Highway Safety Improvement Program

Data Driven Decisions

Georgia
Highway Safety Improvement Program
2013 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."

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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 Highway Safety Improvement Program allocated approximately $69,304,810 in highway safety funds during Fiscal Year 2013. This past year represented the seventh consecutive year of lower fatalities after reaching a 32-year high in 2005. Georgia's total number of fatalities decreased approximately 3.0% from the previous year. Despite no discernible change in statewide travel, Georgia's statewide fatality rate also decreased. 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 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, the nation's highway fatalities increased five percent in 2012 to approximately 36,200. 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 interstate highways and freeways, raising center concrete median barriers, installing rumble strips, installing more retro-reflective signage, applying pavement markings, coordinating traffic signal timing, 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. The Department employs consultants to coordinate 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. The work normally consist 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 in place during FY 2013 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)

+ Traffic/Crash Records and Data Analysis

+ Traffic Incident Management Enhancement (TIME)

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:

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

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	
☐ Cost Effectiveness	

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
- ☐ Cost Effectiveness
- ☒ 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
- ☐ Cost Effectiveness

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	
☐ Cost Effectiveness	
☒ 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

☐ Cost Effectiveness

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 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

☐ Cost Effectiveness

Program: **Crash Data**

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

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

☐ Available funding

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Cost Effectiveness

Program: **Red Light Running Prevention**

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-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

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Cost Effectiveness

Program: **Roadway Departure**

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

☐Cost Effectiveness

Program: **Low-Cost Spot Improvements**

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

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
- ☐ Cost Effectiveness

Program: **Sign Replacement And Improvement**

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

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

☐Cost Effectiveness

Program: **Local 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	☐ 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

☐ Cost Effectiveness

Program: **Pedestrian 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	☐ 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

☐ Cost Effectiveness

Program: **Right Angle Crash**

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

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

☐ Cost Effectiveness

Program: **Left Turn Crash**

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

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
- ☐ Cost Effectiveness

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

30

Highway safety improvment program funds are used to address which of the following systemic improvments?

- ☒ Cable Median Barriers
- ☒ Traffic Control Device Rehabilitation
- ☒ Install/Improve Signing
- ☒ Upgrade Guard Rails
- ☒ Safety Edge
- ☒ Rumble Strips
- ☒ Pavement/Shoulder Widening
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☒ Clear Zone Improvements
- ☒ 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.

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)	67633059.13	95 %	69304810.27	95 %
HRRRP (SAFETEA-LU)	3609665	5 %	3849665	5 %
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	71242724.13	100%	73154475.27	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?

$7,000,000.00

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

$5,221,900.00

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

$5,221,900.00

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.

N/A

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

N/A

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
0007190 Chatham SR 204 FM CR 803/FORT ARGYLE ROAD TO CR 770/OLD RIVER ROAD	Alignment Horizontal curve realignment	1 Miles	2160231	2160231	HRRRP (SAFETEA-LU)	Rural Major Collector	0	0	State Highway Agency	Minimizing the consequences of leaving the road	Alignment
0008618 Bulloch SR 67 BYPASS @ CR 142/PULASKI ROAD	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	300000	300000	HSIP (Section 148)	Urban Principal Arterial - Other	9930	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection geometry
0000408 Spalding SR 16 @ CR	Intersection geometry Auxiliary lanes -	1 Numb	155151	155151	HSIP (Sectio	Rural Minor	727	55	State Highwa	Improving the	Intersecti on

35/VAUGHN RD & CR 507/ROVER RD - TURN LANES	miscellaneous/other/ unspecified	ers	0	0	n 148)	Arterial	0		y Agency	design and operation of highway intersections	geometry
0004166 Fulton SR 3/NORTHSIDE DRIVE @ CS 53/COLLIER RD	Intersection geometry Auxiliary lanes - miscellaneous/other/ unspecified	1 Numbers	19304811	19304811	HSIP (Section 148)	Urban Minor Arterial	13670	35	State Highway Agency	Improving the design and operation of highway intersections	Intersection geometry
0012692 Fulton CS 138/SPALDING DR @ 1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	Intersection traffic control Intersection flashers - modify existing	3 Miles	84940	84940	HSIP (Section 148)	Urban Minor Arterial	46630	45	City of Municipal Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0008380 ALL SR 23 @ 7 LOCS; SR 27 @	Intersection traffic control Intersection	27 Numb	817299	817299	HSIP (Sectio	Urban Minor	0	0	State Highwa	Increasing driver	Intersection traffic

68 LOCS & SR 30 @ 27 LOCS IN DIST 5	signing - add basic advance warning	ers			n 148)	Arterial			y Agency	safety awarene ss	control
0010517 Bibb OFF SYSTEM SAFETY IMPROVEMENTS @ 12 CR LOC IN BIBB COUNTY	Intersection traffic control Intersection signing - miscellaneous/other/ unspecified	12 Numb ers	190423	190423	HSIP (Sectio n 148)	Varies	0	0	County Highwa y Agency	Improvin g the design and operatio n of highway intersecti ons	Intersecti on traffic control
0012749 Fulton/DeKalb SPALDING DRIVE @ 4 LOCS - OFF-SYSTEM SAFETY IMPROVEMENTS	Intersection traffic control Intersection signing - miscellaneous/other/ unspecified	4 Numb ers	77709	77709	HSIP (Sectio n 148)	Urban Minor Arterial	0	0	County Highwa y Agency	Improvin g the design and operatio n of highway intersecti ons	Intersecti on traffic control
532780- Chatham SR 204/ABERCORN ST @ LARGO DRIVE IN SAVANNAH	Intersection traffic control Intersection signing - miscellaneous/other/ unspecified	1 Numb ers	200000	200000	HSIP (Sectio n 148)	Urban Principal Arterial - Other	422 50	45	State Highwa y Agency	Improvin g the design and operatio n of	Intersecti on traffic control

										highway intersections	
0008253 Walker SR 1/US 27 @ CR 586/KAY CONLEY ROAD	Intersection traffic control Intersection traffic control - other	1 Numbers	639436	639436	HSIP (Section 148)	Rural Principal Arterial - Other	14490	45	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0000409 Spalding SR 16 @ CR 496/688/OLD 85 CONNECTOR/HOLLONVILLE RD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	750000	750000	HSIP (Section 148)	Rural Minor Arterial	6590	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0004732 Columbia SR 47 @ SR 223 - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	1931239	1931239	HSIP (Section 148)	Rural Minor Arterial	5850	55	State Highway Agency	Improving the design and operation of	Intersection traffic control

										highway intersections	
0006864 Fulton SR 154 @ CR 1376/CEDAR GROVE ROAD & CR 1374/RIDGE ROAD-ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	160000	160000	HSIP (Section 148)	Urban Minor Arterial	5740	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0007311 Fulton CR 3266/BELL ROAD @ CR 72/BOLES ROAD-ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	1200000	1200000	HSIP (Section 148)	Urban Minor Arterial	5740	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0007644 Bibb SR 74/THOMASTON ROAD @ CR 61/LAMAR ROAD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	2332914	2332914	HSIP (Section 148)	Urban Minor Arterial	8580	55	State Highway Agency	Improving the design and operation of	

										highway intersections	
0008534 Peach SR 247 CONN @ CR 189/JOHN E SULLIVAN ROAD/WALKER ROAD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	1854036	1854036	HSIP (Section 148)	Rural Minor Arterial	9690	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0009832 Morgan SR 24 Bypass at Bethany Bend Road - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	300000	300000	HSIP (Section 148)	Rural Principal Arterial - Other	7170	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0009880 Tattnall SR 23/US 25/US 301 @ SR 196- ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	153000	153000	HSIP (Section 148)	Rural Minor Arterial	6170	45	State Highway Agency	Improving the design and operation of	

										highway intersections	
0009916 Richmond SR 88 @ CR 58/BATH EDIE ROAD - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	300000	300000	HSIP (Section 148)	Urban Minor Arterial	2290	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011833 Fulton SR 154/CAMPBELLTON RD @ FAIRBURN RD & BARGE RD-ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	300000	300000	HSIP (Section 148)	Urban Minor Arterial	28430	35	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0012755 Fulton SR 279 FM FLAT SHOALS RD TO I-85/I-285 - ROAD SAFETY AUDIT-ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	3000	3000	HSIP (Section 148)	Urban Minor Arterial	0	35	State Highway Agency	Improving the design and operation of	Intersection traffic control

										highway intersections	
221875 Wilkinson SR 57 @ SR 18 - ROUNDABOUT	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	1598051	1598051	HSIP (Section 148)	Rural Minor Arterial	2450	55	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0007362 Baldwin SR 22;SR 29;SR 49;SR 243;CS 546&CS 578 @16 LOC IN BALDWIN CO -April 2013	Intersection traffic control Modify traffic signal - miscellaneous/other/ unspecified	16 Numbers	2864972	2864972	HSIP (Section 148)	Urban Principal Arterial - Other	16590	35	State/Local	Improving the design and operation of highway intersections	Intersection traffic control
0009729 Union OFF-SYSTEM SAFETY IMPROVEMENTS @ 48 LOCS IN UNION COUNTY	Intersection traffic control Pavement markings - add stop line	17 Numbers	350000	350000	HSIP (Section 148)	Varies	0	0	State Highway Agency	Improving the design and operation of	Intersection traffic control

										highway intersections	
0010122 Irwin OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 CR LOCS IN IRWIN COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	11 Numbers	105071	105071	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010733 Thomas OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 CR LOCS IN THOMAS COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	28.2 Miles	97393	97393	HRRRP (SAFETEA-LU)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010734 GRADY OFF SYSTEM SAFETY IMPROVEMENTS ON 11	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	44 Miles	127442	127442	HRRRP (SAFETEA-LU)	Varies	0	0	County Highway Agency	Improving the design and operation of	Intersection traffic control

COUNTY ROADS										highway intersections	
0010825 Baker OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOCS IN BAKER COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	8 Numbers	93436	93436	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010827 Seminole OFF-SYSTEM SAFETY IMPROVEMENTS @10 CR LOC IN SEMINOLE COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	10 Numbers	104972	104972	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010847 FANNIN OFF SYSTEM SAFETY IMPROVEMENTS AT 14	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	14 Numbers	370681	370681	HRRRP (SAFETEA-LU)	Varies	0	0	County Highway Agency	Improving the design and operation of	Intersection traffic control

COUNTY TOAD LOCATIONS										highway intersections	
0010865 Glynn OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN GLYNN COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	9 Numbers	213000	213000	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010876 Gordon OFF-SYSTEM SAFETY IMPROVEMENTS @ 25 LOCS IN GORDON COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	25 Numbers	93863	93863	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010922 Lee OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 CR LOCS IN LEE COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	5 Numbers	40528	40528	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	Intersection traffic control

										highway intersections	
0010923 FLOYD OFF SYSTEM SAFETY IMPROVEMENTS @ 110 COUNTY ROAD LOCATIONS	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	11 Numbers	428556	428556	HRRRP (SAFETEA-LU)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010940 COLQUITT OFF SYSTEM SAFETY IMPROVEMENTS @ 13 LOCATIONS	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	13 Numbers	120735	120735	HRRRP (SAFETEA-LU)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010942 WILCOX OFF SYSTEM SAFETY IMPROVEMENTS @ 15	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	15 Numbers	98717	98717	HRRRP (SAFETEA-LU)	Varies	0	0	County Highway Agency	Improving the design and operation of	

COUNTY ROAD LOCATIONS										highway intersections	
0010945 Bulloch OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 LOCS IN BULLOCH COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	7 Numbers	72000	72000	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010946 Cobb OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 LOCS IN COBB COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	5 Numbers	52292	52292	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010947 Crisp OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 CR LOCS IN CRISP COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	7 Numbers	119592	119592	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	

										highway intersections	
0011638 Dawson OFF-SYSTEM SAFETY IMPROVEMENTS @ 47 LOCS IN DAWSON COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	47 Numbers	350000	350000	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011648 Turner OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 LOCS IN TURNER COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	9 Numbers	142487	142487	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011649 Dougherty OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 CR LOCS IN DOUGHERTY CO	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	7 Numbers	117857	117857	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	

										highway intersections	
0011653 Ware OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOCS IN WARE COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	8 Numbers	180000	180000	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011655 Hart OFF-SYSTEM SAFETY IMPROVEMENTS @ 62 CR LOCS IN HART COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	62 Numbers	250000	250000	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011701 Calhoun OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOCS IN CALHOUN COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	8 Numbers	124035	124035	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	Intersection traffic control

										highway intersections	
0011735 Paulding OFF SYSTEM SAFETY IMPROVEMENTS @ 45 LOCS IN PAULDING COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	45 Numbers	393943	393943	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011740 Early OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 CR LOCS IN EARLY COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	14 Numbers	162328	162328	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011751 WHEELER OFF SYSTEM SAFETY IMPROVEMENTS 6 COUNTY ROAD	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	6 Numbers	180000	180000	HRRRP (SAFETEA-LU)	Varies	0	0	County Highway Agency	Improving the design and operation of	Intersection traffic control

LOCATIONS										highway intersections	
0011752 Camden OFF-SYSTEM SAFETY IMPROVEMENTS @ 15 LOCS IN CAMDEN COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	15 Numbers	280000	280000	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011753 Mitchell OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOC IN MITCHELL COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	8 Numbers	140933	140933	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011754 Decatur OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 CR LOC IN DECATUR COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	13 Numbers	152080	152080	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	

										highway intersections	
0011809 Atkinson OFF-SYSTEM SAFETY IMPROVEMENTS @14 CR LOC IN ATKINSON COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	14 Numbers	145425	145425	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011810 Coffee OFF-SYSTEM SAFETY IMPROVEMENTS @ 9 CR LOCS IN COFFEE COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	9 Numbers	134005	134005	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011811 Tift OFF-SYSTEM SAFETY IMPROVEMENTS @ 18 CR LOC IN TIFT COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	18 Numbers	124811	124811	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	

										highway intersections	
0011812 Worth OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 CR LOC IN WORTH COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	5 Numbers	125419	125419	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011835 Franklin OFF-SYSTEM SAFETY IMPROVEMENTS @ 23 CR LOC IN FRANKLIN CO	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	23 Numbers	250000	250000	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0011853 Quitman OFF-SYSTEM SAFETY IMPROVEMENTS @ 7 CR	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	7 Numbers	80559	80559	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	

