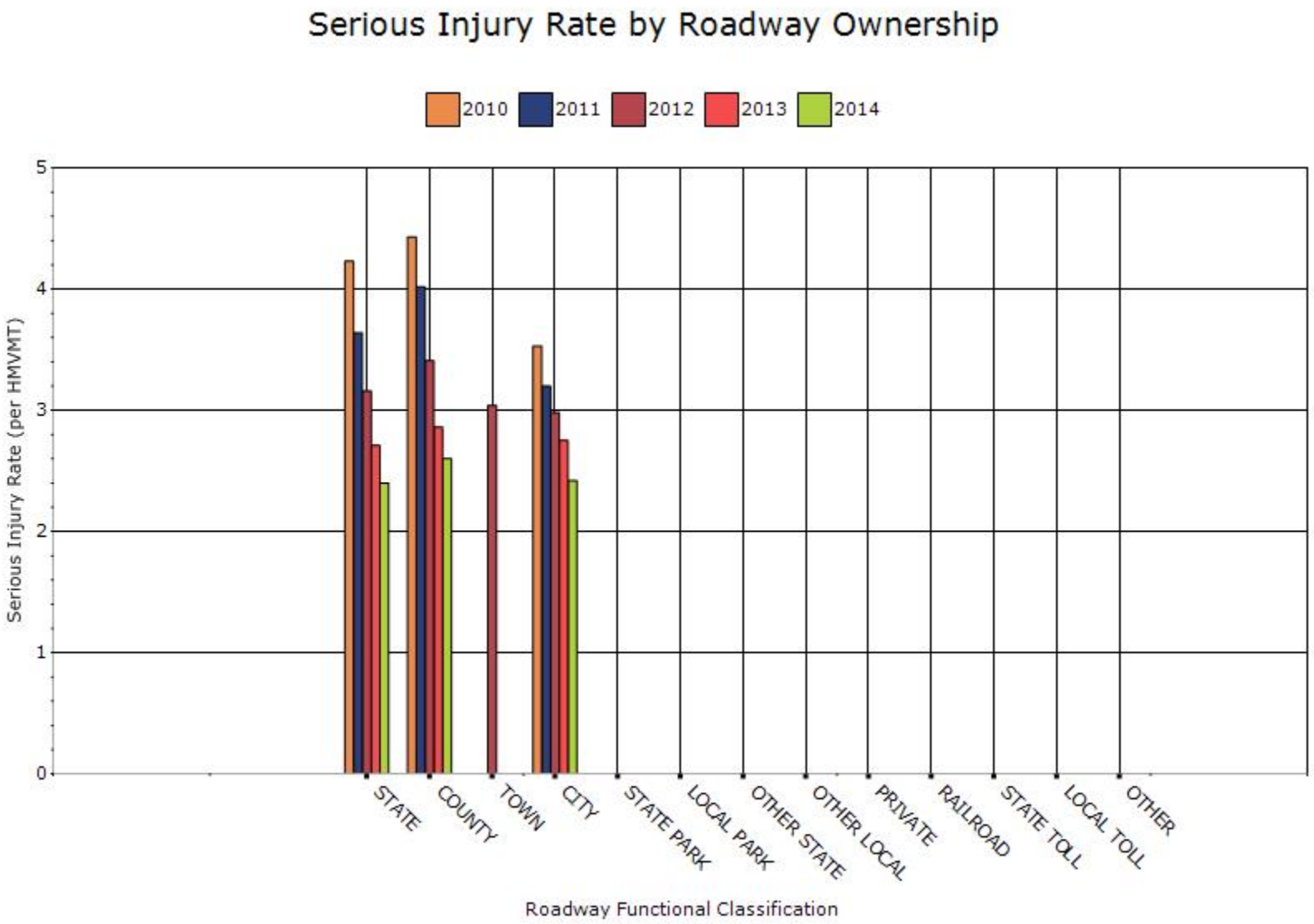
Year - 2014

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	720.8	1578.8	1.09	2.4
COUNTY HIGHWAY AGENCY	341	749.6	1.18	2.6
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	145.4	333.4	1.06	2.42
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0


Number of Fatalities by Roadway Ownership
2010
2011
2012
2013
2014
1200
1000
800
600
400
200
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2010
2011
2012
2013
2014
3500
3000
2500
2000
1500
1000
500
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
2
1.5
1
0.5
0
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2010
2011
2012
2013
2014
Serious Injury Rate (per HMVMT)
0
1
2
3
4
5
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

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

There are no other comments

Application of Special Rules

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

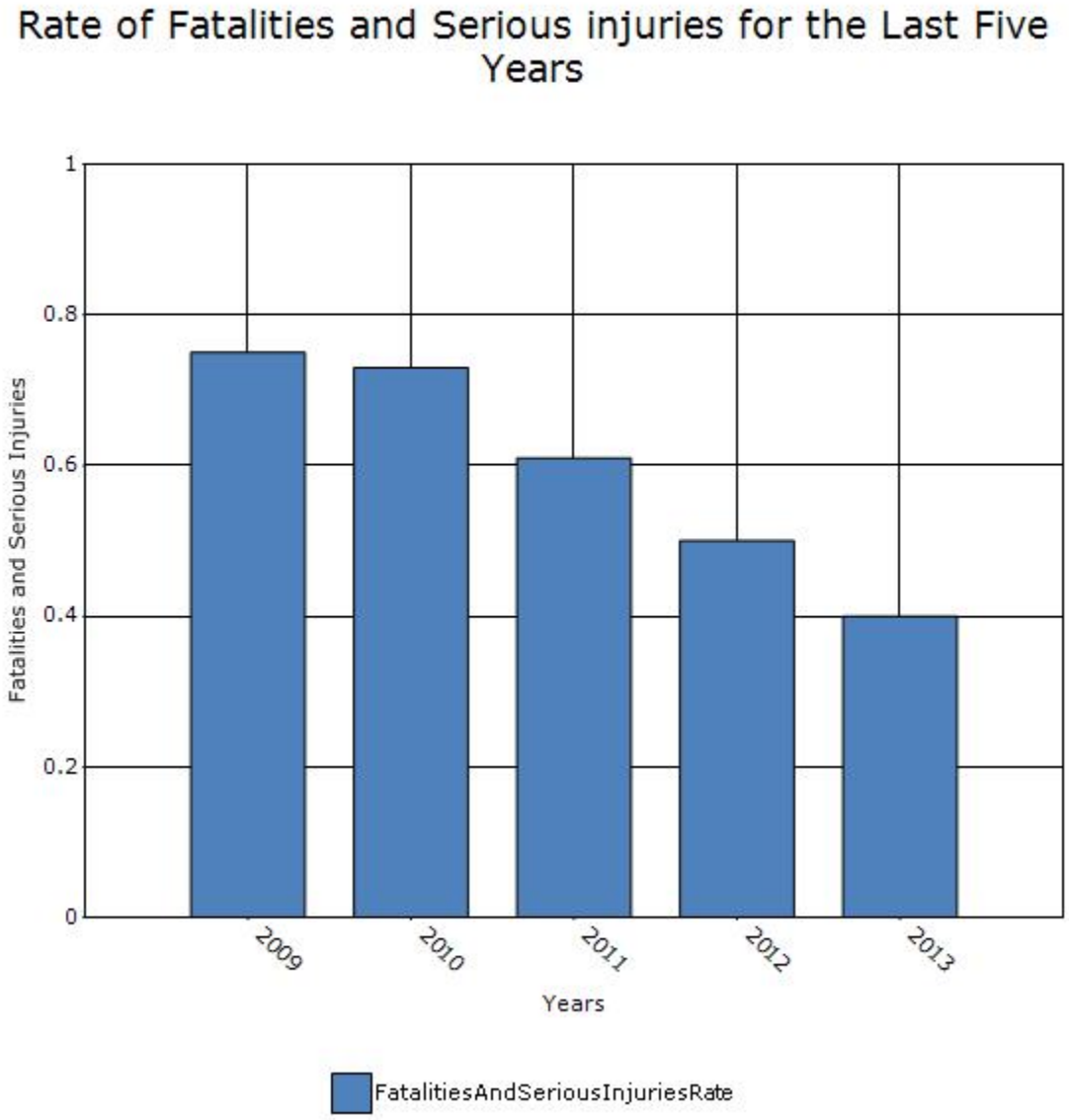
Older Driver Performance Measures	**2009**	**2010**	**2011**	**2012**	**2013**
Fatality rate (per capita)	0.22	0.19	0.15	0.12	0.09
Serious injury rate (per capita)	0.54	0.54	0.47	0.38	0.31
Fatality and serious injury rate (per capita)	0.75	0.73	0.61	0.5	0.4

