Georgia
Highway Safety Improvement Program
2016 Annual Report

Prepared by: GA
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

Disclaimer...................................................................................................................................................... ii
Executive Summary....................................................................................................................................... 1
Introduction .................................................................................................................................................. 2
Program Structure ........................................................................................................................................ 2
Program Administration .............................................................................................................................. 2
Program Methodology.............................................................................................................................. 5
Progress in Implementing Projects ............................................................................................................. 19
    Funds Programmed............................................................................................................................. 19
    General Listing of Projects .................................................................................................................. 21
Progress in Achieving Safety Performance Targets .................................................................................... 54
    Overview of General Safety Trends ...................................................................................................... 54
    Application of Special Rules .................................................................................................................. 69
Assessment of the Effectiveness of the Improvements (Program Evaluation) ........................................... 70
    SHSP Emphasis Areas ........................................................................................................................... 72
    Groups of similar project types............................................................................................................. 76
    Systemic Treatments............................................................................................................................... 78
Project Evaluation....................................................................................................................................... 80
Glossary....................................................................................................................................................... 82
Executive Summary

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

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

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

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

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

Locations reported by citizens, elected officials, local governments, city and county engineers, emergency agencies and metropolitan planning organizations are all accepted for analysis. A project may qualify as a safety project because of a positive impact on an existing safety problem, because of evidence that it will prevent a hazardous condition, or because, it falls into one of several pre-approved categories of improvements that are known to provide safety benefits. Examples of this last category include guardrail, traffic signals, railroad crossing warning devices, and most intersection improvements. Public pedestrian and bicycle facilities and traffic calming projects may also be eligible for hazard elimination projects. Once a project has been identified, a benefit/cost analysis is performed.
The Metropolitan Planning Organizations (MPO) and local governments are encouraged to develop high crash lists for local roads that can be used to identify hazard elimination projects. City and county engineers and local public agencies are encouraged annually to examine local road systems and recommend safety projects. These projects will be submitted to the District Traffic Engineer for approval and recommendation for project concept and project programming in the Office of Traffic Operations in exactly the same manner as projects on the State Routes.

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

Introduction

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

Program Structure

Program Administration

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

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

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

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

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

Briefly describe coordination with internal partners.

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

Georgia’s SHSP Key Emphasis Areas are as follows:

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

Consequences of Leaving Road, Work Zones

Aggressive Driving/Super Speeder

Impaired Driver

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

Non-motorized User - Pedestrians, Bicyclists

Vehicle Type - Heavy Trucks, Motorcycles

Trauma System/Increasing EMS Capabilities

Traffic/Crash Records and Data Analysis

Traffic Incident Management Enhancement (TIME)

New Team: Distracted Driving

We also work closely with GDOT Maintenance and District Traffic Operations. As road maintenance plans are being developed the district TO teams review sites and plans to ensure signs and pavement marking meet current specifications. The TO teams and HSIP/Safety Section work with our Off System Coordinators to identify good project locations using the data driven county report cards. Additionally, we work with Design Policy to update and refine pedestrian safety through the Urban Design Guide and coordinate these effort with the office of Planning to ensure design elements are incorporated when appropriate. These activities are critical pieces to support the goals of the Serious Crash Type Task Team, Pedestrian / Bicycle task teams while promoting the alignment between HSIP and SHSP.

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

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

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

Other-We have reorganized our team at GDOT Office of Traffic Operations. We have a new project manager that helps track projects as they progress through the PDP.
Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

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

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

**Program Methodology**

*Select the programs that are administered under the HSIP.*

<table>
<thead>
<tr>
<th>Program</th>
<th>Median Barrier</th>
<th>Intersection</th>
<th>Safe Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal Curve</td>
<td></td>
<td>Bicycle Safety</td>
<td>Rural State Highways</td>
</tr>
<tr>
<td>Skid Hazard</td>
<td></td>
<td>Crash Data</td>
<td>Red Light Running Prevention</td>
</tr>
<tr>
<td>Roadway Departure</td>
<td></td>
<td>Low-Cost Spot Improvements</td>
<td>Sign Replacement And Improvement</td>
</tr>
<tr>
<td>Local Safety</td>
<td></td>
<td>Pedestrian Safety</td>
<td>Right Angle Crash</td>
</tr>
<tr>
<td>Left Turn Crash</td>
<td></td>
<td>Shoulder Improvement</td>
<td></td>
</tr>
</tbody>
</table>

**Program: Median Barrier**

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

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

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

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

- Crash frequency
- Probability of specific crash types
- Excess proportions of specific crash types
Are local roads (non-state owned and operated) included or addressed in this program?  
No

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

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

Rank of Priority Consideration

<table>
<thead>
<tr>
<th>Ranking based on B/C</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available funding</td>
<td>1</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>All crashes</th>
<th>Traffic</th>
<th>Functional classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