LOCS QUITMAN COUNTY										highway intersections	
0012651 Ben Hill OFF-SYSTEM SAFETY IMPROVEMENTS @11 CR LOC IN BEN HILL COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	11 Numbers	116753	116753	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0012652 Randolph OFF-SYSTEM SAFETY IMPROVEMENTS @ 5 CR LOC IN RANDOLPH COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	5 Numbers	148103	148103	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0012653 Terrell OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOC IN TERRELL COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	8 Numbers	166304	166304	HSIP (Section 148)	Varies	0	0	County Highway Agency	Improving the design and operation of	Intersection traffic control

										highway intersections	
0004527 Baldwin SR 29 BU/US 441 @ CR 466/SWINT & CS 670/CARAKER/MILL EDGEVILLE	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	1 Numbers	990185	990185	HSIP (Section 148)	Urban Principal Arterial - Other	19890	45	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010720 Columbia OFF-SYSTEM SAFETY IMPROVEMENTS @ SEV LOCS IN COLUMBIA COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	150 Miles	460000	460000	HSIP (Section 148)	Varies	0	0	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010750 Floyd OFF-SYSTEM SAFETY IMPROVEMENTS @ 32 LOCS IN FLOYD COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	32 Numbers	229216	229216	HSIP (Section 148)	Varies	0	0	State Highway Agency	Improving the design and operation of	Intersection traffic control

										highway intersections	
0010784 Emanuel OFF-SYSTEM SAFETY IMPROVEMENTS @ SEV LOCS IN EMANUEL COUNTY	Intersection traffic control Pavement markings - miscellaneous/other/ unspecified	140 Miles	450000	450000	HSIP (Section 148)	Varies	0	0	State Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0012691 DeKalb CR 5160/N DRUID HILLS@1 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	Intersection traffic control Pavement markings - refresh existing pavement markings	4 Miles	397820	397820	HSIP (Section 148)	Urban Minor Arterial	31490	35	County Highway Agency	Improving the design and operation of highway intersections	Intersection traffic control
0010860 ALL SAFE ROUTES TO SCHOOL RESOURCE CENTER (COORDINATORS AND WEBSITE)	Non-infrastructure Non-infrastructure - other	1 Numbers	260000	260000	HRRRP (SAFETEA-LU)	Varies	0	0	State/Local	Creating more effective processes and safety	Non-infrastructure

										management systems	
0006416 Gordon, Pickens SR 53 FM E OF CR 269/RYO MOUNTAIN RD TO W OF CR 178/DAVIS RD	Non-infrastructure Non-infrastructure - other	1 Numbers	39000	39000	HSIP (Section 148)	Rural Principal Arterial - Other	3770	55	State Highway Agency	Keeping vehicles in the roadway	Non-infrastructure
0010849 Colquitt SR 35/US 319 @ CR 89 INDIAN LAKE DRIVE	Non-infrastructure Non-infrastructure - other	1 Numbers	250000	250000	HSIP (Section 148)	Rural Principal Arterial - Other	6700	55	State Highway Agency	Improving the design and operation of highway intersections	Non-infrastructure
0011730 - Liberty County US 84/SR 38/Oglethorpe Hwy @ Old Sunbry Rd	Non-infrastructure Non-infrastructure - other	1 Numbers	200000	200000	HSIP (Section 148)	Rural Minor Arterial	7930	55	State Highway Agency	Increasing driver safety awareness	Non-infrastructure
0011741 DeKalb SR 155 FM I-285 TO CR 442/COLUMBIA DRIVE/CLIFTON	Non-infrastructure Non-infrastructure - other	1 Numbers	300000	300000	HSIP (Section 148)	Urban Minor Arterial	30450	45	State Highway	Making walking and street	Non-infrastructure

SPRINGS RD-PED UPGRADE									Agency	crossing easier	
0011832 Chatham SR 26 FROM MCKENZIE STREET TO TYBRISA STREET @ 15 LOC - RRFB-PED UPGRADE	Non-infrastructure Non-infrastructure - other	15 Numbers	35000	35000	HSIP (Section 148)	Rural Principal Arterial - Other	9190	35	State Highway Agency	Making walking and street crossing easier	Non-infrastructure
0012689 Chatham I-516/SR 21 FM CS 1074/MONTGOMERY ST TO CR 975/VETERANS PKWY	Non-infrastructure Non-infrastructure - other	1 Numbers	4000	4000	HSIP (Section 148)	Urban Principal Arterial - Interstate	55190	40	State Highway Agency	Keeping vehicles in the roadway	Non-infrastructure
0012754 Cobb SR 3 @ CR 8/CEDARCREST ROAD/AWTREY CHURCH ROAD	Non-infrastructure Non-infrastructure - other	1 Numbers	400000	400000	HSIP (Section 148)	Urban Minor Arterial	20320	55	State Highway Agency	Improving the design and operation of highway intersections	Non-infrastructure
0011651 ALL ROAD SAFETY AUDITS - PHASE I	Non-infrastructure Road safety audits	1 Numbers	1500000	1500000	HSIP (Section 148)	Varies	0	0	State Highway	Improving the design and	Non-infrastructure

									Agency	operation of highway intersections	
0012756 Fulton SR 139 FM SR 280 TO CS 2744/BOLTON ROAD - ROAD SAFETY AUDIT	Non-infrastructure Road safety audits	1 Numbers	3000	3000	HSIP (Section 148)	Urban Minor Arterial	12180	35	State Highway Agency	Improving the design and operation of highway intersections	Non-infrastructure
0007475 ALL GEORGIA COMPREHENSIVE HIGHWAY SAFETY PLAN	Non-infrastructure Transportation safety planning	1 Numbers	74900	74900	HSIP (Section 148)	Urban Minor Arterial	0	0	State Highway Agency	Coordinate Saftety Plannning and Progam Activities	Non-infrastructure
0011654 All DISTRICT OFF-SYSTEM SAFETY COORDINATOR - DISTRICT 5 - PH III	Non-infrastructure Transportation safety planning	1 Numbers	500000	500000	HSIP (Section 148)	Varies	0	0	State Highway Agency	Coordinate Saftety Plannning and Progam Activities	Non-infrastructure

0011659 All DISTRICT OFF-SYSTEM SAFETY COORDINATOR - DISTRICT 3 - PH III	Non-infrastructure Transportation safety planning	1 Numbers	500000	500000	HSIP (Section 148)	Varies	0	0	State Highway Agency	Coordinate Saftety Plannning and Progam Activities	Non-infrastructure
0009445 Bibb CITY OF MACON ELEMENTARY SCHOOLS & APPLING MIDDLE - SRTS	Pedestrians and bicyclists Install sidewalk	2.46 Miles	1484284.91	1484284.91	HRRRP (SAFETEA-LU)	Varies	0	25	State/Local	Making walking and street crossing easier	Pedestrians and bicyclists
0009448 Haralson H A JONES ELEMENTARY SCHOOL - SRTS	Pedestrians and bicyclists Install sidewalk	1 Numbers	406737.92	406737.92	HRRRP (SAFETEA-LU)	Varies	0	25	State/Local	Making walking and street crossing easier	Pedestrians and bicyclists
0009449 Jefferson LOUISVILLE ACADEMY - SRTS	Pedestrians and bicyclists Install sidewalk	1.8 Miles	350971.95	350971.95	HRRRP (SAFETEA-LU)	Varies	0	25	State/Local	Making walking and street crossing easier	Pedestrians and bicyclists
0010012 Baker	Pedestrians and bicyclists Install	1 Numb	80642.8	80642.8	HRRRP (SAFET	Varies	0	25	State/L	Making walking	Pedestrians and

BEARS WAY - SRTS	sidewalk	ers	4	4	EA-LU)				ocal	and street crossing easier	bicyclists
0009447 Clarke **BARROW ELEMENTARY** **SCHOOL - SRTS**	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	365175.51	365175.51	HRRRP (SAFETEA-LU)	Varies	0	25	State/Local	Making walking and street crossing easier	Pedestrians and bicyclists
0010015 Fulton LOVE NOLAN;SANDTOWN MIDDLE & SEABORN LEE ELEMENTARY - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	424500	318409	HRRRP (SAFETEA-LU)	Varies	0	25	State/Local	Making walking and street crossing easier	Pedestrians and bicyclists
0010016 DeKalb KINGSLEY CHARTER ELEMENTARY - SRTS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	318409	318409	HRRRP (SAFETEA-LU)	Varies	0	25	State/Local	Making walking and street crossing easier	Pedestrians and bicyclists
0010884 DeKalb, Fulton SR 13 FM CS 434/LENOX RD TO CR 1645/AFTON LN -	Pedestrians and bicyclists Modify existing crosswalk	1 Numbers	3595917	3595917	HSIP (Section 148)	Urban Principal Arterial - Other	22250	45	County Highway Agency	Making walking and street crossing	Pedestrians and bicyclists

PED UPGRADE										easier	
0010011 Glynn CROSSWALK UPGRADES AT 5 SCHOOLS	Pedestrians and bicyclists Modify existing crosswalk	5 Numbers	129376.94	424500	HRRRP (SAFETEA-LU)	Varies	0	25	State/Local	Making walking and street crossing easier	Pedestrians and bicyclists
0007457 Franklin/Hart/Madison I-85; SR 8; SR 17; SR 59 & SR 72 @ 12 LOCS-PED UPGRADE	Pedestrians and bicyclists Modify existing crosswalk	12 Numbers	150000	150000	HSIP (Section 148)	Rural Major Collector	4490	35	State Highway Agency	Improving the design and operation of highway intersections	Pedestrians and bicyclists
0011759 Rockdale OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 CR LOCS IN ROCKDALE CO	Roadside Barrier-metal	10 Numbers	115356	115356	HSIP (Section 148)	Varies	0	0	County Highway Agency	Minimizing the consequences of leaving the road	Roadside
0006476 Dodge, Laurens SR 117 FM EASTMAN CITY TO SR 29/US 441 S OF	Roadside Barrier-metal	20 Numbers	2348582	2348582	HSIP (Section 148)	Rural Minor Arterial	5320	55	State Highway Agency	Minimizing the consequences of leaving	Miscellaneous

DUBLIN @ 20 LOCS										the road	
M004589 Douglas **I-20 FROM CARROLL COUNTY** **LINE TO SR 5 - PE ONLY**	Roadway Pavement surface - miscellaneous	1 Numbers	10354236.9	10354236.9	HSIP (Section 148)	Urban Principal Arterial - Interstate	26110	35	State Highway Agency	Minimizing the consequences of leaving the road	Roadway
0010905 Brantley/Charlton SR 94 FM FLA LINE TO FLA LINE & SR 110 FM CAMDEN CO TO SR 32	Shoulder treatments Shoulder treatments - other	1 Numbers	610150	620150	HSIP (Section 148)	Rural Major Collector	2190	45	State Highway Agency	Minimizing the consequences of leaving the road	Shoulder treatments
0010905 CAMDEN **SR 94 FROM FLA LINE** **TO SR 110 FROM** **CAMDEN COUNTY TO** **SR 32**	Shoulder treatments Shoulder treatments - other	1 Numbers	10000	620150	HRRRP (SAFETEA-LU)	Rural Major Collector	0	0	State Highway Agency	Minimizing the consequences of leaving the road	Shoulder treatments
0010910 TOOMBS SR 147 @1 LOCATION AND SR	Shoulder treatments Shoulder treatments - other	2 Numbers	10000	354090	HRRRP (SAFETEA-LU)	Rural Major Collector	1490	55	State Highway	Minimizing the consequences of	Shoulder treatments

297 @ 1 LOCATION									Agency	leaving the road	
0010910 Toombs/Montgomery SR 147; SR 297 & SR 298 @ 3 LOCS IN MONTGOMERY & TOOMBS	Shoulder treatments Shoulder treatments - other	3 Numbers	344090	354090	HSIP (Section 148)	Rural Major Collector	0	0	State Highway Agency	Minimizing the consequences of leaving the road	Shoulder treatments
0010911 Telfair/Wheeler SR 149 @ 4 LOCS & SR 149 CONN @ 1 LOC IN TELFAIR & WHEELER	Shoulder treatments Shoulder treatments - other	7 Numbers	735943	745943	HSIP (Section 148)	Rural Major Collector	0	0	State Highway Agency	Minimizing the consequences of leaving the road	Shoulder treatments
0010911 WHEELER/ TELFAIR SR 149 @ FOUR LOCATIONS AND SR 149 CONN @ ONE LOCATION	Shoulder treatments Shoulder treatments - other	5 Numbers	10000	745943	HRRRP (SAFETEA-LU)	Rural Major Collector	340	55	State Highway Agency	Minimizing the consequences of leaving the road	Shoulder treatments
0010426 Appling CR 537/TEN MILE ROAD @ THREE	Shoulder treatments Shoulder treatments -	3 Numb	582686	582686	HSIP (Sectio	Rural Major	0	0	County Highway	Minimizing the conseque	Shoulder treatmen

LOCATIONS IN APPLING COUNTY	other	ers			n 148)	Collector			Agency	nces of leaving the road	ts
0010427 Appling CR 591/BEN CARTER RD FROM SOF DUNNS LAKE RD TO TEN MILE CREEK	Shoulder treatments Shoulder treatments - other	1 Numbers	719558	719558	HSIP (Section 148)	Urban Minor Arterial	440	55	County Highway Agency	Minimizing the consequences of leaving the road	Shoulder treatments