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

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

2009 - 2013 ((367/103)+(332/106)+(284/110)+(391/115)+(330/119))/5 = 3.09

2007-2011 ((463/99)+(331/101)+(367/103)+(332/106)+(284/110))/5 = 3.45



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-Annual reduction in the total number of fatalities

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

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

☐ Other:

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

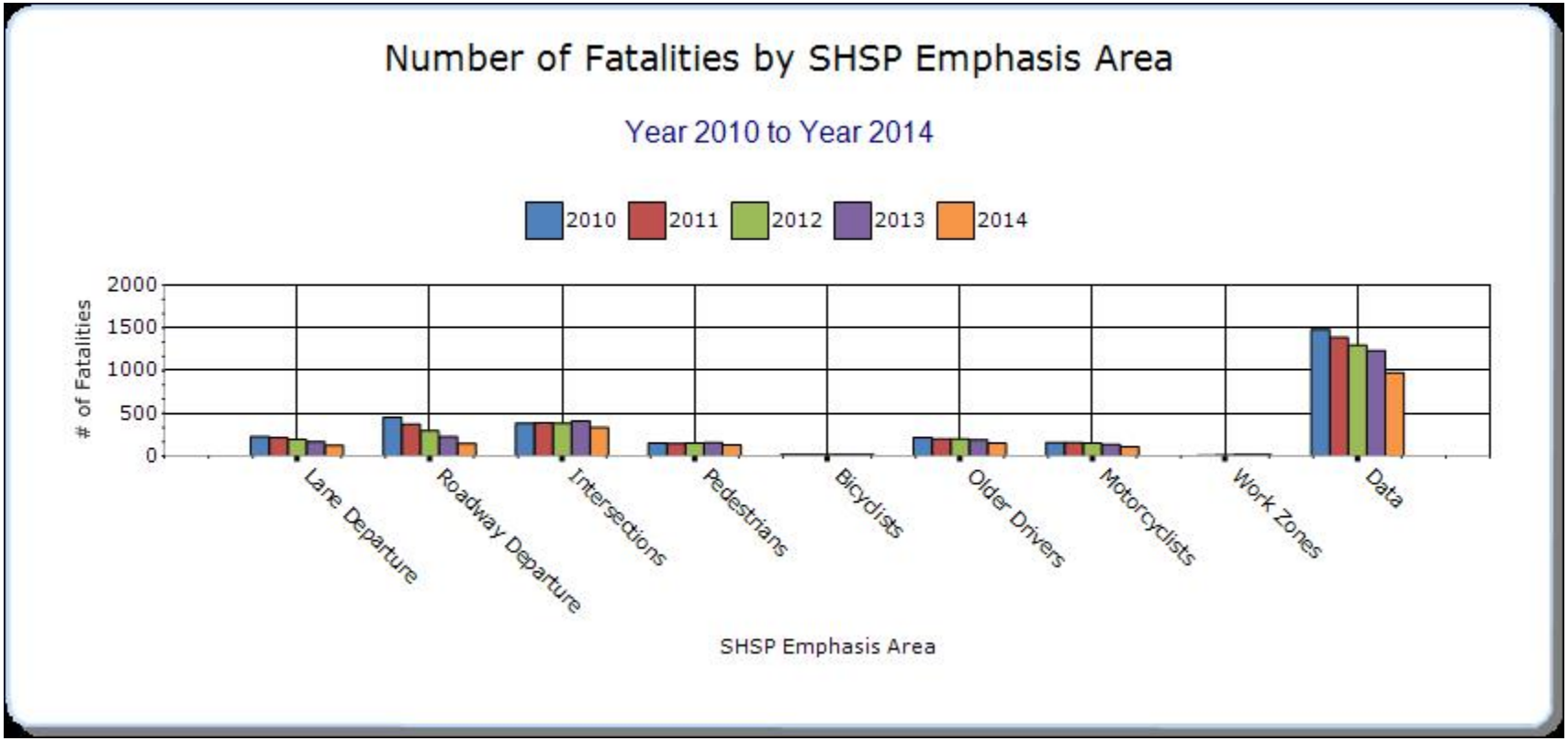
n/a

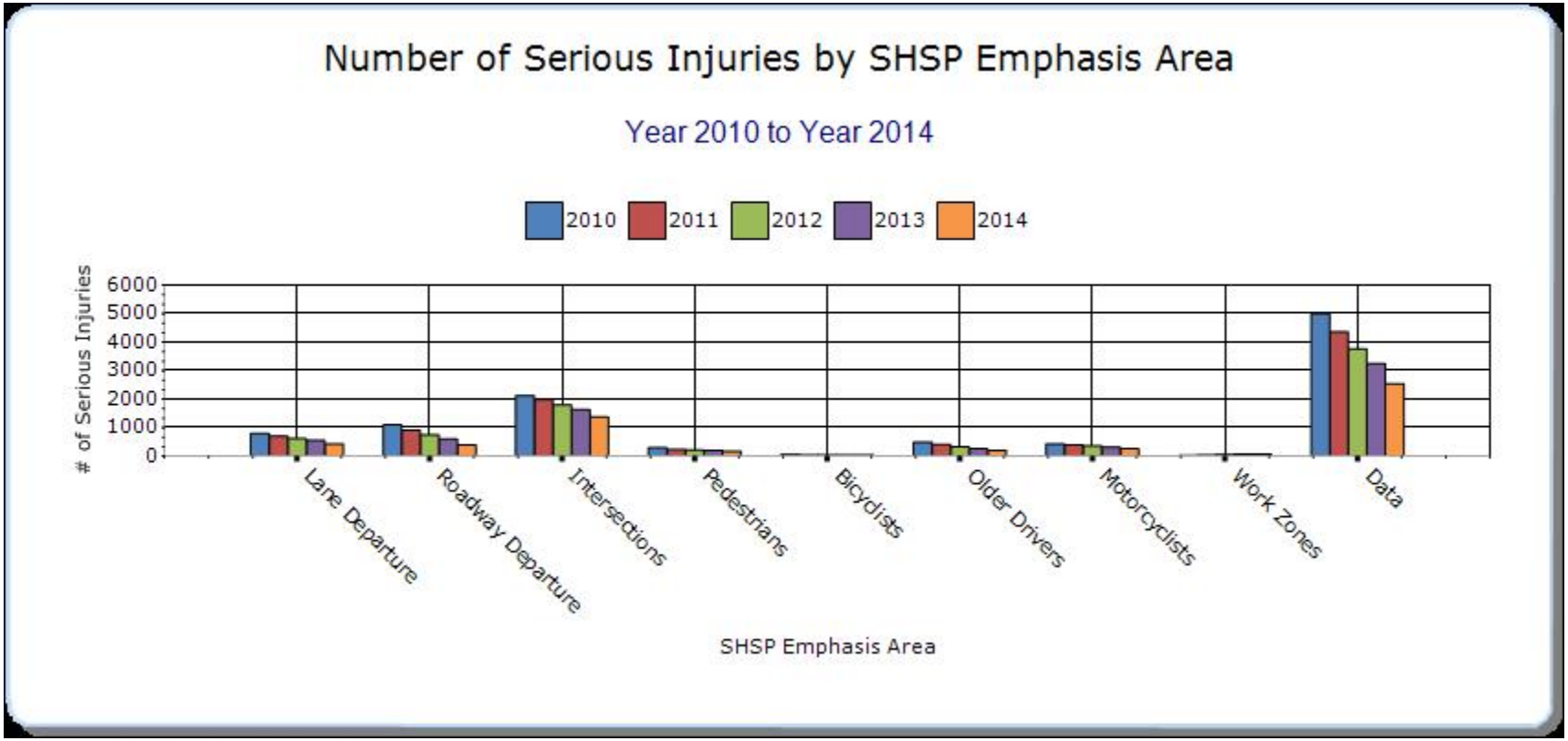
SHSP Emphasis Areas

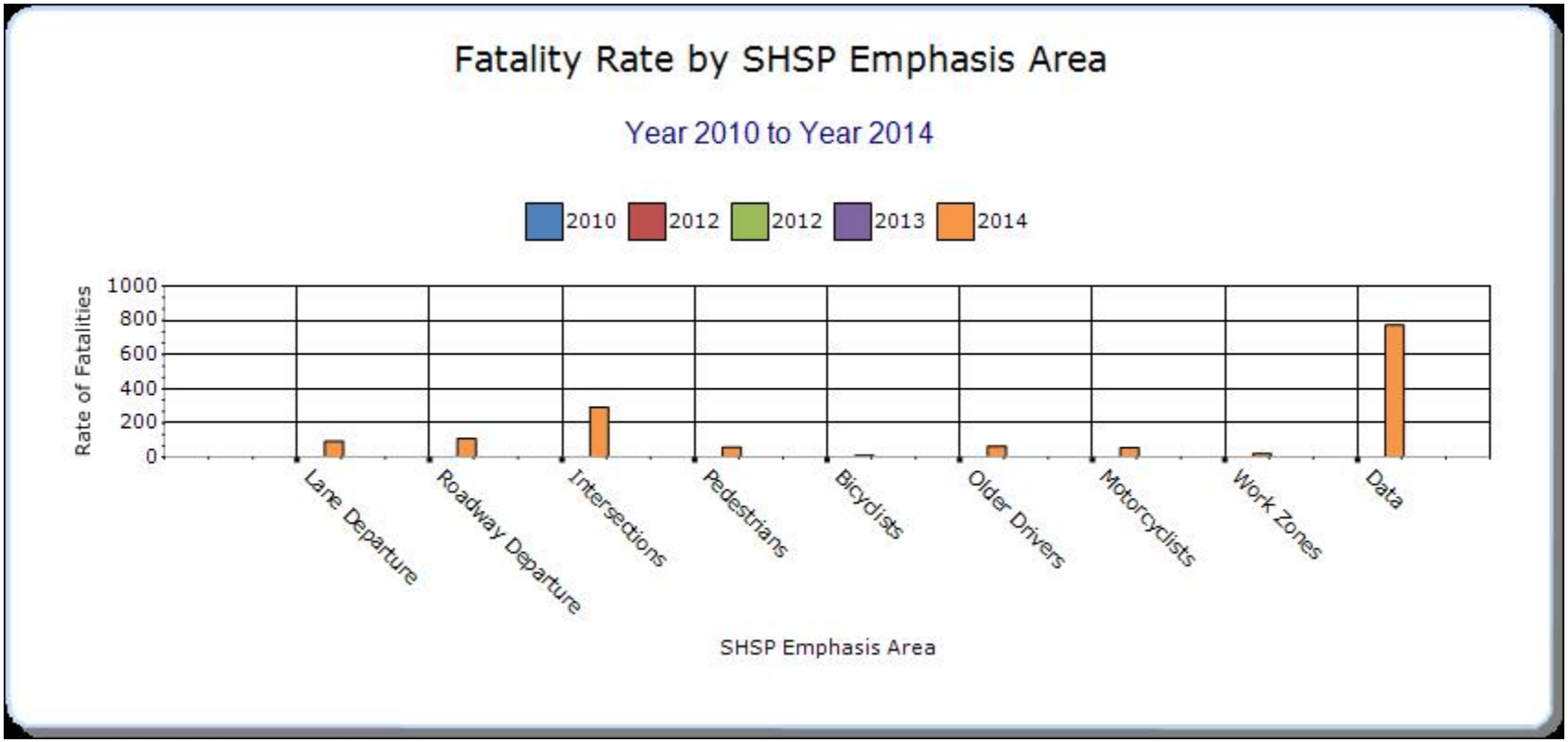
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