**Exposure**
- Traffic
- Volume

**Roadway**
- Horizontal curvature
- Functional classification

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

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

**How are highway safety improvement projects advanced for implementation?**
Selection committee

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

**Rank of Priority Consideration**
- Available funding: 1

---

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

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

**Exposure**
- Traffic

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

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

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

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

Rank of Priority Consideration

<table>
<thead>
<tr>
<th>Available funding</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>severity index</td>
<td>2</td>
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</tbody>
</table>

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

What data types were used in the program methodology?
Crashes
Fatal and serious injury crashes only
Other-Bicycle Crashes

Exposure
Traffic

Roadway

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

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

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

Rank of Priority Consideration

<table>
<thead>
<tr>
<th>Available funding</th>
<th>1</th>
</tr>
</thead>
</table>

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

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

<table>
<thead>
<tr>
<th>Crashes</th>
<th>Exposure</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>All crashes</td>
<td>Traffic</td>
<td>Functional classification</td>
</tr>
<tr>
<td>Fatal and serious injury crashes only</td>
<td>Volume</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

No

**How are highway safety improvement projects advanced for implementation?**

Selection committee

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

Rank of Priority Consideration

<table>
<thead>
<tr>
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<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available funding</td>
<td>1</td>
</tr>
</tbody>
</table>
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
- Functional classification
- Fatal and serious injury crashes only

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

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

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

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

Rank of Priority Consideration

<table>
<thead>
<tr>
<th>Ranking based on B/C</th>
<th>Available funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

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
- Volume
- Lane miles

What project identification methodology was used for this program?
Crash frequency
Crash rate
Level of service of safety (LOSS)

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

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

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

Relative Weight in Scoring

| Ranking based on B/C | 100 |

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

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

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

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

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

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

Rank of Priority Consideration

| Available funding | 1 |

---

Program: Roadway Departure

Date of Program Methodology: 7/1/2013

What data types were used in the program methodology?

- Crashes
- Exposure
- Roadway
- All crashes
- Traffic
- Horizontal curvature
- Fatal and serious injury crashes only
- Volume
- Functional classification

What project identification methodology was used for this program?

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

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

How are highway safety improvement projects advanced for implementation?

selection committee

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

Rank of Priority Consideration

| Ranking based on B/C | 1 |
| Available funding    | 2 |
### Program: Low-Cost Spot Improvements

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

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

<table>
<thead>
<tr>
<th>Crashes</th>
<th>Exposure</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>All crashes</td>
<td>Traffic</td>
<td>Functional classification</td>
</tr>
<tr>
<td>Fatal and serious injury crashes only</td>
<td>Volume</td>
<td></td>
</tr>
</tbody>
</table>

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

- Crash frequency
- Crash rate
- Probability of specific crash types

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

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

**How are highway safety improvement projects advanced for implementation?**

- selection committee

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

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

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### Program: Sign Replacement And Improvement

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

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

<table>
<thead>
<tr>
<th>Crashes</th>
<th>Exposure</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>All crashes</td>
<td>Traffic</td>
<td></td>
</tr>
</tbody>
</table>

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

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

**How are highway safety improvement projects advanced for implementation?**
Competitive application process
Other-Off system route can receive marking upgrades from the off system safety program application

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

Rank of Priority Consideration

| Ranking based on B/C | 1 |

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

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

- Crashes
- Exposure
- Roadway

All crashes
Fatal and serious injury crashes only

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

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

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

Rank of Priority Consideration

| Available funding | 1 |

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

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

- **Crashes**  
  - All crashes  
  - Fatal and serious injury crashes only

- **Exposure**  
  - Traffic  
  - Volume

- **Roadway**  
  - Functional classification

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

- Crash rate  
- Excess proportions of specific crash types

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

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

**How are highway safety improvement projects advanced for implementation?**

Selection committee

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

Rank of Priority Consideration

| Ranking based on B/C | 1 |
Program: Right Angle Crash  
Date of Program Methodology: 7/1/2013

What data types were used in the program methodology?

<table>
<thead>
<tr>
<th>Crashes</th>
<th>Exposure</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>All crashes</td>
<td>Traffic</td>
<td>Functional classification</td>
</tr>
<tr>
<td>Fatal and serious injury</td>
<td>Volume</td>
<td></td>
</tr>
<tr>
<td>crashes only</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess proportions of specific crash types

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

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

How are highway safety improvement projects advanced for implementation?

- Selection committee

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

Rank of Priority Consideration

- Ranking based on B/C: 1

---

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

What data types were used in the program methodology?

<table>
<thead>
<tr>
<th>Crashes</th>
<th>Exposure</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>All crashes</td>
<td>Traffic</td>
<td>Functional classification</td>
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<tr>
<td>Fatal and serious injury</td>
<td>Volume</td>
<td></td>
</tr>
<tr>
<td>crashes only</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
Excess proportions of specific crash types

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

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

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

<table>
<thead>
<tr>
<th>Rank of Priority Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ranking based on B/C</td>
</tr>
<tr>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program:</th>
<th>Shoulder Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of Program Methodology:</td>
<td>5/1/2015</td>
</tr>
</tbody>
</table>

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

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

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

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

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

<table>
<thead>
<tr>
<th>Rank of Priority Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available funding</td>
</tr>
<tr>
<td>1</td>
</tr>
</tbody>
</table>
What proportion of highway safety improvement program funds address systemic improvements?