Progress in Achieving Safety Performance Targets

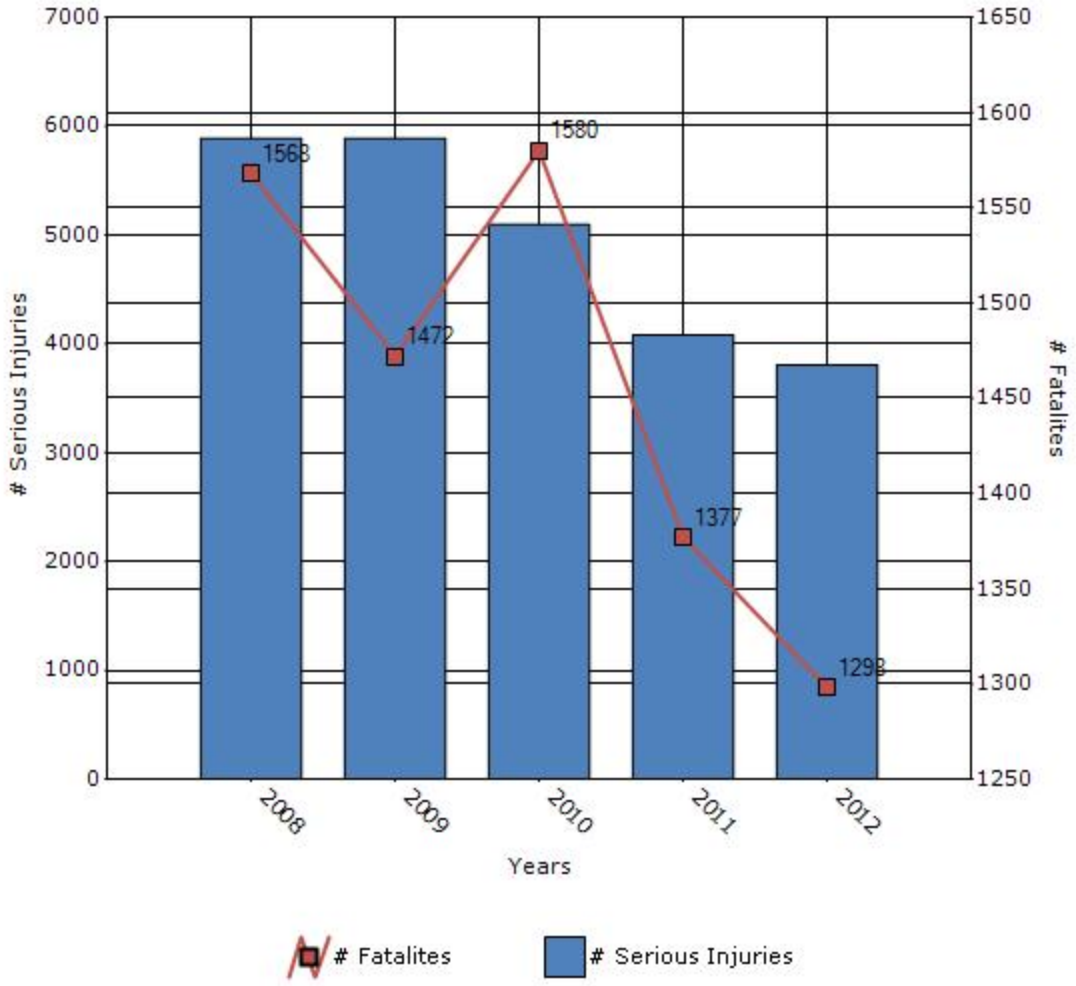
Overview of General Safety Trends

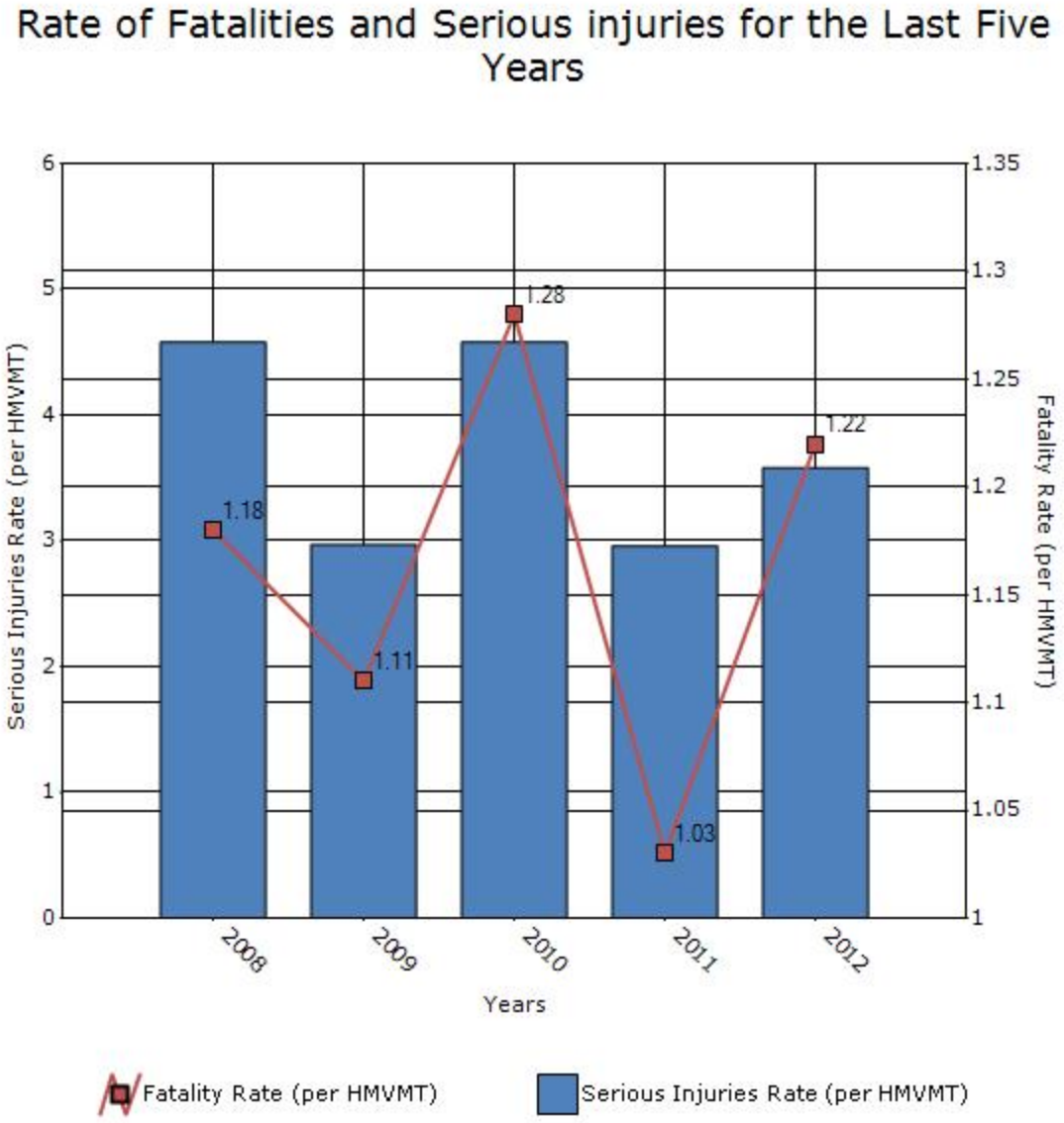
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2008	2009	2010	2011	2012
Number of fatalities	1568	1472	1580	1377	1298
Number of serious injuries	5888	5888	5094	4082	3807
Fatality rate (per HMVMT)	1.18	1.11	1.28	1.03	1.22
Serious injury rate (per HMVMT)	4.58	2.97	4.58	2.96	3.58

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

Number of Fatalities and Serious injuries for the Last Five Years



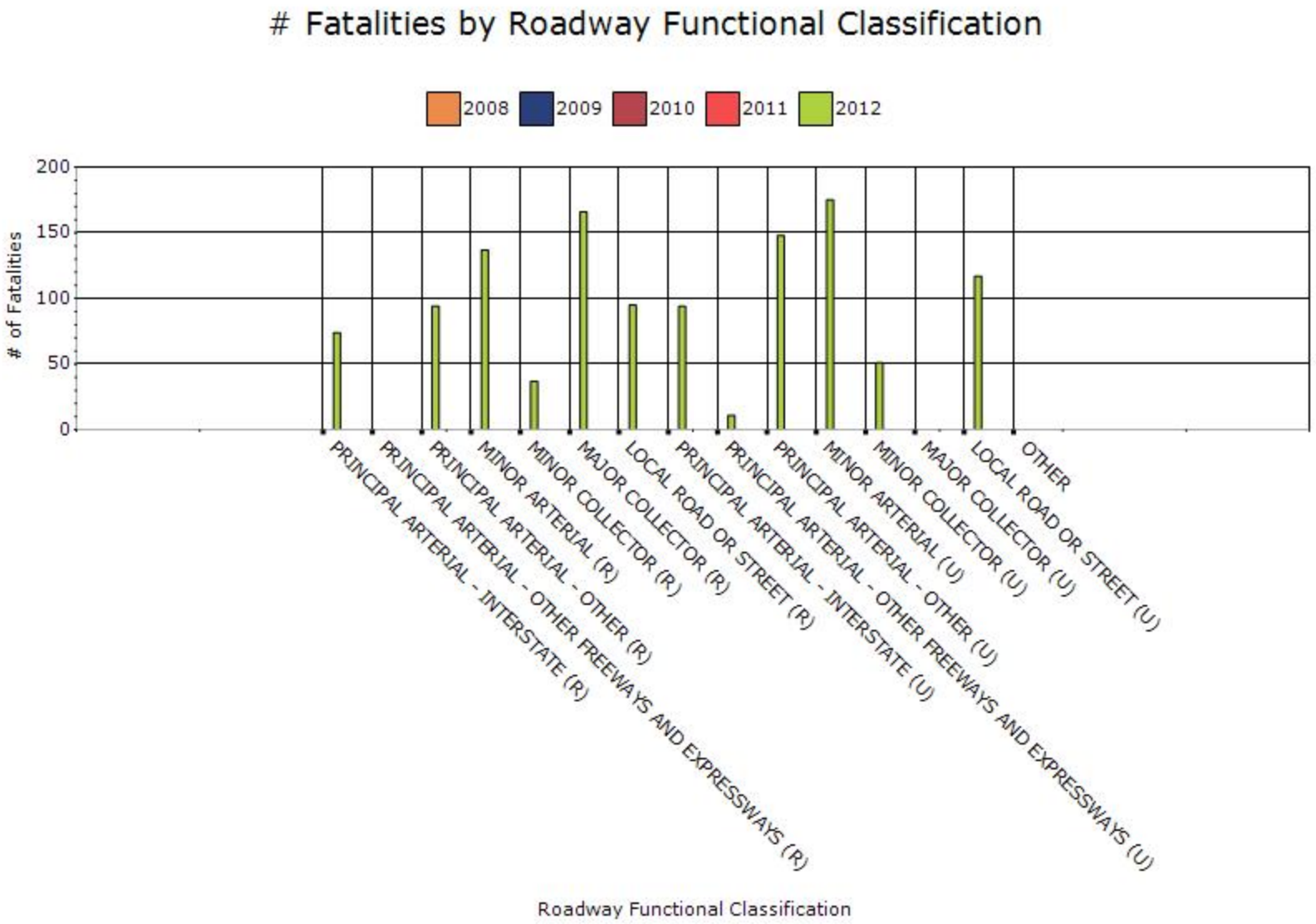

Rate of Fatalities and Serious injuries for the Last Five Years
Serious Injuries Rate (per HMVMT)
Fatality Rate (per HMVMT)
Years
2008
2009
2010
2011
2012
1.18
1.11
1.28
1.03
1.22
Fatality Rate (per HMVMT)
Serious Injuries Rate (per HMVMT)

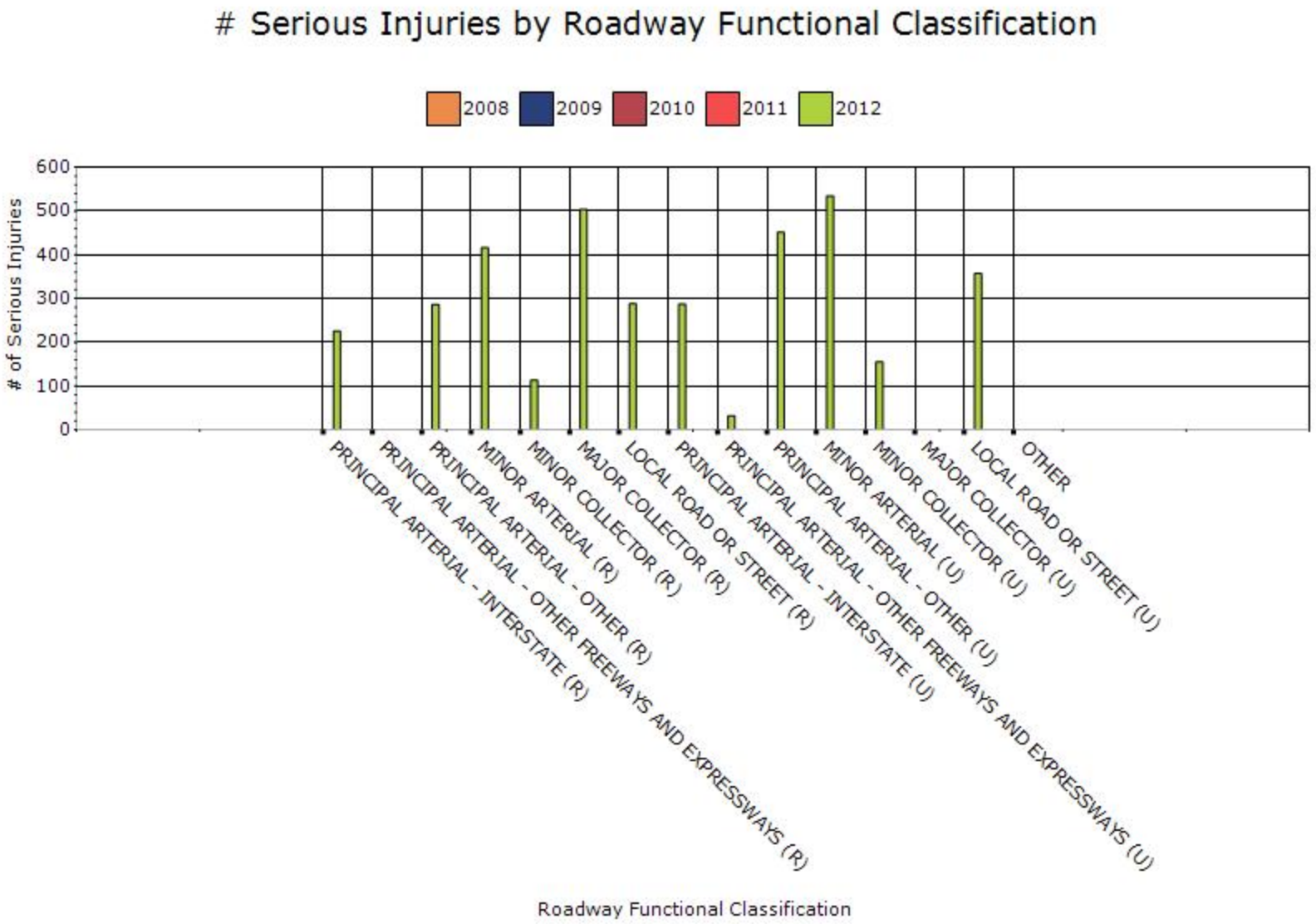
To the maximum extent possible, present performance measure* data by functional classification and ownership.