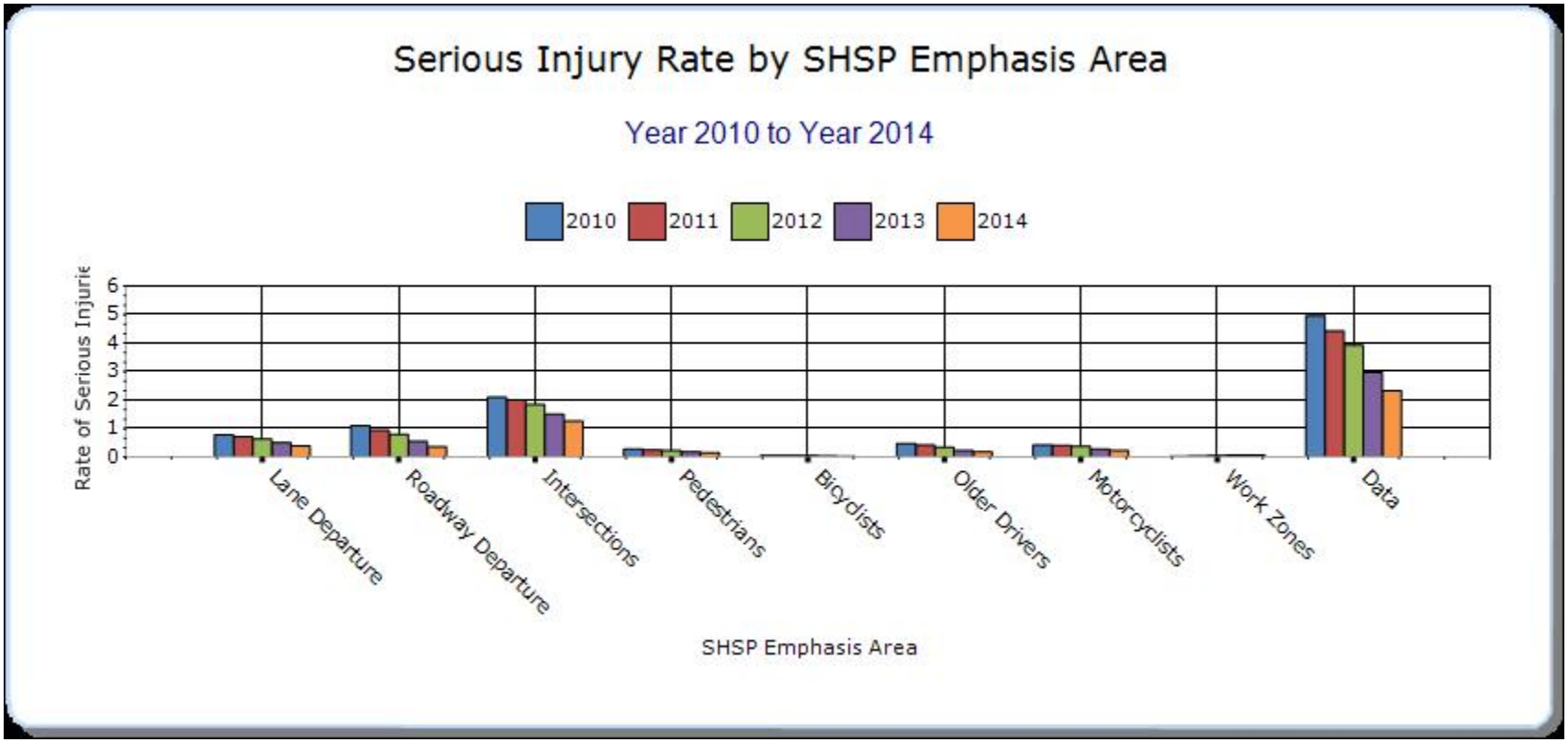
Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Lane Departure		171.2	553.6	0.16	0.51	0	0	0
Roadway Departure		229.2	598.6	0.21	0.55	0	0	0
Intersections		411.4	1632.4	0.38	1.5	0	0	0
Pedestrians		159.2	206.4	0.15	0.19	0	0	0
Bicyclists		19.2	41	0.02	0.04	0	0	0
Older Drivers		191	266.8	0.18	0.24	0	0	0
Motorcyclists		137.4	317	0.13	0.29	0	0	0
Work Zones		16.2	73.2	0.02	0.07	0	0	0
Data		1233.2	3248	1.13	2.98	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
2000
1500
1000
500
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
6000
5000
4000
3000
2000
1000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

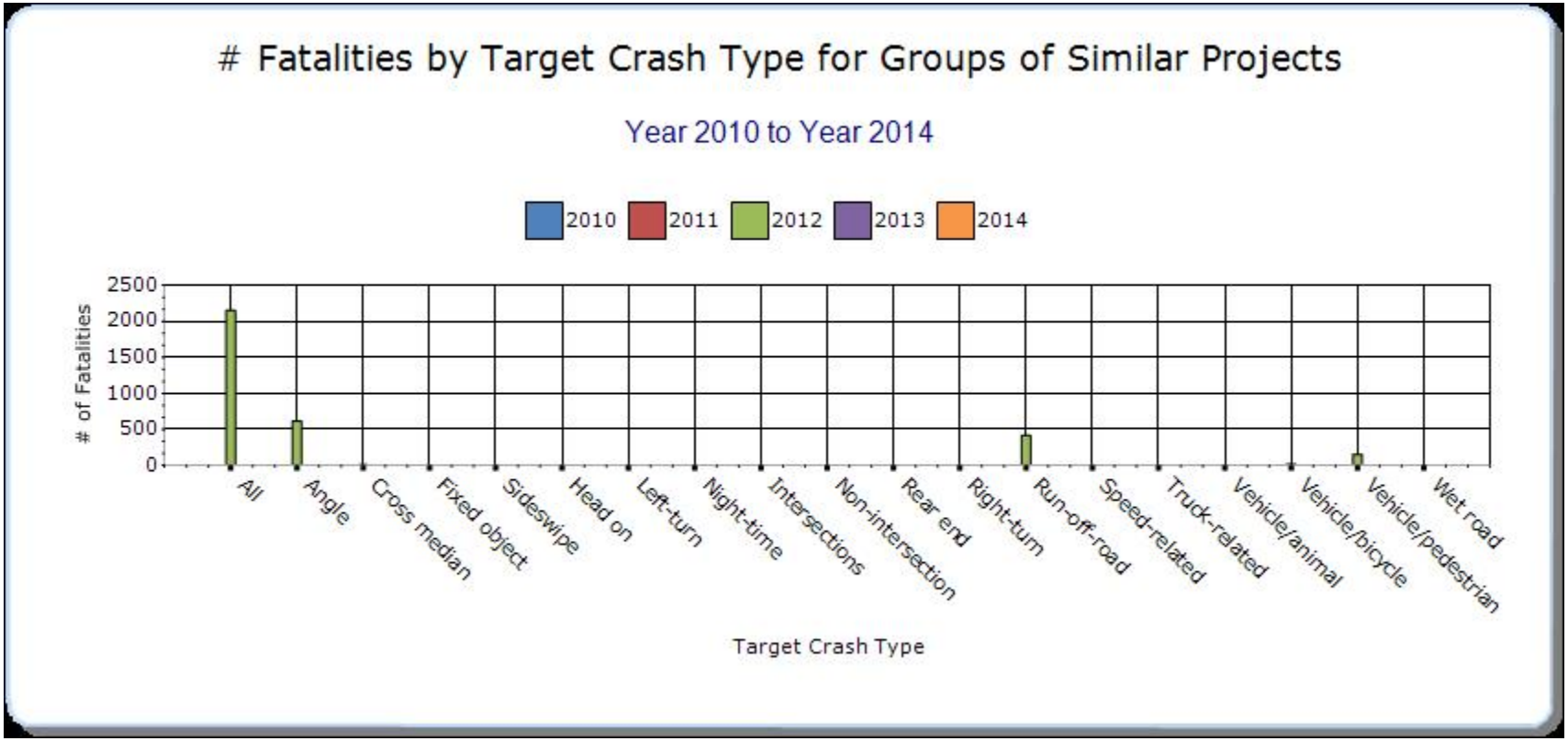

Serious Injury Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
6
5
4
3
2
1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