32%

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

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

What process is used to identify potential countermeasures?

- Engineering Study
- Road Safety Assessment

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

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

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

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

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

State Fiscal Year

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

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Programmed*</th>
<th>Obligated</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSIP (Section 148)</td>
<td>$70,000,000.00</td>
<td>89% $103,190,357.36</td>
</tr>
<tr>
<td>HRRR Special Rule</td>
<td>$8,636,575.72</td>
<td>11% $8,636,575.72</td>
</tr>
<tr>
<td>Totals</td>
<td>$78,636,575.72</td>
<td>100% $111,826,933.08</td>
</tr>
</tbody>
</table>

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

How much funding is obligated to local safety projects? $7,652,450.00

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

How much funding is obligated to non-infrastructure safety projects? $941,773.00
How much funding was transferred in to the HSIP from other core program areas during the reporting period?
$0.00

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

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

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

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

We thank the efforts of FHWA to support the US Congress with the passage of the FAST Act
### General Listing of Projects

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

<table>
<thead>
<tr>
<th>Project</th>
<th>Improvement Category</th>
<th>Output</th>
<th>HSIP Cost</th>
<th>Total Cost</th>
<th>Funding Category</th>
<th>Functional Classification</th>
<th>AADT</th>
<th>Speed</th>
<th>Roadway Ownershp</th>
<th>Relationship to SHSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>0002882 SR 155 FM HAMPTON-LOCUST GROVE/BILL GARDNE</td>
<td>Roadway Superelevation / cross slope</td>
<td>6 Miles</td>
<td>2160000</td>
<td>2160000</td>
<td>HSIP (Section 148)</td>
<td>Urban Minor Arterial</td>
<td>16000</td>
<td>45</td>
<td>State Highway Agency</td>
<td>Roadway Departure</td>
</tr>
<tr>
<td>0006294 PEDESTRIAN IMPROVEMENTS @ 5 SR LOCATIONS I</td>
<td>Pedestrians and bicyclists Pedestrian signal - install new at intersection</td>
<td>5 Numbers</td>
<td>280000</td>
<td>280000</td>
<td>HSIP (Section 148)</td>
<td>Multiple Road and Locations</td>
<td>0</td>
<td>45</td>
<td>State Highway Agency</td>
<td>Pedestrians</td>
</tr>
<tr>
<td>0007313 SR 372 @ Crabapple Rd - Roundabout</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
<td>3656842.67</td>
<td>3656842.67</td>
<td>HSIP (Section 148)</td>
<td>Intersection of multiple FC</td>
<td>0</td>
<td>45</td>
<td>State Highway Agency</td>
<td>Intersections</td>
</tr>
<tr>
<td>0008288 SR 12/US 278 FM DEKALB MEDICAL PKWY TO CR</td>
<td>Intersection geometry Intersection geometrics - miscellaneous/other/un specified</td>
<td>1 Numbers</td>
<td>1000000</td>
<td>1000000</td>
<td>HSIP (Section 148)</td>
<td>Intersection of multiple FC</td>
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<td>State Highway Agency</td>
<td>Intersections</td>
</tr>
<tr>
<td>Project Number</td>
<td>Location</td>
<td>Project Type</td>
<td>Objectives</td>
<td>Number of Accidents</td>
<td>Severity</td>
<td>Agency</td>
<td>Type of Intersection</td>
<td>Agency</td>
<td>Recommendations</td>
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<tr>
<td>0008375 SR 8/US 78@ CR 268/MANN RD/MASON CREEK RD</td>
<td>Intersection traffic control</td>
<td>1 Numbers</td>
<td>4108232.39, 4108232.39</td>
<td>HSIP (Section 148)</td>
<td>Intersecti on of multiple FC</td>
<td>0</td>
<td>45</td>
<td>State Highwa y Agency</td>
<td>Intersecti ons</td>
<td>Reduce Crash Severity at Intersecti ons</td>
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<tr>
<td>0008420 SR 38/US 84 @ CR 439/CLAY ROAD/CS 1271/HOL</td>
<td>Intersection traffic control</td>
<td>1 Numbers</td>
<td>3658881.23, 3658881.23</td>
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<td>Intersecti ons</td>
<td>Reduce Crash Severity at Intersecti ons</td>
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<tr>
<td>0008627 CR 1300/Union Church Rd from SR 53 to SR 2</td>
<td>Roadway Pavement surface - high friction surface</td>
<td>5 Numbers</td>
<td>1522936.12, 1522936.12</td>
<td>HRRR Specia l Rule</td>
<td>Rural Minor Collector</td>
<td>1300</td>
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<td>County Highwa y Agency</td>
<td>Roadway Departur e</td>
<td>Reduce Roadway Departur e Crash Severity</td>
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<tr>
<td>0008884 SR 18 @ SR 87 - HRRR</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
<td>2208098.27, 2208098.27</td>
<td>HRRR Specia l Rule</td>
<td>Intersecti on of multiple FC</td>
<td>0</td>
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<td>State Highwa y Agency</td>
<td>Intersecti ons</td>
<td>Minimize Angle Crashes</td>
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<tr>
<td>0008884 SR 18 @ SR 87 - HRRR</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
<td>512405.22, 512405.22</td>
<td>HRRR Specia l Rule</td>
<td>Intersecti on of multiple FC</td>
<td>0</td>
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<td>Intersecti ons</td>
<td>Minimize Angle Crashes</td>
</tr>
<tr>
<td>0009620 SR 225 @ MT Carmel Road/Mitche ll Bridge Rd</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
<td>1715340.83, 1715340.83</td>
<td>HSIP (Section 148)</td>
<td>Intersecti on of multiple FC</td>
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<td>Intersecti ons</td>
<td>Minimize Angle Crashes</td>
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<td>0009887 SR 372 @ SR 369 -</td>
<td>Intersection traffic control Modify control - modifications to</td>
<td>1 Numbers</td>
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<td>HSIP (Section 148)</td>
<td>Intersecti on of multiple FC</td>
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<td>State Highwa y</td>
<td>Intersecti ons</td>
<td>Minimize Angle Crashes</td>
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</tbody>
</table>