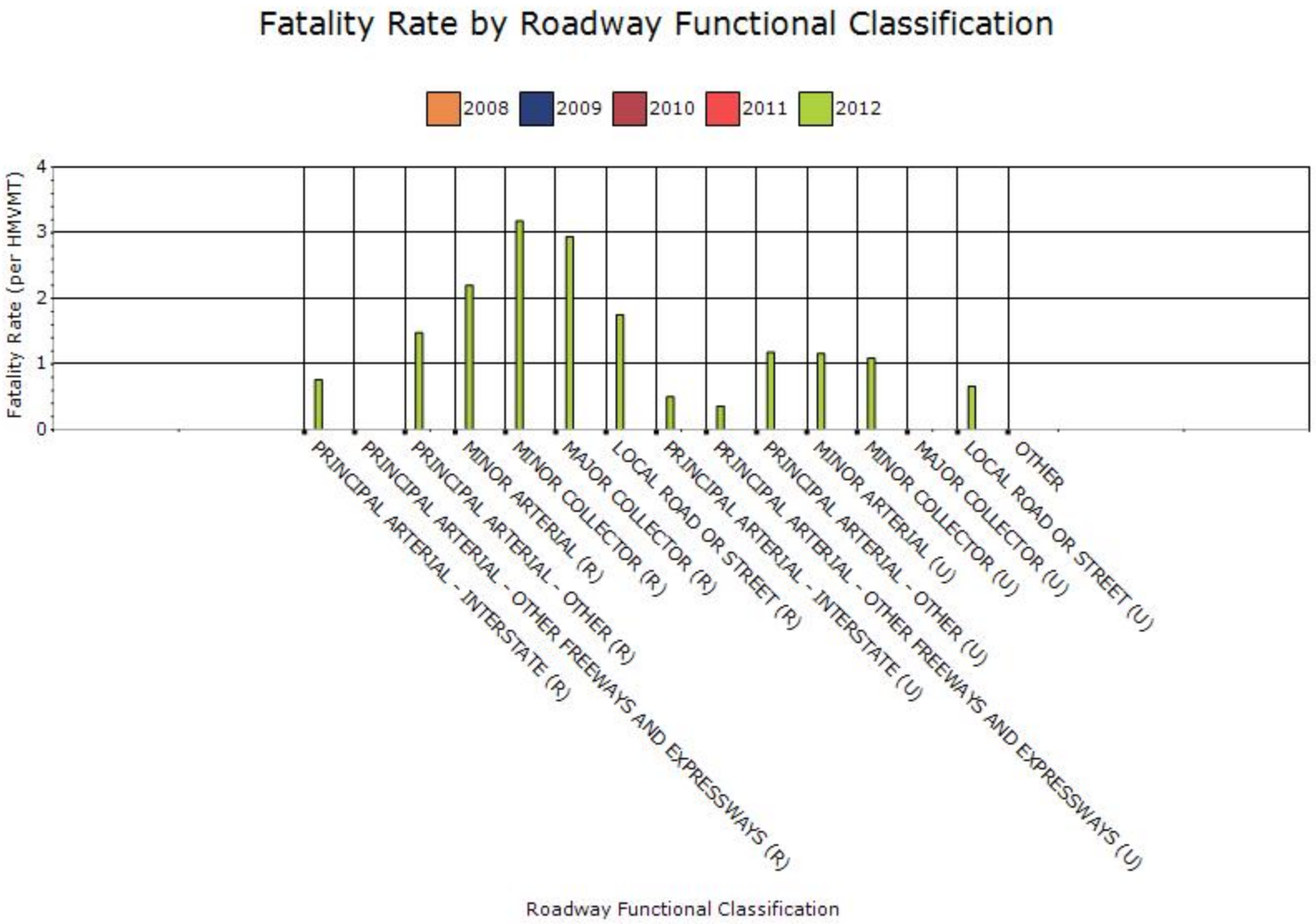
Year - 2012

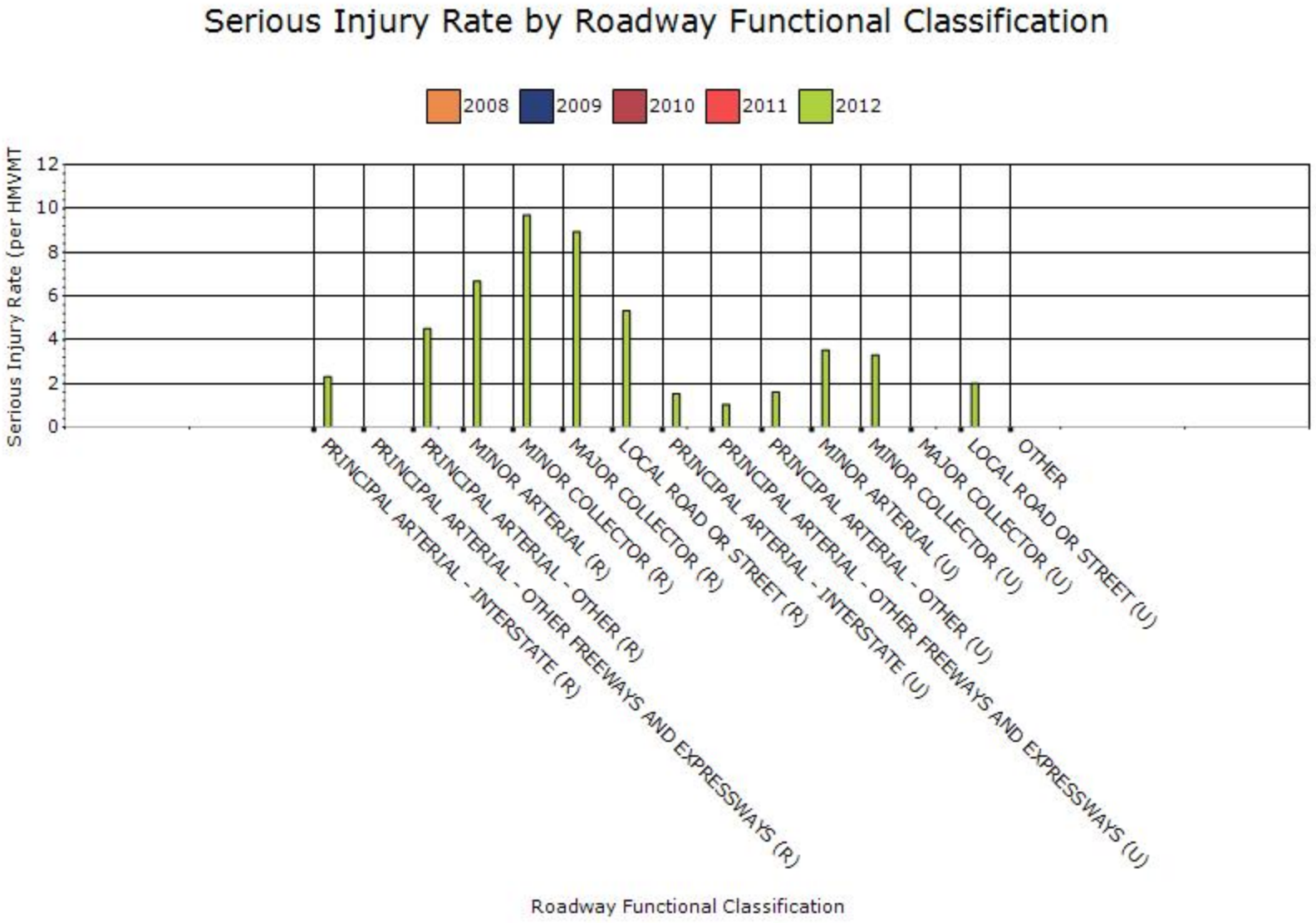
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	74	225	0.76	2.31
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	94	286	1.48	4.5
RURAL MINOR ARTERIAL	137	416	2.2	6.67
RURAL MINOR COLLECTOR	37	113	3.18	9.7
RURAL MAJOR COLLECTOR	166	504	2.94	8.93
RURAL LOCAL ROAD OR STREET	95	288	1.75	5.32
URBAN PRINCIPAL	94	287	0.5	1.53

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	11	32	0.36	1.04
URBAN PRINCIPAL ARTERIAL - OTHER	148	451	1.18	1.6
URBAN MINOR ARTERIAL	175	534	1.16	3.53
URBAN MINOR COLLECTOR	51	155	1.09	3.3
URBAN MAJOR COLLECTOR	0	0	0	0
URBAN LOCAL ROAD OR STREET	117	357	0.66	2.01
OTHER	0	0	0	0
OTHER	0	0	0	0


Fatalities by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Fatalities
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)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification


Serious Injuries by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Serious Injuries
600
500
400
300
200
100
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)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

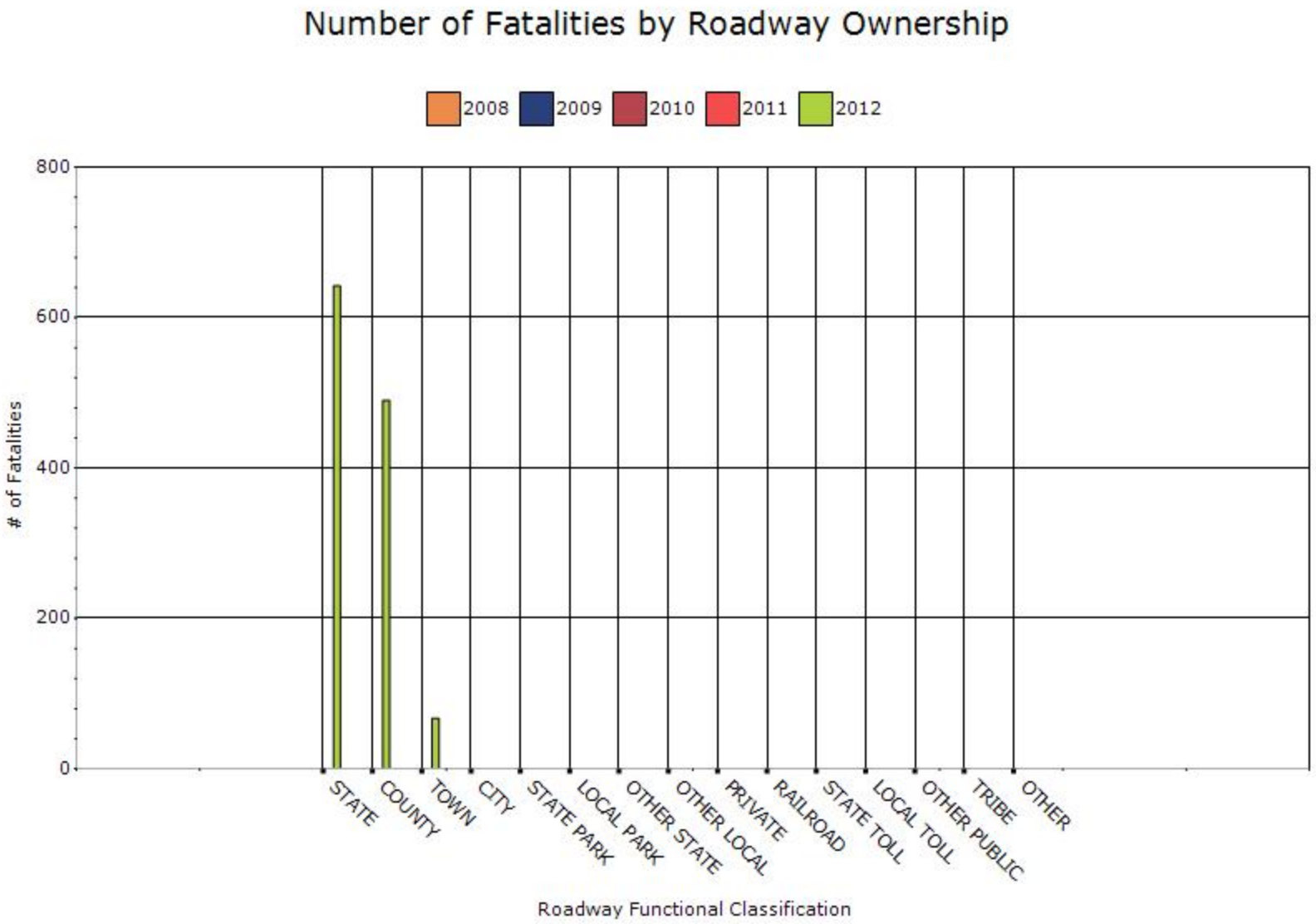

Fatality Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
0
1
2
3
4
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD 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)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

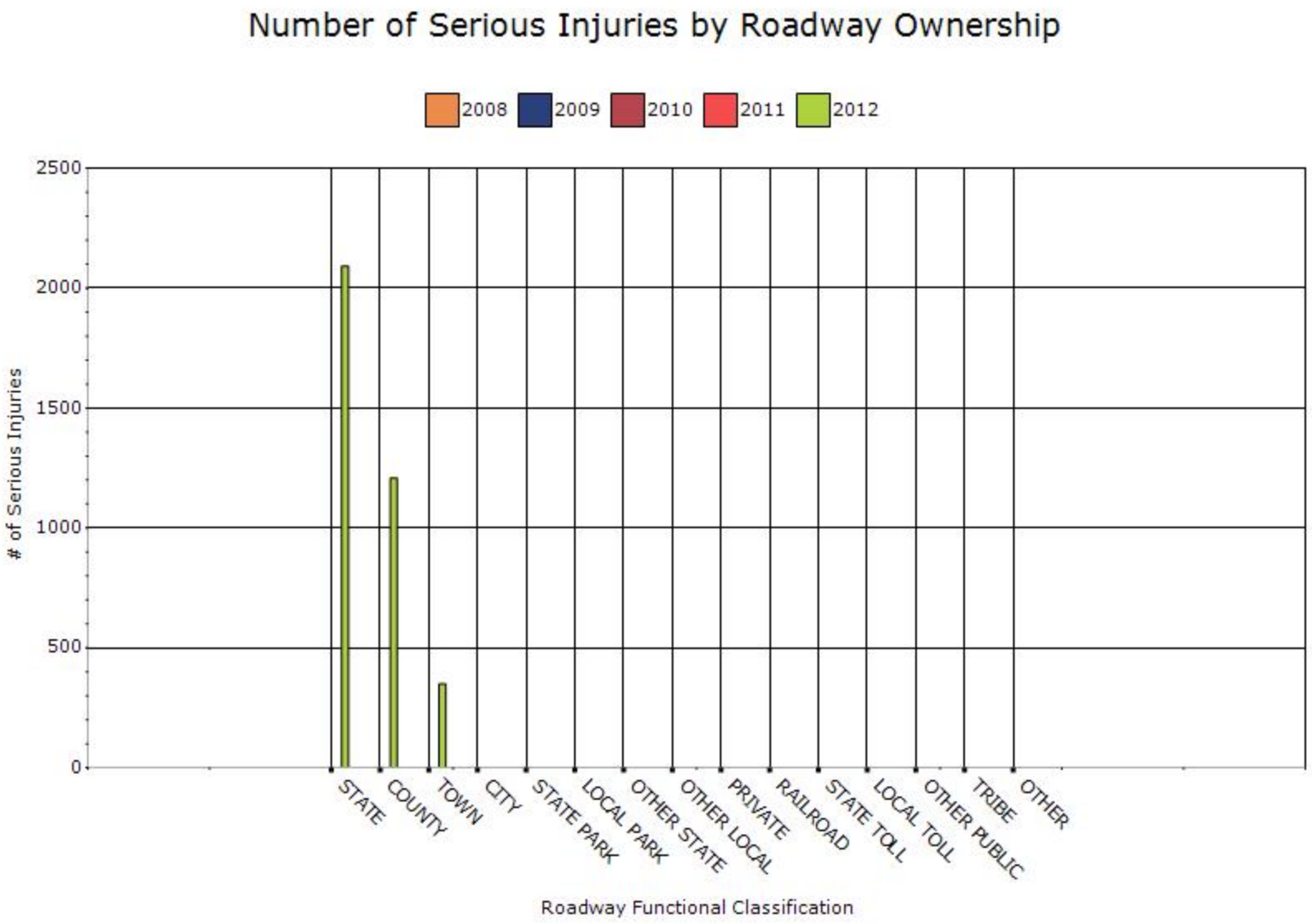

Serious Injury Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Serious Injury Rate (per HMVMT
0
2
4
6
8
10
12
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (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)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