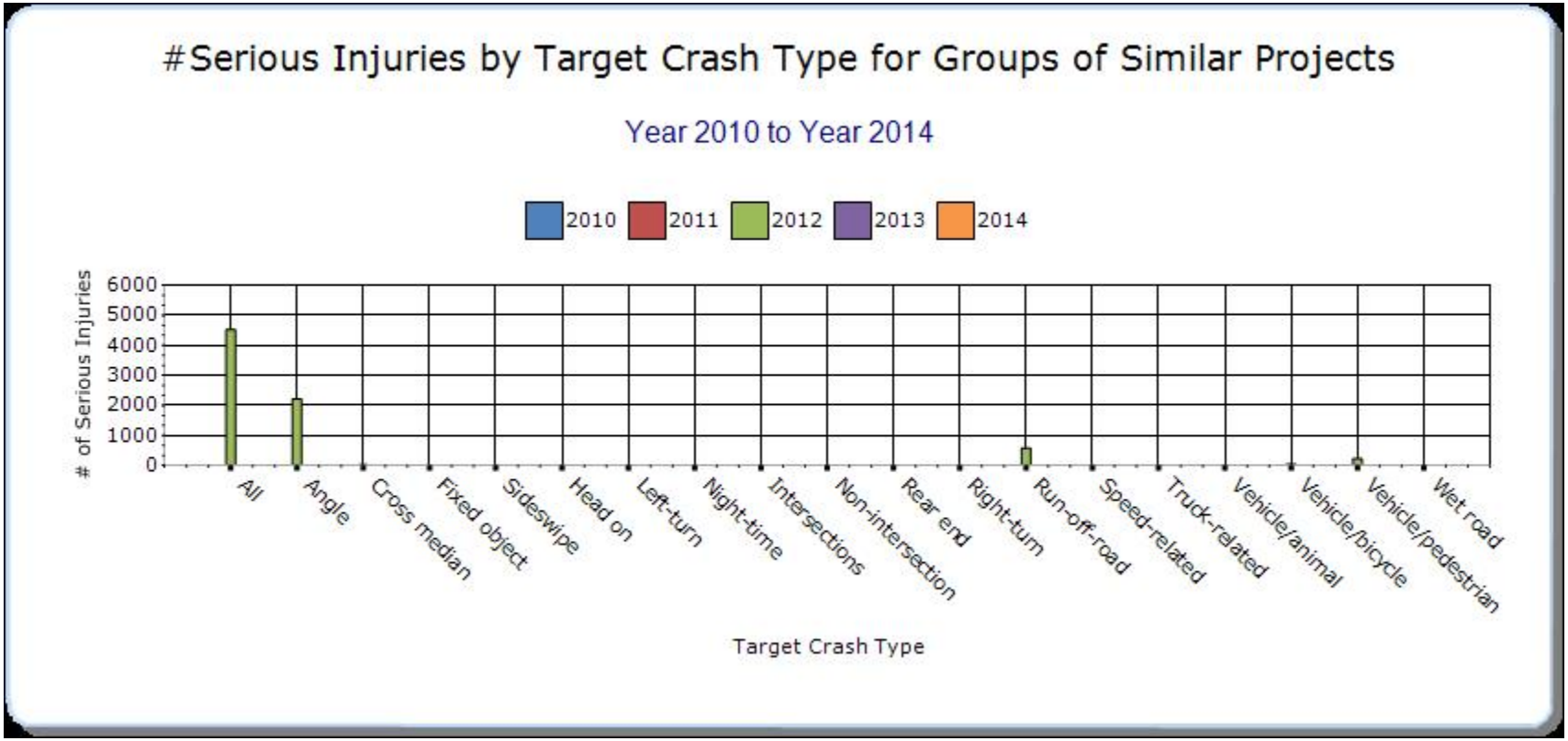
Groups of similar project types

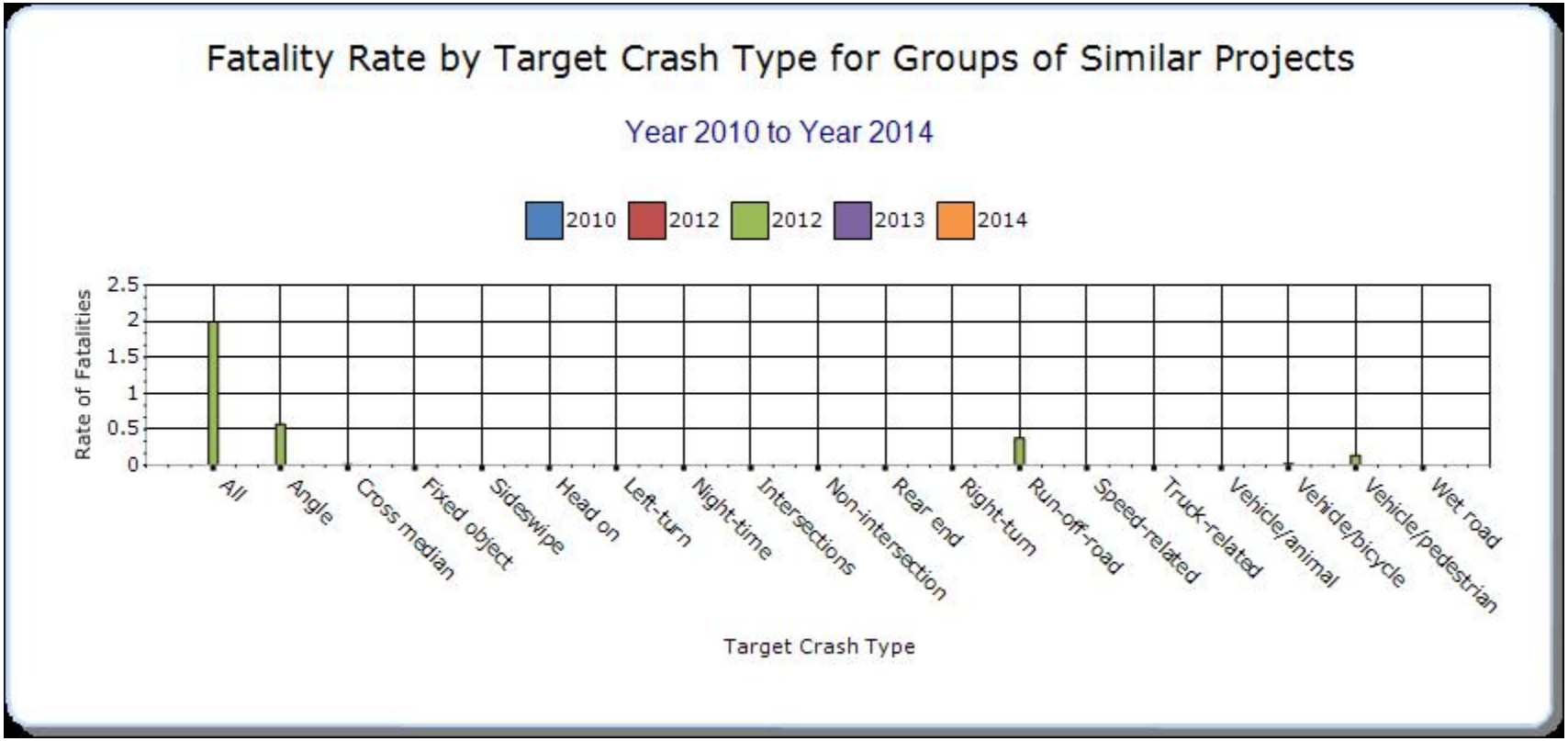
Present the overall effectiveness of groups of similar types of projects.