22
<table>
<thead>
<tr>
<th>ROUNDABOUT</th>
<th>roundabout</th>
<th>148)</th>
<th>FC</th>
<th>Agency</th>
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</thead>
<tbody>
<tr>
<td>0009938 SR 53 @ SR 183-ROUNDABOUT</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
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<td>790000</td>
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<tr>
<td>0009953 SR 81 @ CR 461/CR 462/BOLD SPRINGS ROAD-RO</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
<td>4104102.31</td>
<td>4104102.31</td>
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<tr>
<td>0009960 SR 22 @ Knoxville Rd - Roundabout</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
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<td>200000</td>
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<tr>
<td>0009966 SR 42 @ SR 87 - Roundabout</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
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<tr>
<td>0009967 SR 14 @ SR 42 - Roundabout</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
<td>200000</td>
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<tr>
<td>0009995 SHARP CURVE TREATMENT S @ SEV LOCS IN DISTR</td>
<td>Roadway Pavement surface - high friction surface</td>
<td>10 Numbers</td>
<td>8220659.48</td>
<td>8220659.48</td>
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<td>0009996</td>
<td>Roadway Pavement</td>
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<td>SHARP CURVE TREATMENTS @ SEV LOCS IN DISTR</td>
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<td>Numb</td>
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<tr>
<td>0009998 SHARP CURVE TREATMENT @ SEV LOCS IN DISTR</td>
<td>Roadway Pavement surface - high friction surface</td>
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<td>1565210</td>
<td>HSIP (Section 148)</td>
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<td>0010292 SR 520/US 82 @ CR 459/COUNTY LINE ROAD - I</td>
<td>Intersection traffic control Intersection traffic control - other</td>
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<td>HSIP (Section 148)</td>
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<tr>
<td>0010350 SR 8/SR 10 FROM CS 1860/PIEDMONT AVE TO SR</td>
<td>Pedestrians and bicyclists Pedestrian signal - install new at intersection</td>
<td>1</td>
<td>1439018</td>
<td>HSIP (Section 148)</td>
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<tr>
<td>0010419 SR 140 @ Hembree Rd</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1</td>
<td>3983464</td>
<td>HSIP (Section 148)</td>
</tr>
<tr>
<td>0010455 BALDWIN COUNTY</td>
<td>Pedestrians and bicyclists Miscellaneous pedestrians and</td>
<td>5</td>
<td>1207064</td>
<td>Includes All Roads</td>
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<tr>
<td>SCHOOL SYSTEM @ 5 SCHOOLS</td>
<td>bicyclists</td>
<td>148)</td>
<td>and Off State System</td>
<td>for Pedestrians</td>
</tr>
<tr>
<td>---------------------------</td>
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</tr>
<tr>
<td>0010558 C. A. GRAY - SRTS</td>
<td>Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists</td>
<td>170062</td>
<td>170062</td>
<td>HSIP (Section 148)</td>
</tr>
<tr>
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</tr>
<tr>
<td>0010848 CR 1300/Union Church Rd from SR 53 to SR 2</td>
<td>Roadway delineation Longitudinal pavement markings - remarking</td>
<td>106728</td>
<td>106728</td>
<td>HRRR Special Rule</td>
</tr>
<tr>
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</tr>
<tr>
<td>0010848 CR 1300/Union Church Rd from SR 53 to SR 2</td>
<td>Roadway delineation Longitudinal pavement markings - remarking</td>
<td>1067.28</td>
<td>1067.28</td>
<td>HRRR Special Rule</td>
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<tr>
<td>0010849 SR 35/US 319 @ CR 89/INDIAN LAKE DRIVE</td>
<td>Intersection geometry Intersection geometrics - realignment to align offset cross streets</td>
<td>1463813.73</td>
<td>1463813.73</td>
<td>HSIP (Section 148)</td>
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<tr>
<td>0012754 SR 3 @ CR 8/CEDARCREST ROAD/AWTR EY CHURCH</td>
<td>Intersection geometry Auxiliary lanes - add left-turn lane</td>
<td>313941.94</td>
<td>313941.94</td>
<td>HSIP (Section 148)</td>
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<tr>
<td>Project Number</td>
<td>Description</td>
<td>Roadway Delineation</td>
<td>Longitudinal Pavement Markings - Re-marking</td>