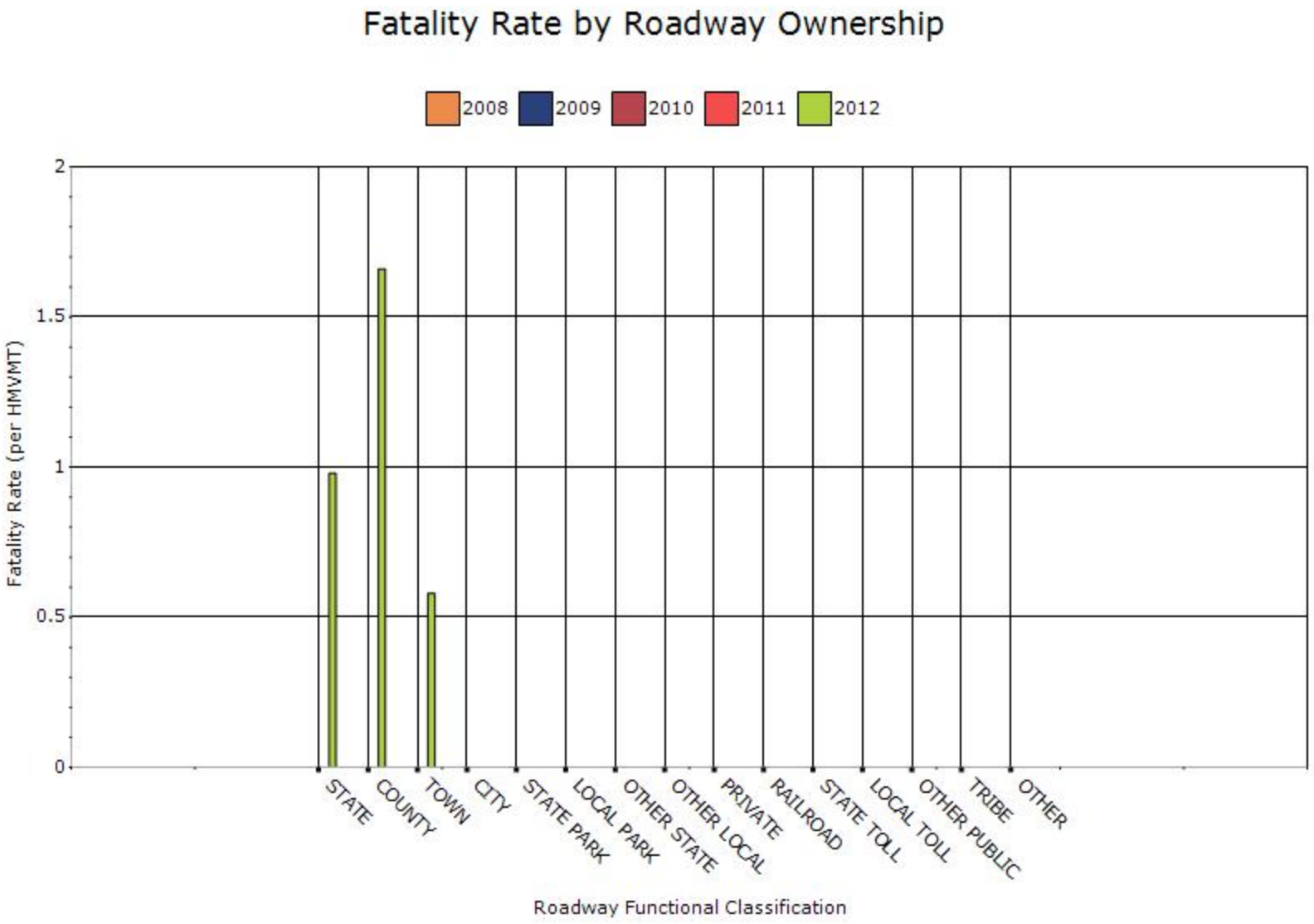
Year - 2012

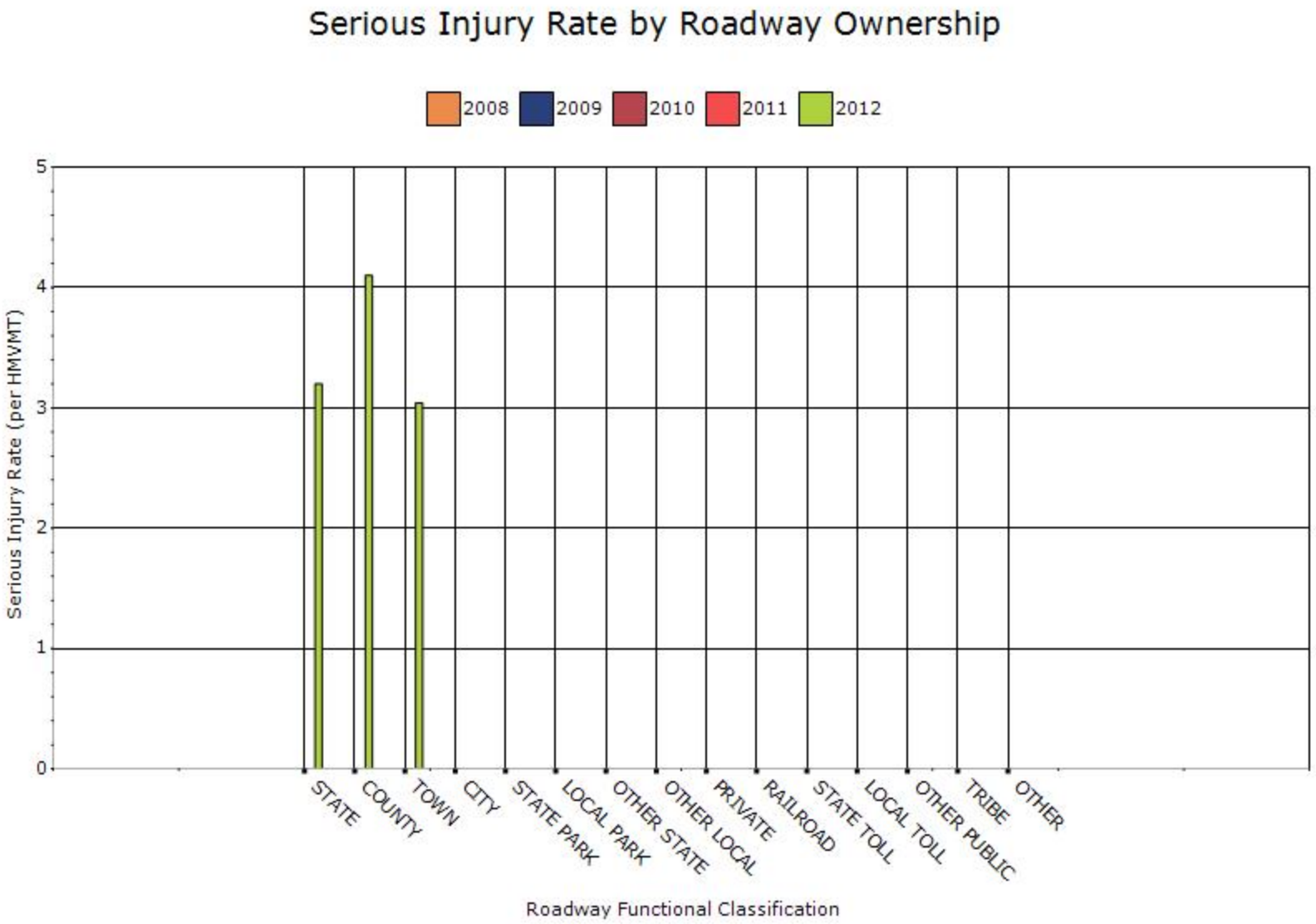
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	642	2091	0.98	3.2
COUNTY HIGHWAY AGENCY	490	1208	1.66	4.1
TOWN OR TOWNSHIP HIGHWAY AGENCY	67	349	0.58	3.04
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, 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
INDIAN TRIBE NATION	0	0	0	0
OTHER	0	0	0	0
OTHER	0	0	0	0


Number of Fatalities by Roadway Ownership
2008
2009
2010
2011
2012
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 PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2008
2009
2010
2011
2012
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 PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2008
2009
2010
2011
2012
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 PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2008
2009
2010
2011
2012
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 PUBLIC
TRIBE
OTHER
Roadway Functional Classification

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

As a footnote to the data that is provided; Georgia is aggressively working to resolve some data relationship challenges. Historically, we have used a linear referencing method (LRM) to tie our crash locations to our functional classification and ownership data. Because manually locating our crash data using an LRM was extremely expensive, we worked with our Governor's Office of Highway Safety (GOHS) and local law enforcement to start locating crashes using latitude and longitude. We are currently working with the University of Georgia's Information Technology Outreach Services (ITOS) to evaluating the accuracy of the coordinates and establish an index of confidence for each crash location. Following the analysis, we will establish an approach to resolve all identified crash locations that yield a low level of confidence. Until we have an acceptable level of confidence and have resolved the erroneous locations, we will use our historic crash data to establish functional classification and ownership proportions and applied that distribution to our annual fatalities and serious injuries.

Application of Special Rules

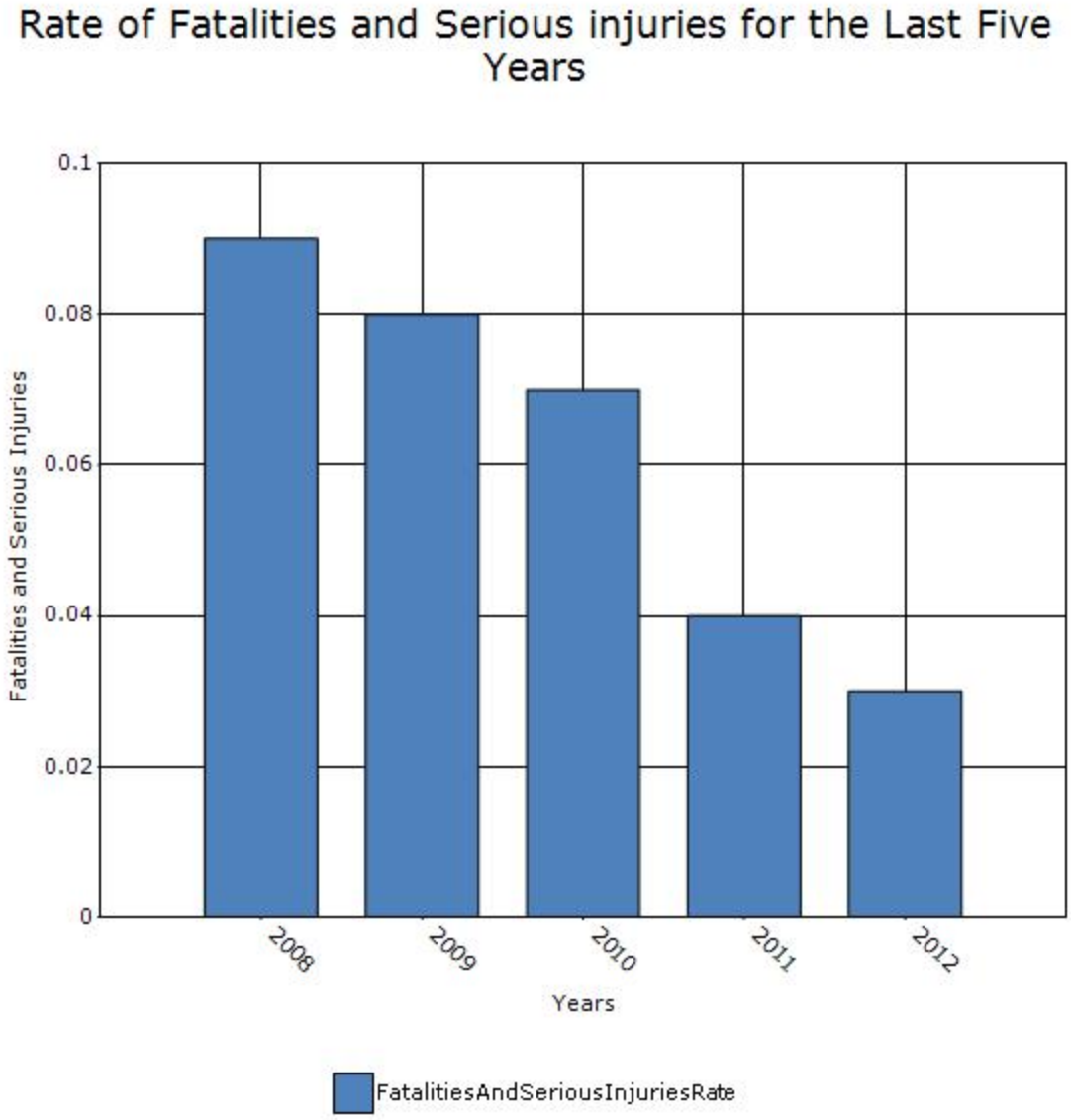
Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	**2008**	**2009**	**2010**	**2011**	**2012**
Fatality rate (per capita)	0.02	0.02	0.02	0.02	0.01
Serious injury rate (per capita)	0.07	0.06	0.05	0.02	0.02
Fatality and serious injury rate (per capita)	0.09	0.08	0.07	0.04	0.03

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

((total state pop * percent pop over 65) * (driver fatalities over age 65 + ped fatalities over age 65)*100 = fatality rate (per capita)

((total state pop * percent pop over 65) * (driver si over age 65 + ped si over age 65)*100 = si rate (per capita)



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:

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.

The State DOT has moved the bicycle and pedestrian program from the planning programming area into safety programming. This has improved the use of crash data and engineering to start evaluating the existing program for both state highways and local roads.

SHSP Emphasis Areas

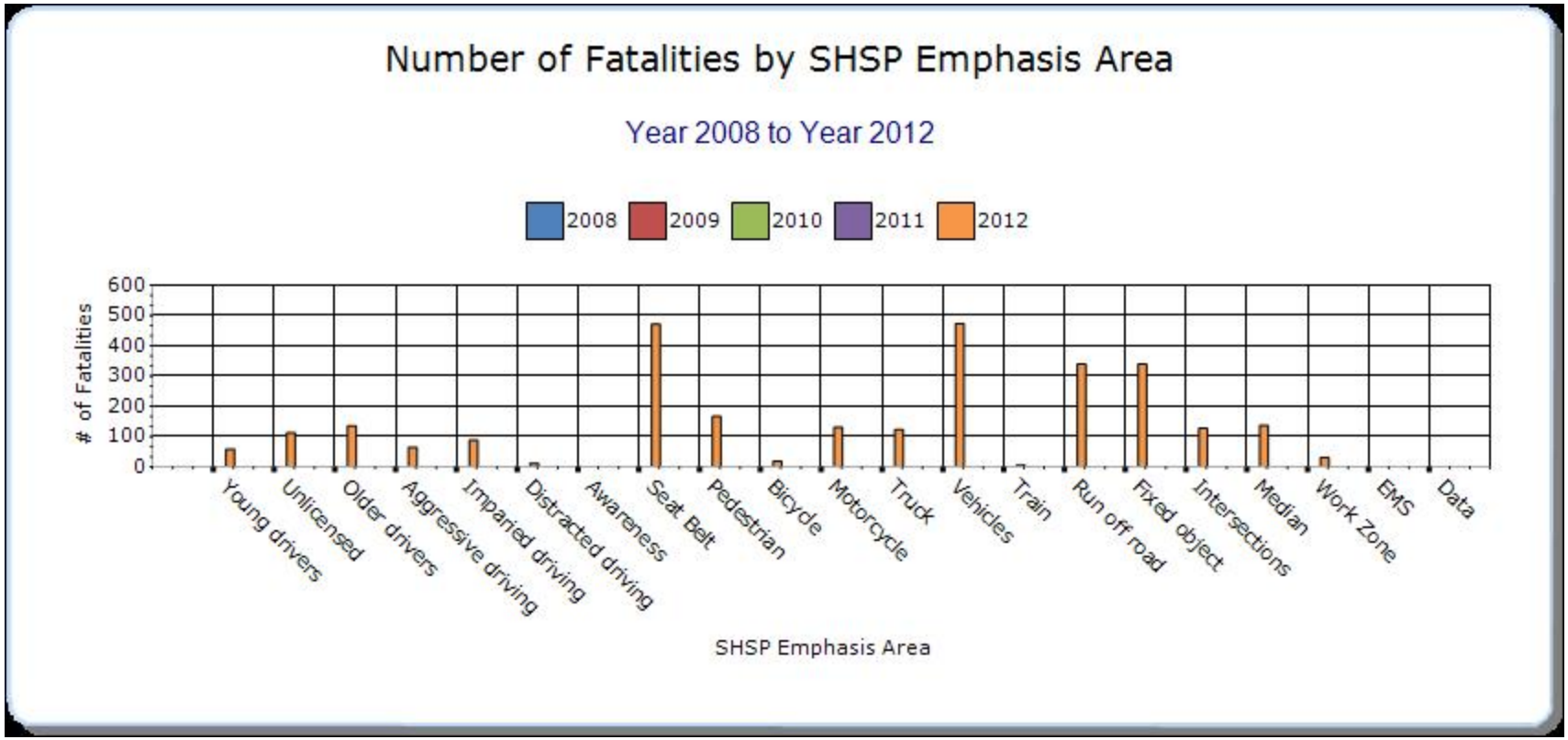
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