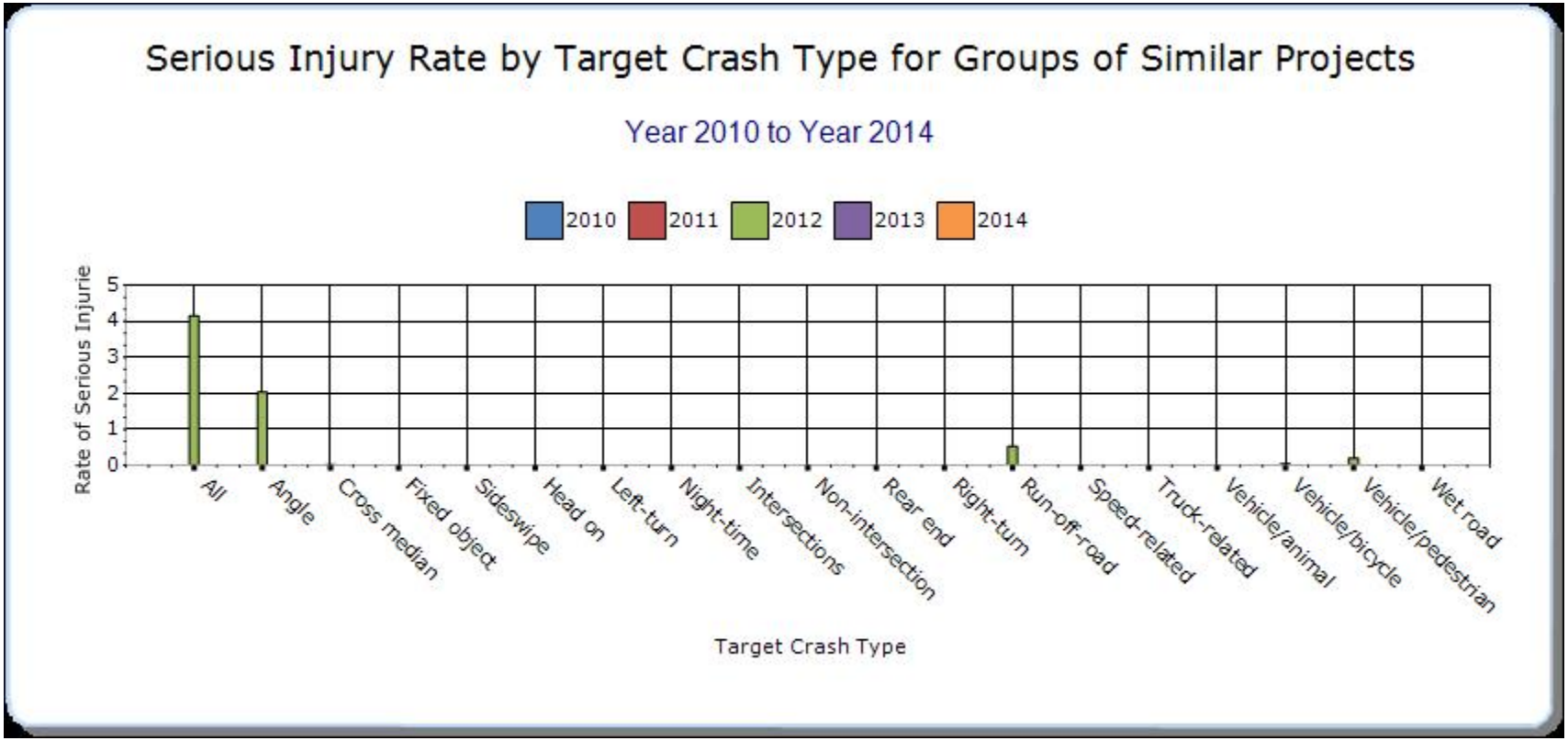
Year - 2013

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Median Barrier		6.2	15.4	0.01	0.01	0	0	0
Pedestrian Safety		159.2	206.4	0.15	0.19	0	0	0
Red Light Running Prevention		19	55.4	0.02	0.05	0	0	0
Intersection		411.4	1632.4	0.38	1.5	0	0	0
Rural State Highways		0	0	0	0	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
2500
2000
1500
1000
500
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
6000
5000
4000
3000
2000
1000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
2.5
2
1.5
1
0.5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