<td>9 Numbers</td>
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<td>0013149</td>
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<td></td>
<td></td>
<td>76688.54</td>
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<td>0013150</td>
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<td>89250.67</td>
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<tr>
<td>0013152</td>
<td>Roundabout</td>
<td>Non-infrastructure</td>
<td>Non-infrastructure - other</td>
<td>1500000</td>
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<tr>
<td>0013175</td>
<td>SR 12 @ CR</td>
<td>Intersection traffic control</td>
<td>Intersection traffic control - other</td>
<td>200000</td>
</tr>
<tr>
<td>0013197</td>
<td>CR 396/Rayonie Rd @ CR 392/Spring Grove Rd</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numbers</td>
<td>400000</td>
</tr>
<tr>
<td>0013237</td>
<td>OFF SYSTEM</td>
<td>Roadway delineation</td>
<td>Longitudinal Pavement Markings - Re-marking</td>
<td>17 Numbers</td>
</tr>
<tr>
<td>LOCS I</td>
<td>Project Details</td>
<td>Crash Types</td>
<td>Annual Average Daily Traffic (AADT)</td>
<td>Year</td>
</tr>
<tr>
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</tr>
<tr>
<td>0013257 SR 4 BU; SR 23; SR 26 &amp; SR 46 @ 5 LOCS - P</td>
<td>Pedestrians and bicyclists. Pedestrian signal - install new at intersection.</td>
<td>5 Numbers</td>
<td>200000</td>
<td>200000</td>
</tr>
<tr>
<td>0013258 SR 4; SR 17 &amp; SR 24 @ 4 LOCS - PEDESTRIAN</td>
<td>Pedestrians and bicyclists. Pedestrian signal - install new at intersection.</td>
<td>4 Numbers</td>
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</tr>
<tr>
<td>0013259 SR 12; SR 15; SR 24 BYP; SR 36 &amp; SR 162 @</td>
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<td>5 Numbers</td>
<td>200000</td>
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<tr>
<td>0013260 SR 22; SR 24; SR 29; SR 44 &amp; SR 57 @ 5 LO</td>
<td>Pedestrians and bicyclists. Pedestrian signal - install new at intersection.</td>
<td>5 Numbers</td>
<td>200000</td>
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<tr>
<td>0013275 OFF SYSTEM SAFETY IMPROVEMENTS @ 48 LOCS I</td>
<td>Roadway delineation Longitudinal pavement markings - remarking</td>
<td>48 Numbers</td>
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<td>385795.51</td>
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<tr>
<td>0013299 OFF SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN</td>
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<td>4 Numbers</td>
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<td>Project No.</td>
<td>Work Type</td>
<td>Longitudinal Pavement Markings</td>
<td>NTS @</td>
<td>Departure Locations</td>
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<tr>
<td>0013300 OFF SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS</td>
<td>Roadway delineation</td>
<td>Longitudinal pavement markings - remarking</td>
<td>17 Numbers</td>
<td>131265.16, 131265.16</td>
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<tr>
<td>0013326 OFF SYSTEM SAFETY IMPROVEMENTS @ 74 LOCS</td>
<td>Roadway delineation</td>
<td>Longitudinal pavement markings - remarking</td>
<td>74 Numbers</td>
<td>167641.06, 167641.06</td>
</tr>
<tr>
<td>0013327 OFF SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS</td>
<td>Roadway delineation</td>
<td>Longitudinal pavement markings - remarking</td>
<td>14 Numbers</td>
<td>182788.59, 182788.59</td>
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<tr>
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<td>Roadway delineation</td>
<td>Longitudinal pavement markings - remarking</td>
<td>6 Numbers</td>
<td>55255.08, 55255.08</td>
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<tr>
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<td>Roadway delineation</td>
<td>Longitudinal pavement markings - remarking</td>
<td>7 Numbers</td>
<td>601485.3, 601485.3</td>
</tr>
<tr>
<td>0013330 OFF SYSTEM SAFETY IMPROVEMENTS</td>
<td>Roadway delineation</td>
<td>Longitudinal pavement markings - remarking</td>
<td>6 Numbers</td>
<td>39834.4, 39834.4</td>
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<tr>
<td>MTS @ 6 LOCS IN</td>
<td>Roadway delineation Longitudinal pavement markings - remarking</td>
<td>5 Numb 7</td>
<td>103355.5 7</td>
<td>103355.5 7</td>
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<tr>
<td>0013333 I-20 EB @ CS 2776/MAYNARD TERRACE</td>