Year - 2012

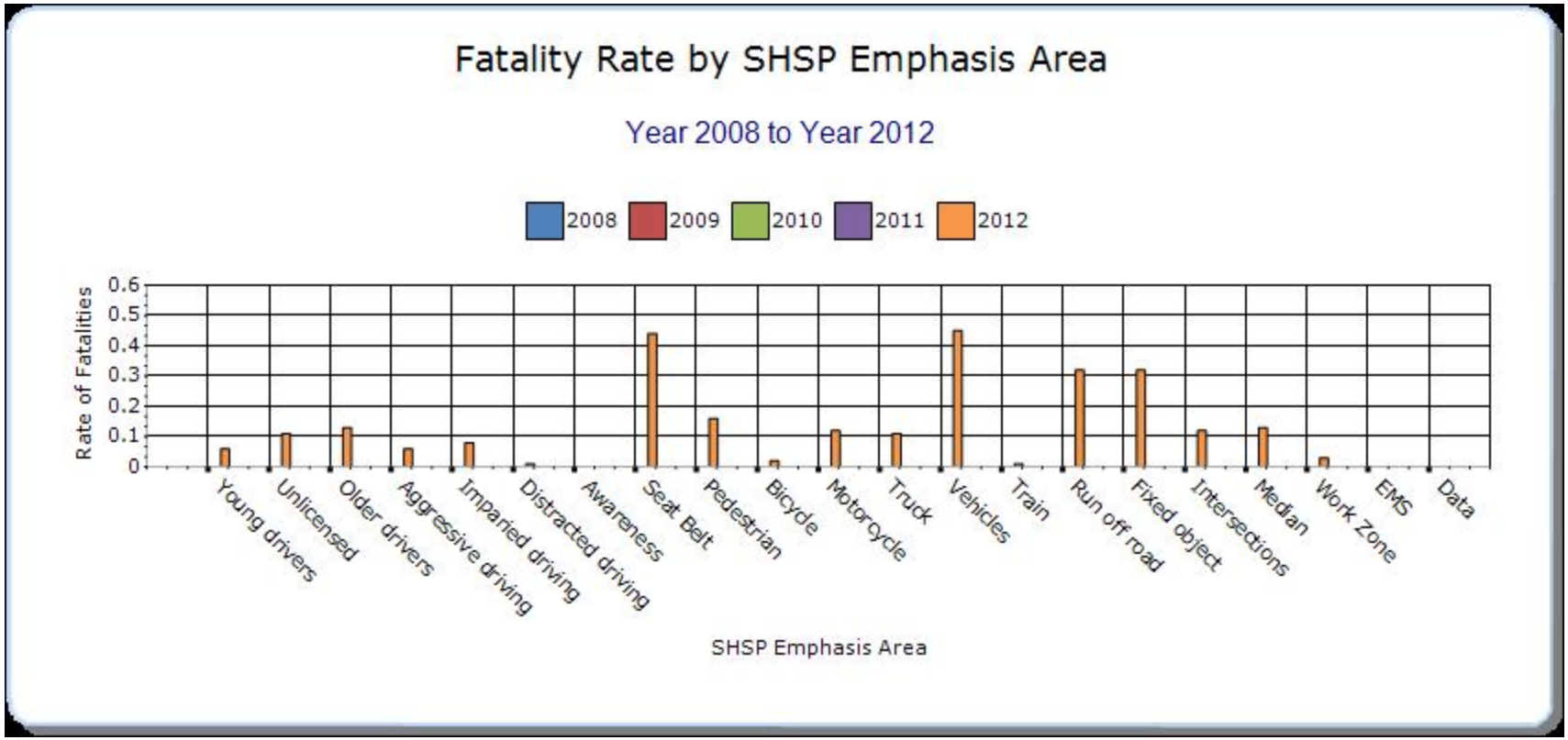
HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Instituting graduated licensing for younger drivers	**Teen Drivers**	**59**	**276**	**0.06**	**0.26**	**0**	**0**	**0**
Ensuring drivers are licensed and fully competent	Driver condition	113	432	0.11	0.41	0	0	0
Sustaining proficiency in older drivers	All	135	232	0.13	0.22	0	0	0
Curbing aggressive driving	Speed-related	65	422	0.06	0.4	0	0	0
Reducing impaired driving	Driver Condition	88	288	0.08	0.27	0	0	0
Keeping drivers alert	Contributing Factors	12	142	0.01	0.13	0	0	0
Increasing driver safety awareness		0	0	0	0	0	0	0

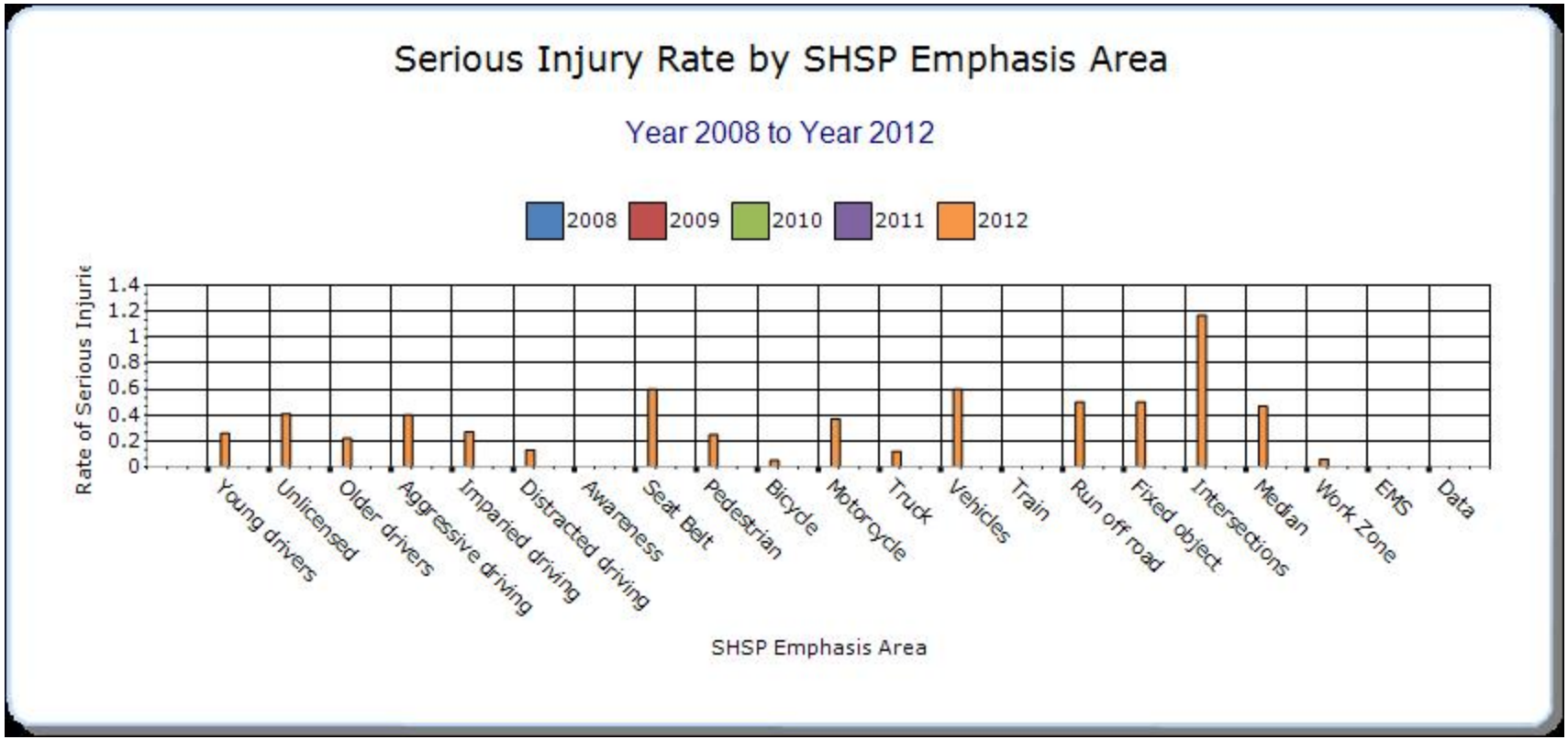
Increasing seat belt use and improving airbag effectiveness	Safety Equipment	472	635	0.44	0.6	0	0	0
Making walking and street crossing easier	Vehicle/pedestrian	167	263	0.16	0.25	0	0	0
Ensuring safer bicycle travel	Vehicle/bicycle	19	58	0.02	0.05	0	0	0
Improving motorcycle safety and increasing motorcycle awareness	2 wheel motorized vehicle	131	389	0.12	0.37	0	0	0
Making truck travel safer	Truck-related	123	124	0.11	0.12	0	0	0
Increasing safety enhancements in vehicles	Safety Equipment Use (none)	473	639	0.45	0.6	0	0	0
Reducing vehicle-train crashes	vehicle/train	6	3	0.01	0	0	0	0
Keeping vehicles in the roadway	Run-off-road	340	531	0.32	0.5	0	0	0
Minimizing the consequences of	Run-off-road	340	531	0.32	0.5	0	0	0

leaving the road								
Improving the design and operation of highway intersections	failure to yield at signal or stop sign or improper turn	128	1246	0.12	1.17	0	0	0
Reducing head-on and across-median crashes	Cross median	137	502	0.13	0.47	0	0	0
Designing safer work zones	all work zones	31	67	0.03	0.06	0	0	0
Enhancing emergency medical capabilities to increase survivability		0	0	0	0	0	0	0
Improving information and decision support systems		0	0	0	0	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
600
500
400
300
200
100
0
Young drivers
Unlicensed
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Awareness
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Vehicles
Train
Run off road
Fixed object
Intersections
Median
Work Zone
EMS
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
1500
1000
500
0
Young drivers
Unlicensed
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Awareness
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Vehicles
Train
Run off road
Fixed object
Intersections
Median
Work Zone
EMS
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
0.6
0.5
0.4
0.3
0.2
0.1
0
Young drivers
Unlicensed
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Awareness
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Vehicles
Train
Run off road
Fixed object
Intersections
Median
Work Zone
EMS
Data
SHSP Emphasis Area


Serious Injury Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Serious Injurie
1.4
1.2
1
0.8
0.6
0.4
0.2
0
Young drivers
Unlicensed
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Awareness
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Vehicles
Train
Run off road
Fixed object
Intersections
Median
Work Zone
EMS
Data
SHSP Emphasis Area