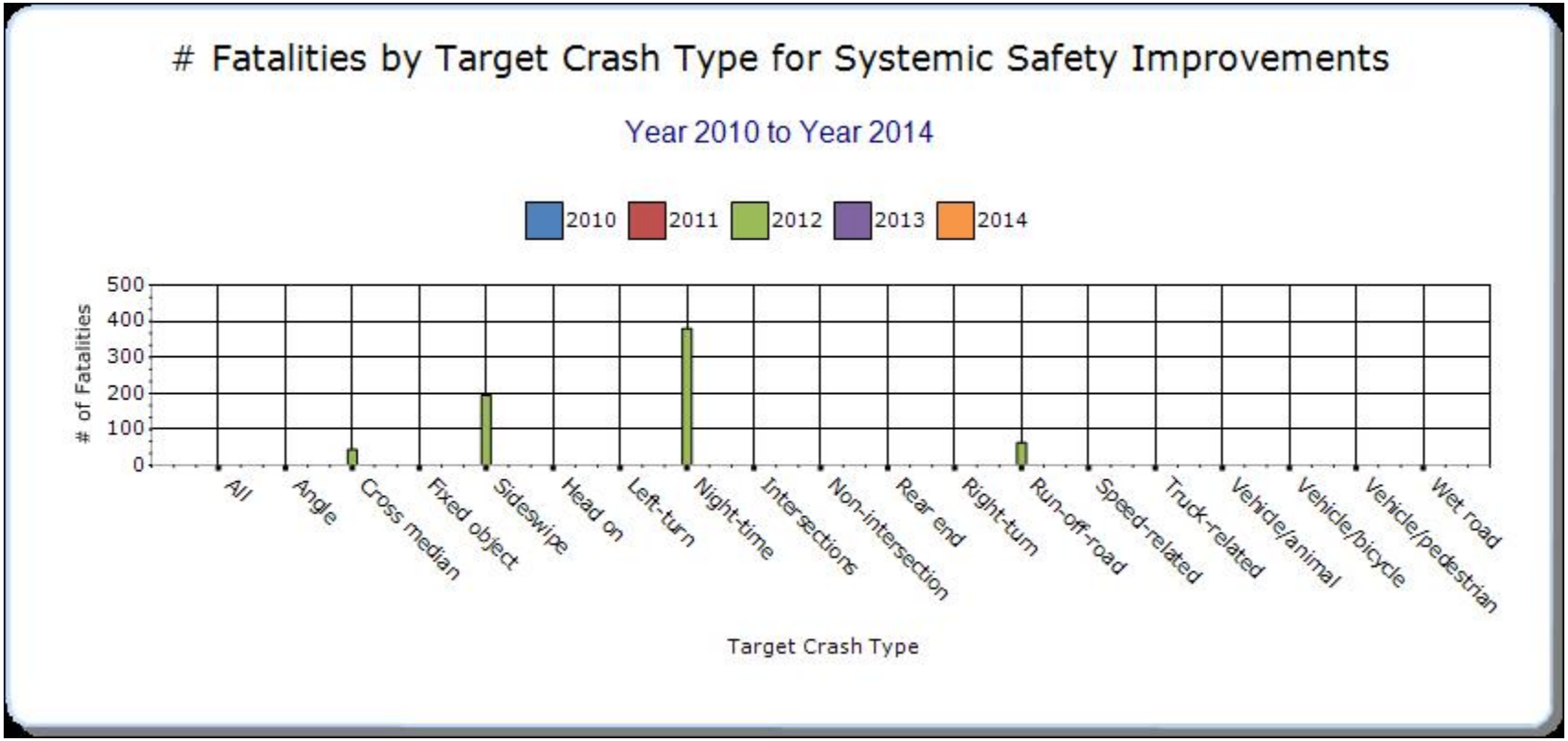

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
5
4
3
2
1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