<td>Intersection traffic control Modify control - modifications to roundabout</td>
<td>1 Numb 7</td>
<td>200000</td>
<td>200000</td>
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<tr>
<td>0013341 OFF SYSTEM SAFETY IMPROVEMENTS @ 31 LOCS I</td>
<td>Roadway delineation Longitudinal pavement markings - remarking</td>
<td>31 Numb 8</td>
<td>129742.0 8</td>
<td>129742.0 8</td>
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<tr>
<td>0013342 OFF SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS D</td>
<td>Roadway delineation Longitudinal pavement markings - remarking</td>
<td>17 Numb 2</td>
<td>255062.1 2</td>
<td>255062.1 2</td>
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<tr>
<td>0013343 OFF SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN</td>
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<td>5 Numb 6</td>
<td>222913.1 6</td>
<td>222913.1 6</td>
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<td>Longitudinal pavement markings - remarking Numbers</td>
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<td>6</td>
<td>(Section 148)</td>
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<td>HSIP (Section 148)</td>
</tr>
<tr>
<td>0014067 Bicycle and Pedestrian Safety Program Supp</td>
<td>Non-infrastructure Transportation safety planning</td>
<td>1 Numbers</td>
<td>635100</td>
<td>HSIP (Section 148)</td>
</tr>
<tr>
<td>0014083 SR</td>
<td>Roadway signs and</td>
<td>4</td>
<td>192000</td>
<td>HSIP Rural</td>
</tr>
<tr>
<td>Roadway</td>
<td>Miles</td>
<td>HSIP (Section 148)</td>
<td>Roadway Agency</td>
<td>Adult and Older Driver</td>
</tr>
<tr>
<td>---------</td>
<td>-------</td>
<td>-------------------</td>
<td>----------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>22/US 80 from Alabama State Line to SR</td>
<td>115 Miles</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Interstate</td>
<td>60</td>
</tr>
<tr>
<td>0014084 I-20 from Almon Rd to S. Carolina State Li</td>
<td>56 Miles</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Interstate</td>
<td>65</td>
</tr>
<tr>
<td>0014085 I-85 from Alabama State Line to Collinswor</td>
<td>104 Miles</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Interstate</td>
<td>65</td>
</tr>
<tr>
<td>0014086 I-75 from Florida State Line to Farmers Ma</td>
<td>75 Miles</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Interstate</td>
<td>65</td>
</tr>
<tr>
<td>0014087 I-75 from Old Cherokee St to Tennessee Sta</td>
<td>16 Miles</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Interstate</td>
<td>65</td>
</tr>
<tr>
<td>0014088 I-520 from I-20 East of Augusta to I-20 We</td>
<td>46 Miles</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Interstate</td>
<td>65</td>
</tr>
<tr>
<td>0014089 I-185 SR 1/US 27/Victory</td>
<td>46 Miles</td>
<td>HSIP (Section 148)</td>
<td>Rural Principal Arterial - Interstate</td>
<td>65</td>
</tr>
<tr>
<td>Route</td>
<td>Description</td>
<td>Length (Miles)</td>
<td>Roadway Miles</td>
<td>Section 148</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>---------------</td>
<td>-------------</td>
</tr>
<tr>
<td>0014090 I-75 from SR 215 in Dooly County to Bill G</td>
<td>Roadway signs and traffic control Roadway signs (including post) - new or updated</td>
<td>103</td>
<td>336000</td>
<td>336000</td>
</tr>
<tr>
<td>0014091 I-675 from I-75 to I-285 including ramps t</td>
<td>Roadway signs and traffic control Roadway signs (including post) - new or updated</td>
<td>10</td>
<td>336000</td>
<td>336000</td>
</tr>
<tr>
<td>232330- SR 36 @ CR 181/FLAT SHOALS/STE ELE RD &amp; CR</td>
<td>Intersection geometry Intersection geometrics - miscellaneous/other/un specified</td>
<td>1</td>
<td>2130136.3</td>
<td>2130136.3</td>
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<tr>
<td>M005115 SR 21 From SR 204 to SR 25</td>
<td>Roadway Pavement surface - high friction surface</td>
<td>8</td>
<td>5427871.46</td>
<td>5427871.46</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of fatalities</td>
<td>1388.2</td>
<td>1298.2</td>
<td>1233.6</td>
<td>1207.8</td>
<td>1244.2</td>
</tr>
<tr>
<td>Number of serious injuries</td>
<td>17537.6</td>
<td>16400.6</td>
<td>15584.6</td>
<td>15258.8</td>
<td>15470.4</td>
</tr>
<tr>
<td>Fatality rate (per HMVMT)</td>
<td>1.26</td>
<td>1.19</td>
<td>1.13</td>
<td>1.1</td>
<td>1.12</td>
</tr>
<tr>
<td>Serious injury rate (per HMVMT)</td>
<td>15.92</td>
<td>15.07</td>
<td>14.31</td>
<td>13.96</td>
<td>13.98</td>
</tr>
</tbody>
</table>