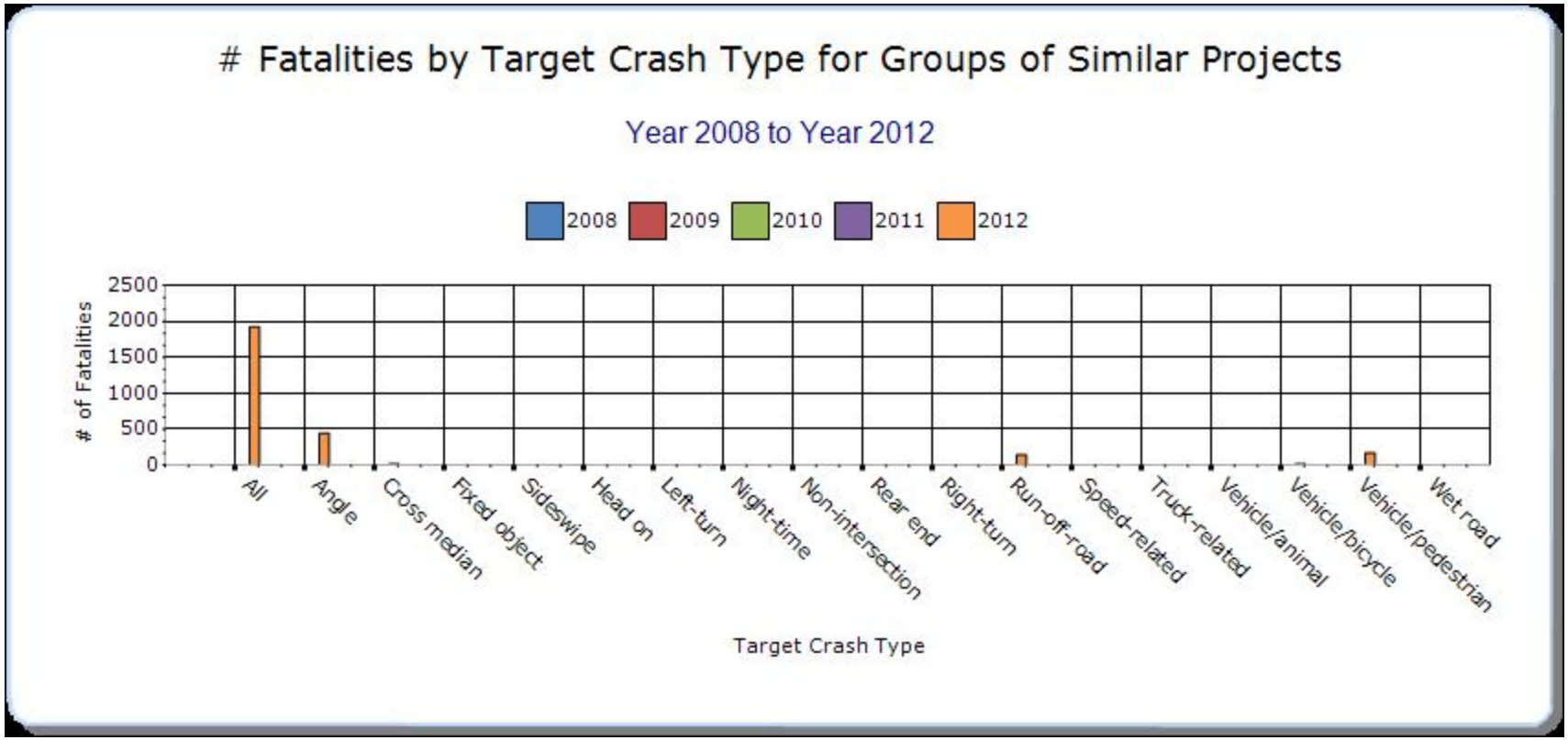
Groups of similar project types

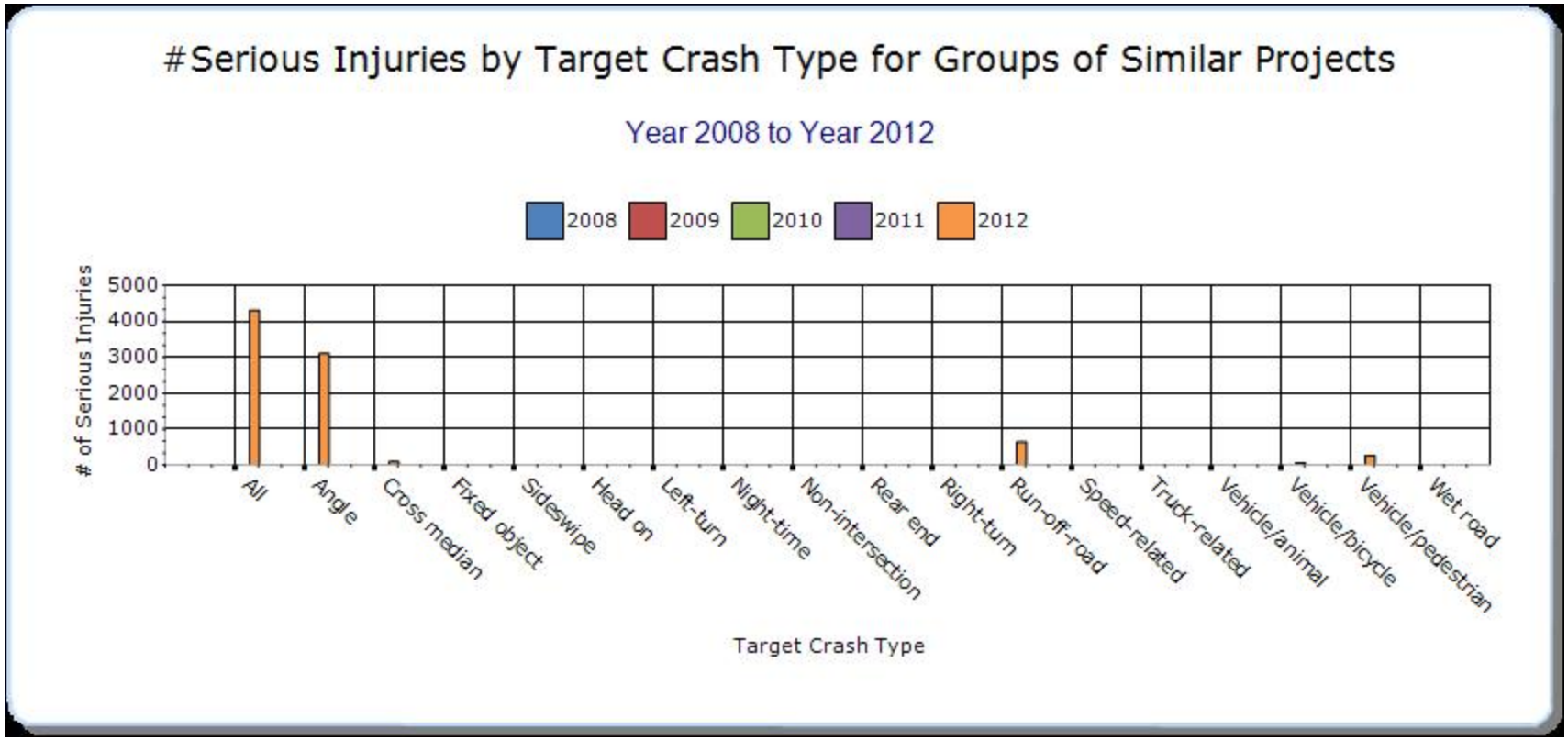
Present the overall effectiveness of groups of similar types of projects.

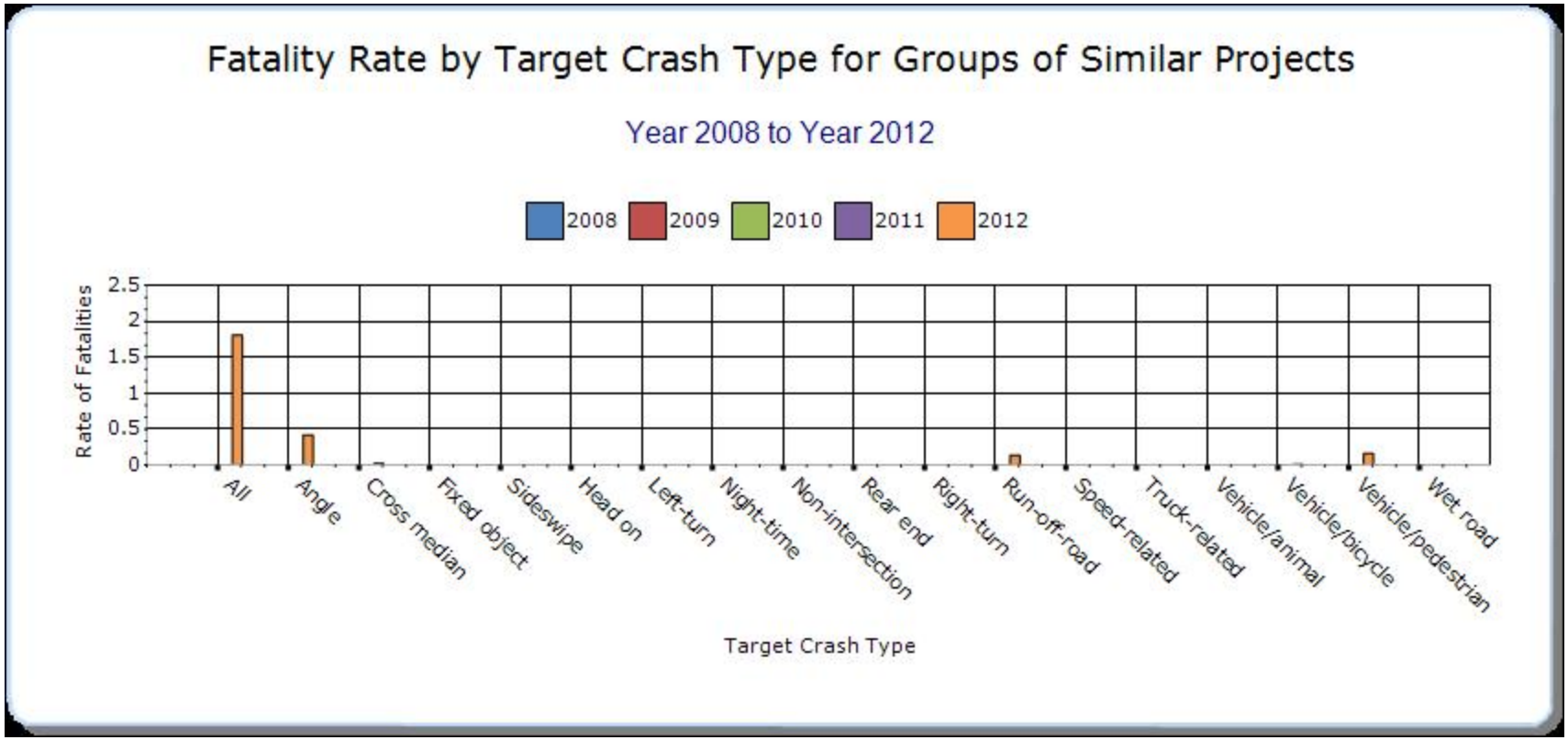
Year - 2012

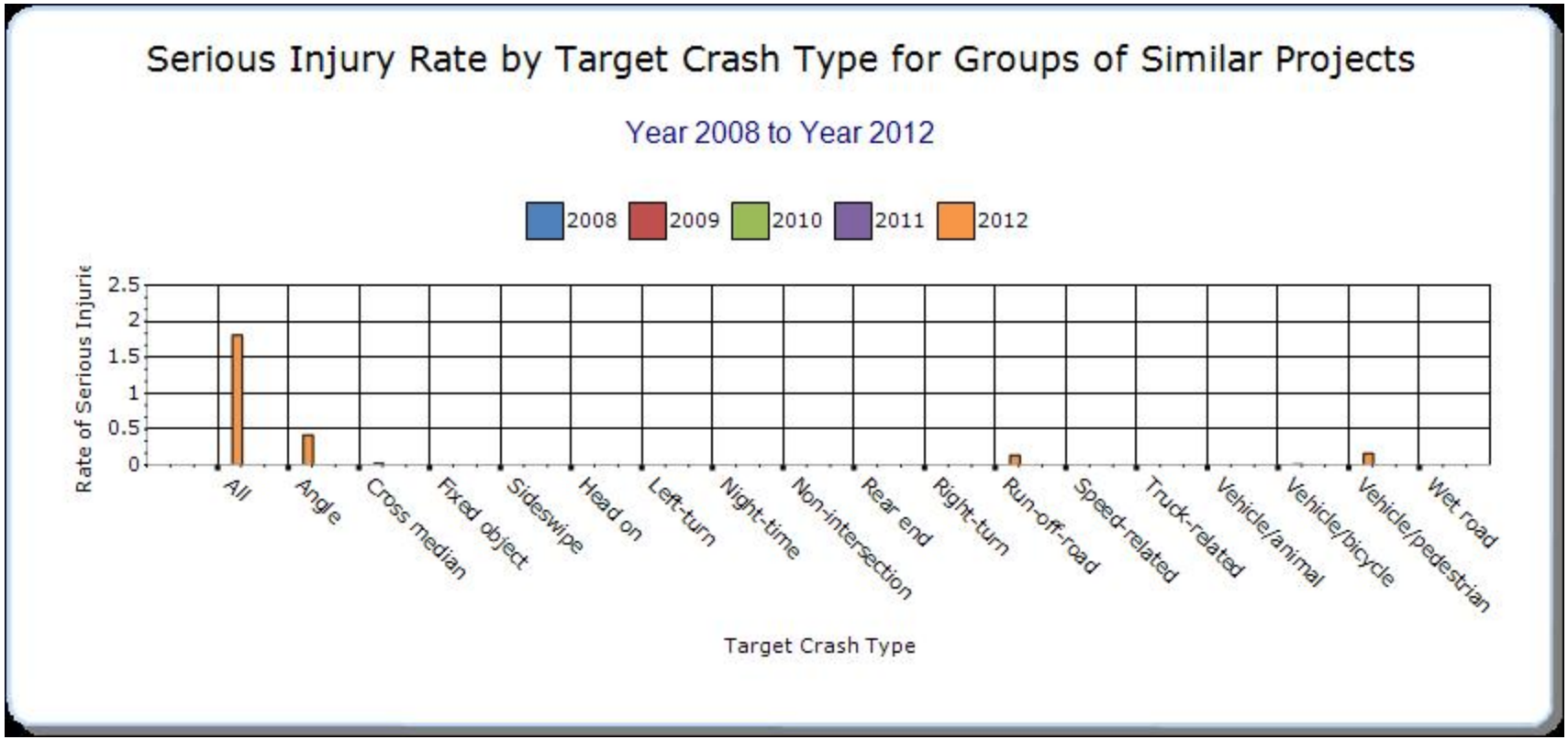
HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Local Safety	**All**	**557**	**0**	**0.52**	**0**	**0**	**0**	**0**
Pedestrian Safety	Vehicle/pedestrian	167	263	0.16	0.25	0	0	0
Rural State Highways	All crash types on non-Interstate rural state routes	324	766	2.05	4.86	0	0	0
Bicycle Safety	Vehicle/bicycle	19	58	0.01	0.06	0	0	0
Median Barrier	Cross median	17	94	0.02	0.09	0	0	0
Safe Corridor	All type on state routes	642	2091	0.98	3.2	0	0	0
Crash Data	All	1199	3648	1.13	3.43	0	0	0
Roadway Departure	All	169	654	0.16	0.62	0	0	0
Red Light Running Prevention	Disregard signal or stop sign	30	302	0.03	0.28	0	0	0
Left Turn Crash	Angle	83	905	0.08	0.85	0	0	0

Intersection	Angle	278	1294	0.26	1.22	0	0	0
Horizontal Curve	Run-off-road	146	639	0.14	0.6	0	0	0
Right Angle Crash	Angle	83	905	0.08	0.85	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
2500
2000
1500
1000
500
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
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 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
5000
4000
3000
2000
1000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
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 2008 to Year 2012
2008
2009
2010
2011
2012
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
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 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Serious Injurie
2.5
2
1.5
1
0.5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