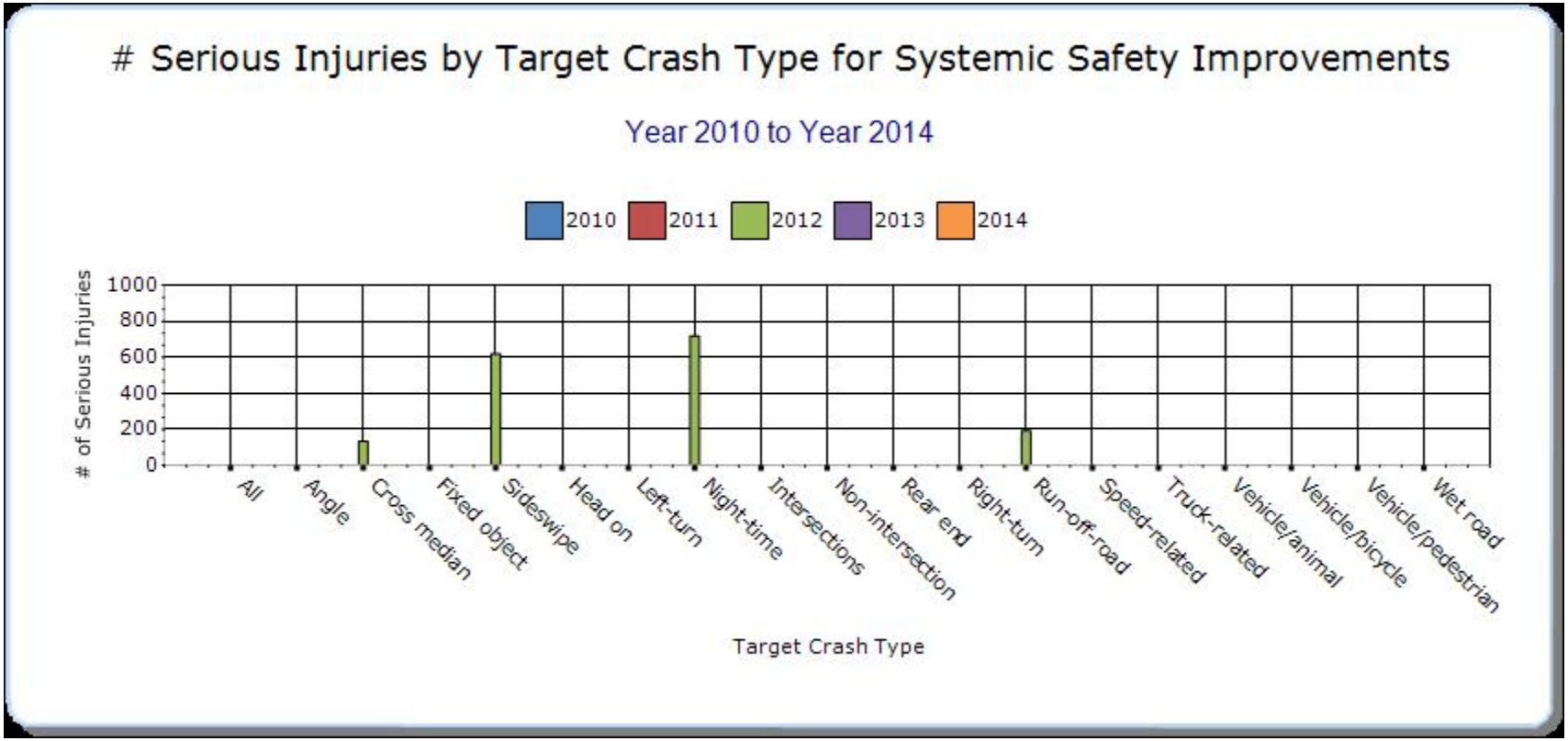
Systemic Treatments

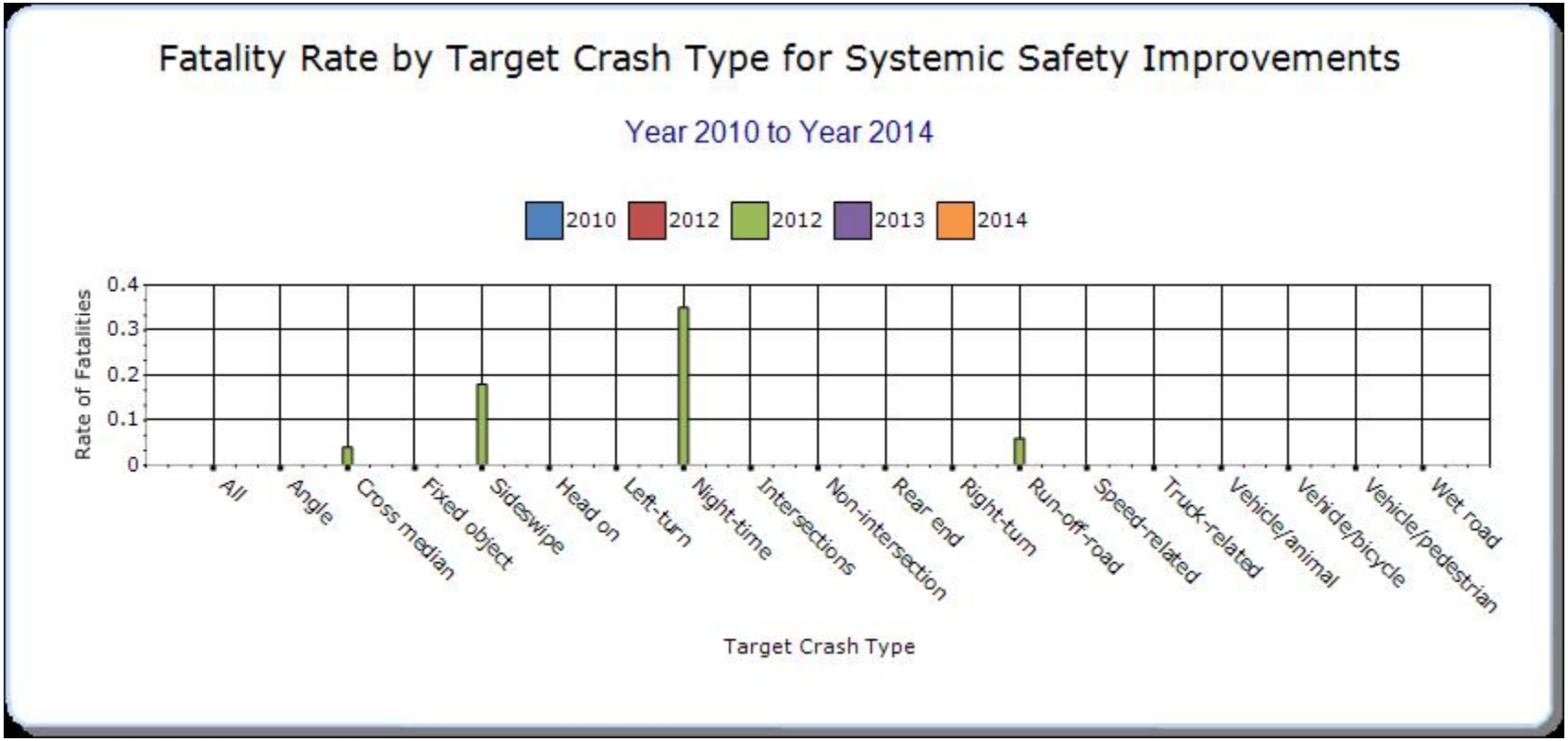
Present the overall effectiveness of systemic treatments.

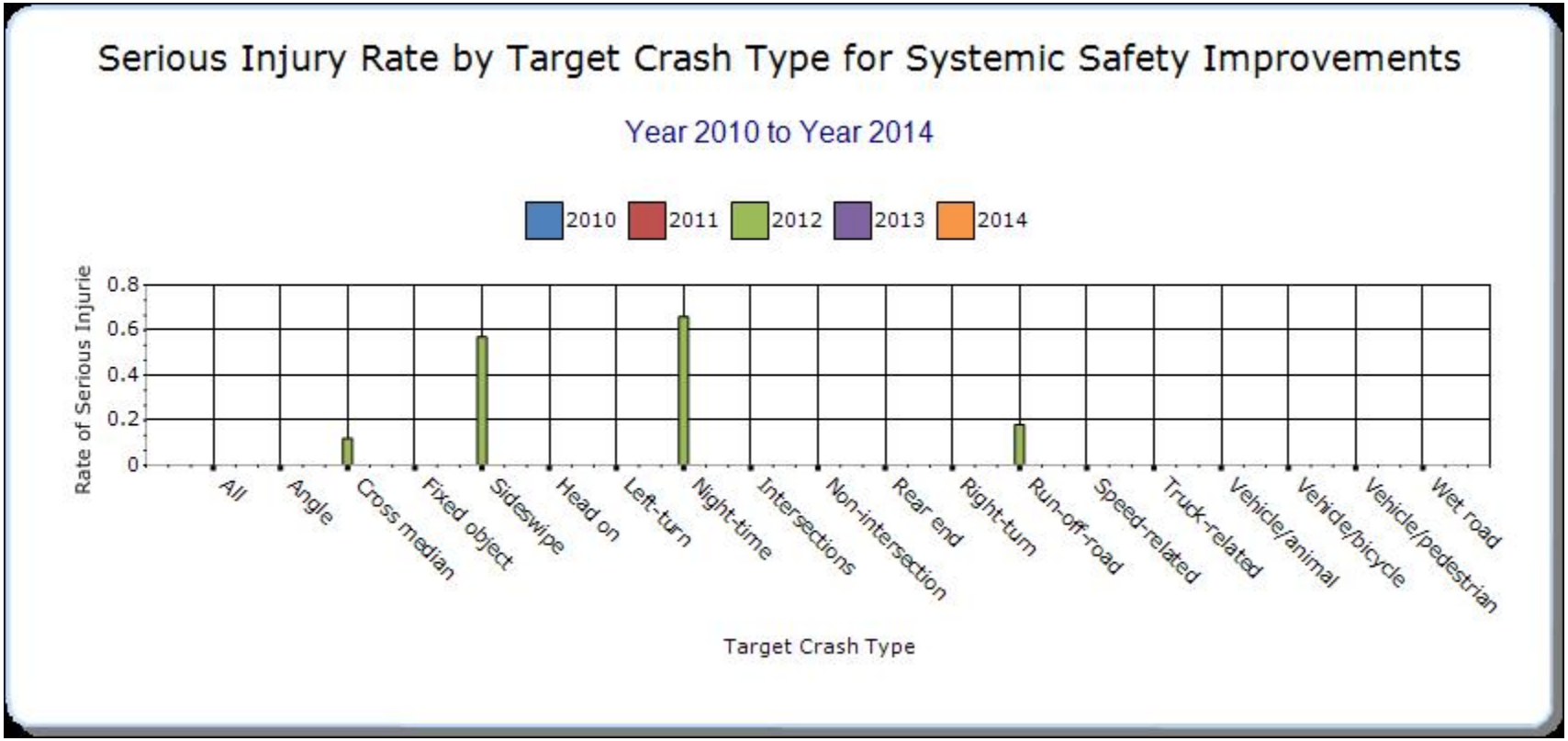
Year - 2013

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Cable Median Barriers		26.2	102.2	0.02	0.09	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
500
400
300
200
100
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
1000
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0.4
0.3
0.2
0.1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
0.8
0.6
0.4
0.2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

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

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

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
SR 193 @ CR 835/HAPPY VALLEY ROAD Walker County	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	0	14	14	17	45	0	1	1	13	15	55% reduction of total crashes93% reduction of serious injury crashesBefore Data: 2009-2011After Data: 2012-2014
SR 46 @ SR 67 Bulloch County	Rural Minor Arterial	Intersection geometry	Intersection geometry - other	0	4	4	7	15	0	1	1	1	3	82% reduction of total crashes75% reduction of

														serious injury crashesBefore Data: 2009-2011After Data: 2012-2015
SR 81 @ CR 376/RACETRACK RD Henry County	Urban Principal Arterial - Other	Intersection geometry	Intersection geometry - other	0	17	17	17	51	0	0	0	15	15	39% reduction of total crashes65% reduction of serious injury crashesBefore Data: 2009-2011After Data: 2012-2016

Optional Attachments

Sections	Files Attached

Glossary

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

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

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

HMVMT means hundred million vehicle miles traveled.

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

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

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

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

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

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

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.