*Performance measure data is presented using a five-year rolling average.
Number of Serious Injuries for the Last Five Years
5-yr Average Measure Data

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

Years

2011 2012 2013 2014 2015

13.92 15.07 14.31 13.96 13.98
To the maximum extent possible, present performance measure* data by functional classification and ownership.

### Year - 2015

<table>
<thead>
<tr>
<th>Function Classification</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS</td>
<td>10.8</td>
<td>170.4</td>
<td>0.33</td>
<td>5.33</td>
</tr>
<tr>
<td>URBAN PRINCIPAL ARTERIAL - INTERSTATE</td>
<td>99.2</td>
<td>1451.4</td>
<td>0.48</td>
<td>7.07</td>
</tr>
<tr>
<td>URBAN LOCAL ROAD OR STREET</td>
<td>122.8</td>
<td>1875.2</td>
<td>0.63</td>
<td>9.76</td>
</tr>
<tr>
<td>URBAN MAJOR COLLECTOR</td>
<td>54.2</td>
<td>888</td>
<td>0.96</td>
<td>16.23</td>
</tr>
<tr>
<td>URBAN PRINCIPAL ARTERIAL - OTHER</td>
<td>156</td>
<td>2730.2</td>
<td>1.15</td>
<td>20.85</td>
</tr>
<tr>
<td>RURAL PRINCIPAL ARTERIAL - INTERSTATE</td>
<td>75.4</td>
<td>603.4</td>
<td>0.92</td>
<td>7.83</td>
</tr>
<tr>
<td>URBAN MINOR ARTERIAL</td>
<td>184.4</td>
<td>3158.8</td>
<td>1.21</td>
<td>20.84</td>
</tr>
<tr>
<td>RURAL PRINCIPAL ARTERIAL - OTHER</td>
<td>96.4</td>
<td>855.2</td>
<td>1.56</td>
<td>14.28</td>
</tr>
<tr>
<td><strong>RURAL LOCAL ROAD OR STREET</strong></td>
<td>97.4</td>
<td>886.2</td>
<td>2.02</td>
<td>19.6</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>------</td>
<td>-------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td><strong>RURAL MINOR ARTERIAL</strong></td>
<td>139.8</td>
<td>1204.8</td>
<td>2.39</td>
<td>21.32</td>
</tr>
<tr>
<td><strong>RURAL MAJOR COLLECTOR</strong></td>
<td>170.2</td>
<td>1339.2</td>
<td>6.42</td>
<td>63.45</td>
</tr>
</tbody>
</table>
# Fatalities by Roadway Functional Classification
5-yr Average Measure Data

![Bar Chart showing fatalities by roadway functional classification for Georgia's Highway Safety Improvement Program over 5 years (2011-2015). The chart includes categories such as Urban Principal Arterial, Rural Principal Arterial, Urban Minor Collector, Rural Local Collector, Urban Local Principal, and Rural Local Road or Street. The data indicates a decrease in fatalities over the years.]
# Serious Injuries by Roadway Functional Classification
5-yr Average Measure Data

![Chart showing the number of serious injuries by roadway functional classification for the years 2011 to 2015.](image)
Fatality Rate by Roadway Functional Classification
5-yr Average Measure Data

Roadway Functional Classification

Fatality Rate (per HWY-FT)
Serious Injury Rate by Roadway Functional Classification
5-yr Average Measure Data

Serious Injury Rate (per HHV)

Roadway Functional Classification:
- Rural Major Collector
- Urban Minor Arterial
- Urban Principal Arterial
- Rural Local Collector
- Rural Principal Arterial
- Urban Local Collector
- Rural Minor Collector
- Urban Principal Road or Street
- Rural Principal Road or Street
- Rural Freeways and Expressways
- Other Freeways and Expressways
- Interstate

Data for years 2011 to 2015.
### Year - 2015

<table>
<thead>
<tr>
<th>Roadway Ownership</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE HIGHWAY AGENCY</td>
<td>750.4</td>
<td>9107.6</td>
<td>1.12</td>
<td>13.62</td>
</tr>
<tr>
<td>COUNTY HIGHWAY AGENCY</td>
<td>341.6</td>
<td>4276.6</td>
<td>1.15</td>
<td>14.39</td>
</tr>
<tr>
<td>TOWN OR TOWNSHIP HIGHWAY AGENCY</td>
<td>151.6</td>
<td>2086.2</td>
<td>1.13</td>
<td>15.51</td>
</tr>
<tr>
<td>COUNTY HIGHWAY AGENCY</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY OF MUNICIPAL HIGHWAY AGENCY</td>
<td>151.6</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Number of Fatalities by Roadway Ownership
5-yr Average Measure Data