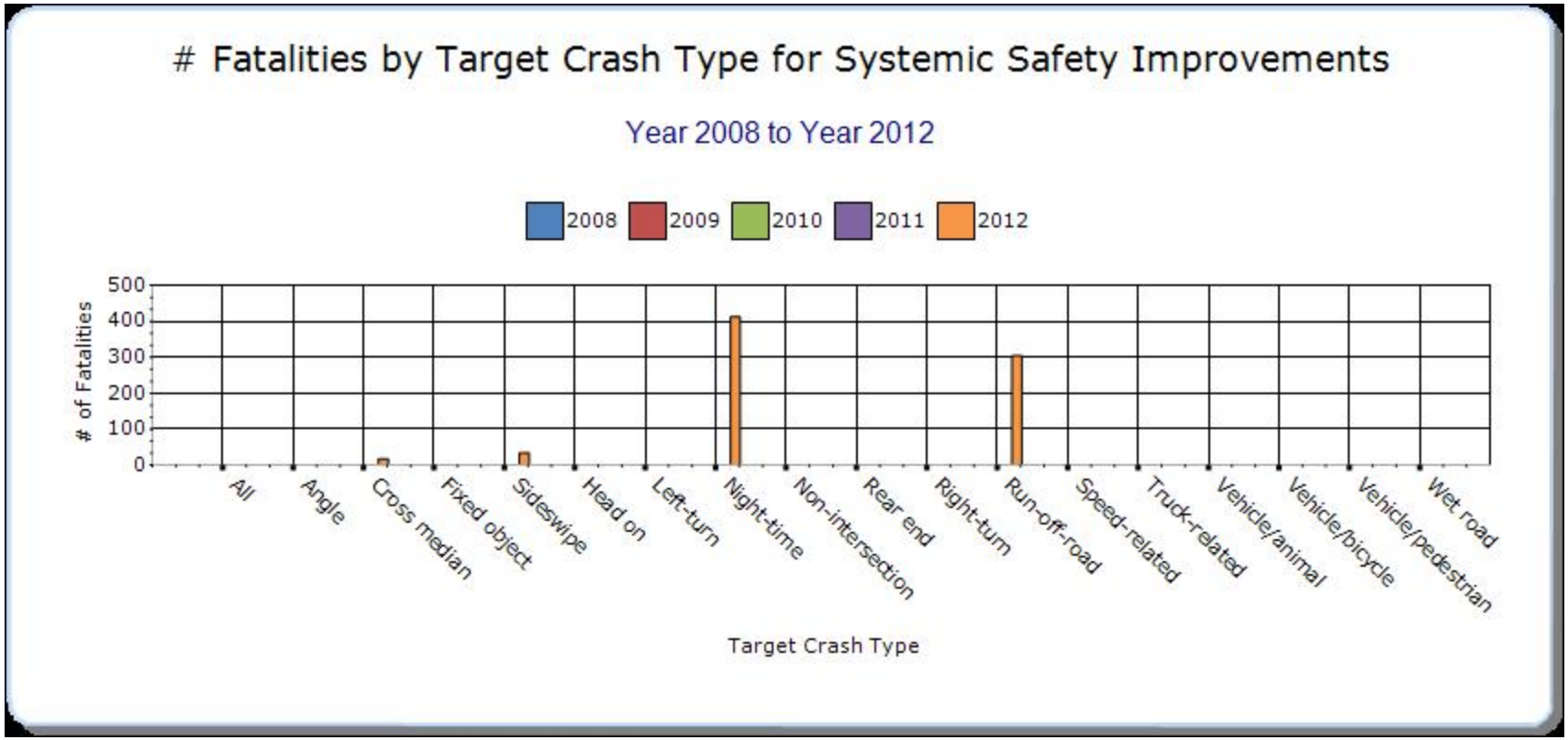
Systemic Treatments

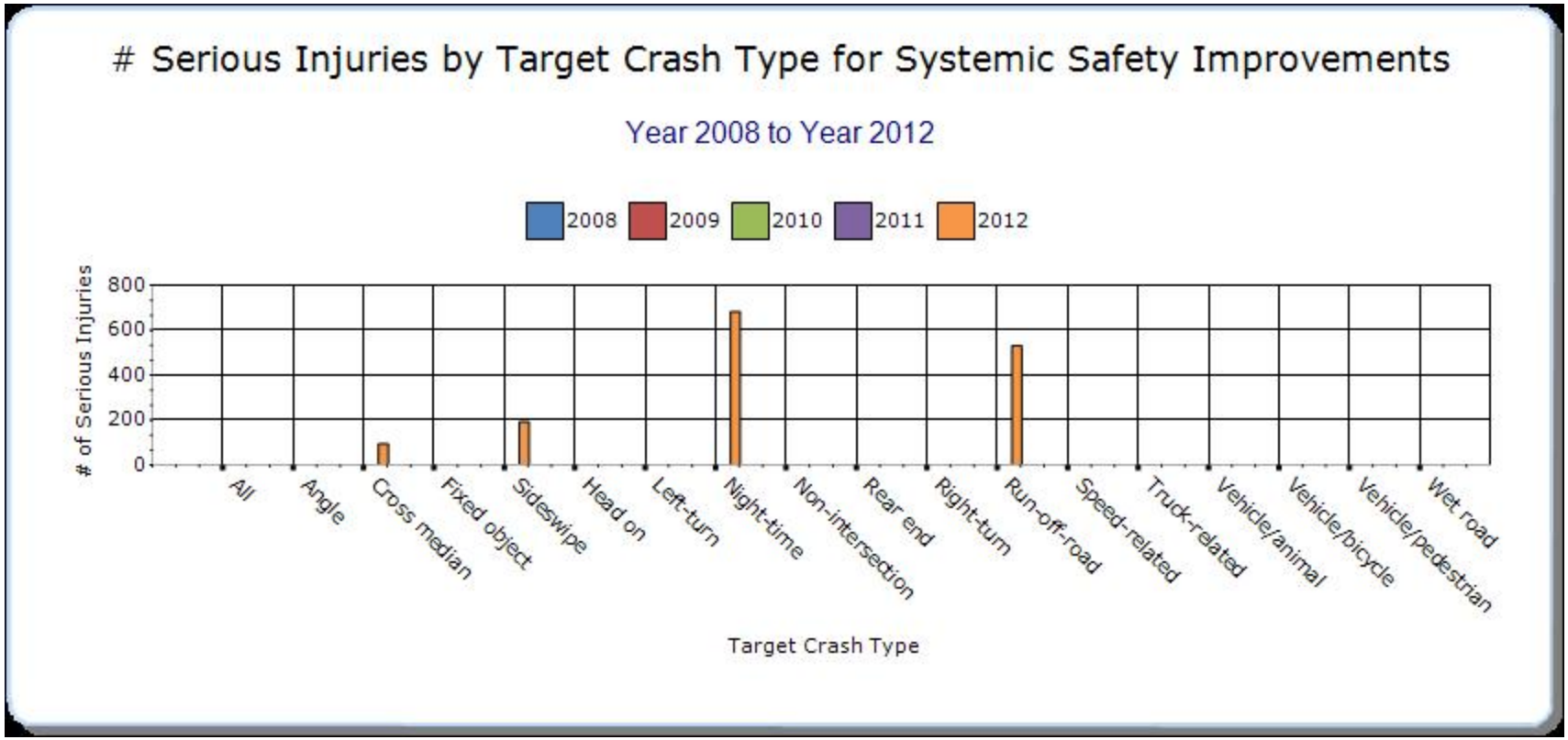
Present the overall effectiveness of systemic treatments..

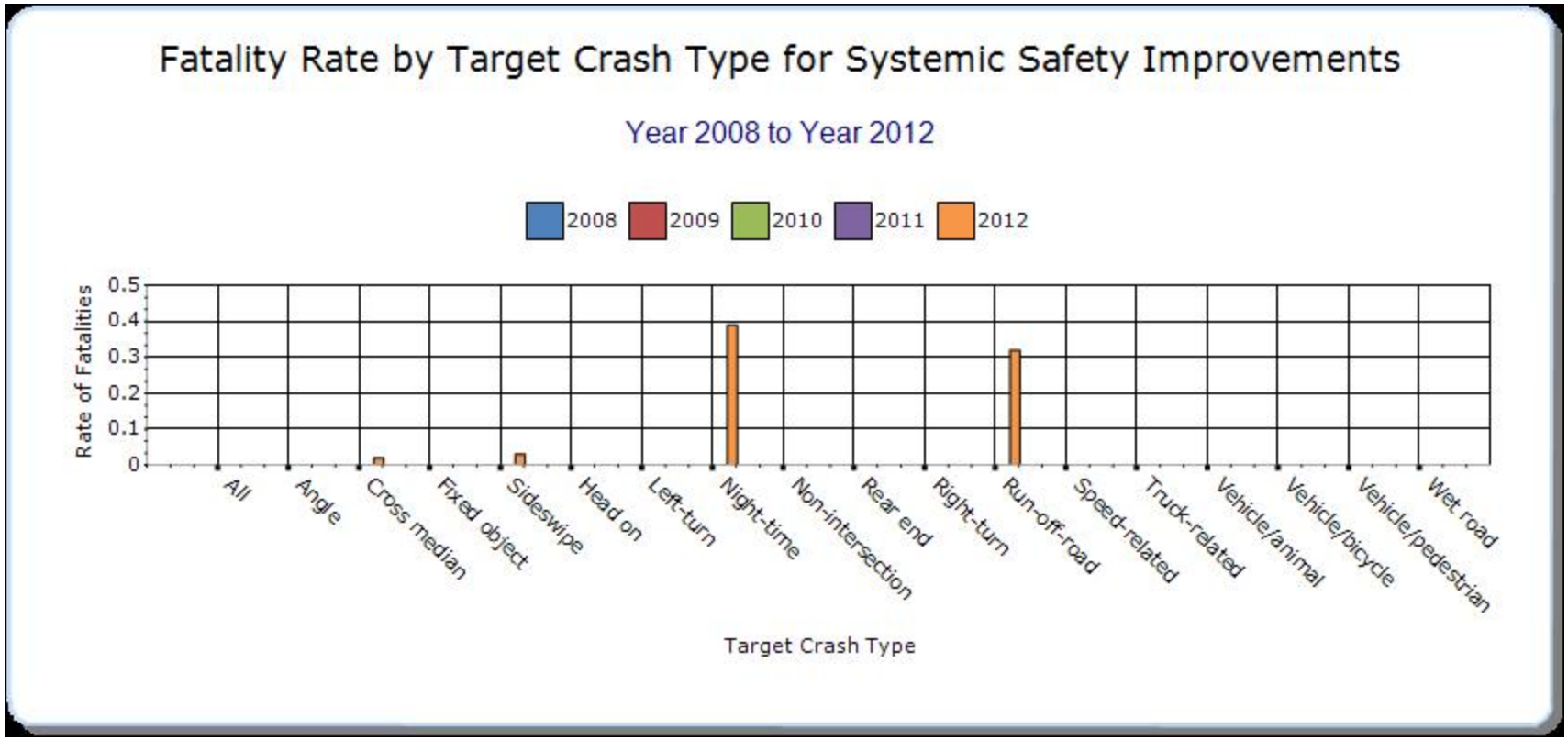
Year - 2012

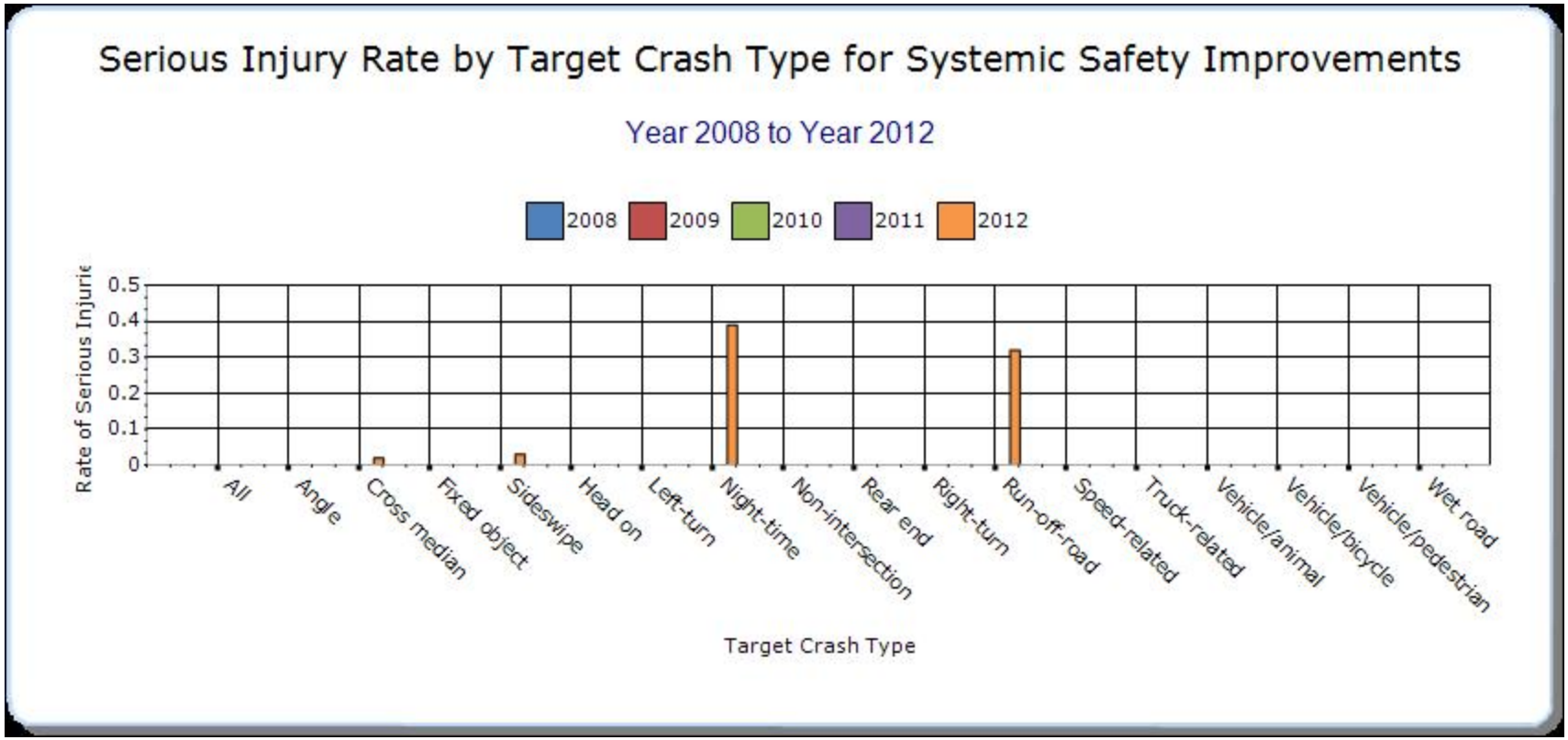
Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Clear Zone Improvements	**Utility Poles & Trees not Speeding**	**79**	**217**	**0.07**	**0.21**	**0**	**0**	**0**
Safety Edge	Run-off-road	304	531	0.32	0.5	0	0	0
Cable Median Barriers	Cross median	17	94	0.02	0.09	0	0	0
Add/Upgrade/Modify/Remove Traffic Signal	disregard stop sign or signal	30	302	0.03	0.28	0	0	0
Upgrade Guard Rails	Run-off-Road w/o guard rails	195	387	0.18	0.36	0	0	0
Rumble Strips	Distracted Drivers	51	392	0.05	0.37	0	0	0
Install/Improve Pavement	Sideswipe	34	192	0.03	0.18	0	0	0

Marking and/or Delineation								
Install/Improve Lighting	Night-time	412	683	0.39	0.64	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
500
400
300
200
100
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
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 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
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 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
0.5
0.4
0.3
0.2
0.1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
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 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Serious Injurie
0.5
0.4
0.3
0.2
0.1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
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.

Georgia highway fatalities have declined each year since 2005. The 2012 total was 1,199; by comparison, 2005 deaths were a record high 1,748. Nationally, highway fatalities increased five percent in 2012 to approximately 36,200. The aggressive safety emphasis by Georgia DOT, the Department of Public Safety and the Governor's Office of Highway Safety, however, kept the state's numbers trending downward.

The state has aggressively worked to promote highway safety through education, emergency response, enforcement and engineering. GDOT has made key engineering changes to support the HSIP and the state's safety goals. With the release of the new 31 inch guardrail standard and the safety edge design standard approved in March of 2005, later mandated in 2012, the department has been working to upgrade all locations on the state route network within our construction and maintenance programs. Additionally, the state has concluded the first round of median cable barrier installation on 320 miles of state highways. The Interstate corridors and freeways that showed the greatest occurrence of median crossovers were identified and treated. Going forward, we will target $\pm$ 60 miles of limited access facilities per year to install cable barriers over the next three to five years. The impact that these programs will have on fatalities and serious injuries will not be evident for another one to two years. Nevertheless, the data will be closely monitored to identify valid deviations in median crossover and lane departure crashes.

The Office of Traffic Operations completed 9 full signal upgrades and 263 signal modifications as part of our systemic signal safety program. Additionally, we began the analysis of the flashing yellow left turn arrow and anticipate the revision to the state signal manual to be in place for FY 2014.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
0008534 Peach SR 247 CONN @ CR 189/JOHN E SULLIVAN ROAD/WALKER ROAD - ROUNDABOUT	Rural Minor Arterial	Intersection traffic control	Modify control - modifications to roundabout	2	9	0	7	18	0	0	0	0	0	

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.