# of Fatalities

Roadway Functional Classification
Number of Serious Injuries by Roadway Ownership
5-yr Average Measure Data

Roadway Functional Classification
Fatality Rate by Roadway Ownership
5-yr Average Measure Data

Roadway Functional Classification
Serious Injury Rate by Roadway Ownership
5-yr Average Measure Data

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

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

Application of Special Rules

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

<table>
<thead>
<tr>
<th>Older Driver Performance Measures</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality rate (per capita)</td>
<td>0.22</td>
<td>0.2</td>
<td>0.19</td>
<td>0.18</td>
<td>0.16</td>
</tr>
<tr>
<td>Serious injury rate (per capita)</td>
<td>1.65</td>
<td>1.48</td>
<td>1.41</td>
<td>1.31</td>
<td>1.21</td>
</tr>
<tr>
<td>Fatality and serious injury rate (per capita)</td>
<td>1.87</td>
<td>1.68</td>
<td>1.6</td>
<td>1.49</td>
<td>1.37</td>
</tr>
</tbody>
</table>

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

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

2008 - 2012

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

2010-2014

(1.70696325 + 1.435873606 + 1.349429324 + 1.217464316 + 1.14011209) / 5) = 1.70696325
Rate of Fatalities and Serious injuries for the Last Five Years
5-yr Average Measure Data

Does the older driver special rule apply to your state?
No

Assessment of the Effectiveness of the Improvements (Program Evaluation)
What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

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

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

Organizational Changes

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

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

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

### Year - 2015

<table>
<thead>
<tr>
<th>HSIP-related SHSP Emphasis Areas</th>
<th>Target Crash Type</th>
<th>Number of Fatalities</th>
<th>Number of Serious Injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane Departure</td>
<td></td>
<td>186.8</td>
<td>801.6</td>
<td>0.17</td>
<td>0.71</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roadway Departure</td>
<td></td>
<td>128.4</td>
<td>503.8</td>
<td>0.12</td>
<td>0.45</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersections</td>
<td></td>
<td>541</td>
<td>2818.4</td>
<td>0.49</td>
<td>2.48</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrians</td>
<td></td>
<td>148.8</td>
<td>303.6</td>
<td>0.13</td>
<td>0.27</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicyclists</td>
<td></td>
<td>16.6</td>
<td>41.6</td>
<td>0.02</td>
<td>0.04</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Older Drivers</td>
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<td>173.8</td>
<td>245.2</td>
<td>0.16</td>
<td>0.22</td>
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<tr>
<td>Motorcyclists</td>
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<td>139.6</td>
<td>419.6</td>
<td>0.13</td>
<td>0.37</td>
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<td>Work Zones</td>
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<td>0.03</td>
<td>0.13</td>
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<tr>
<td>Data</td>
<td></td>
<td>1243.6</td>
<td>5823.2</td>
<td>1.12</td>
<td>5.11</td>
<td></td>
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</tr>
</tbody>
</table>
Number of Serious Injuries by SHSP Emphasis Area
5-yr Average Measure Data

Year 2011 to Year 2015
Groups of similar project types
Present the overall effectiveness of groups of similar types of projects.

### Year - 2015

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

Present the overall effectiveness of systemic treatments.

**Year - 2015**

<table>
<thead>
<tr>
<th>Systemic improvement</th>
<th>Target Crash Type</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install/Improve Pavement Marking and/or Delineation</td>
<td></td>
<td>186.8</td>
<td>801.6</td>
<td>0.16</td>
<td>0.68</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cable Median Barriers</td>
<td></td>
<td>12.2</td>
<td>70</td>
<td>0.01</td>
<td>0.06</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other-High Friction Surface Treatment</td>
<td></td>
<td>128.4</td>
<td>508</td>
<td>0.12</td>
<td>0.46</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

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

Provide project evaluation data for completed projects (optional).

<table>
<thead>
<tr>
<th>Location</th>
<th>Functional Class</th>
<th>Improvement Category</th>
<th>Improvement Type</th>
<th>Bef-Fatal</th>
<th>Bef-Serious Injury</th>
<th>Bef-All Injuries</th>
<th>Bef-PDO</th>
<th>Bef-Total</th>
<th>Aft-Fatal</th>
<th>Aft-Serious Injury</th>
<th>Aft-All Injuries</th>
<th>Aft-PDO</th>
<th>Aft-Total</th>
<th>Evaluation Results (Benefit/ Cost Ratio)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No elaboration at this time.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

No elaboration at this time.
### Optional Attachments

<table>
<thead>
<tr>
<th>Sections</th>
<th>Files Attached</th>
</tr>
</thead>
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<tr>
<td>Progress in Achieving Safety Performance</td>
<td>HSIP_Q27_upload_Template_Older.xlsx</td>
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<tr>
<td>Targets: Application of Special Rules</td>
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</table>
5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

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

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

HMVMT means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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