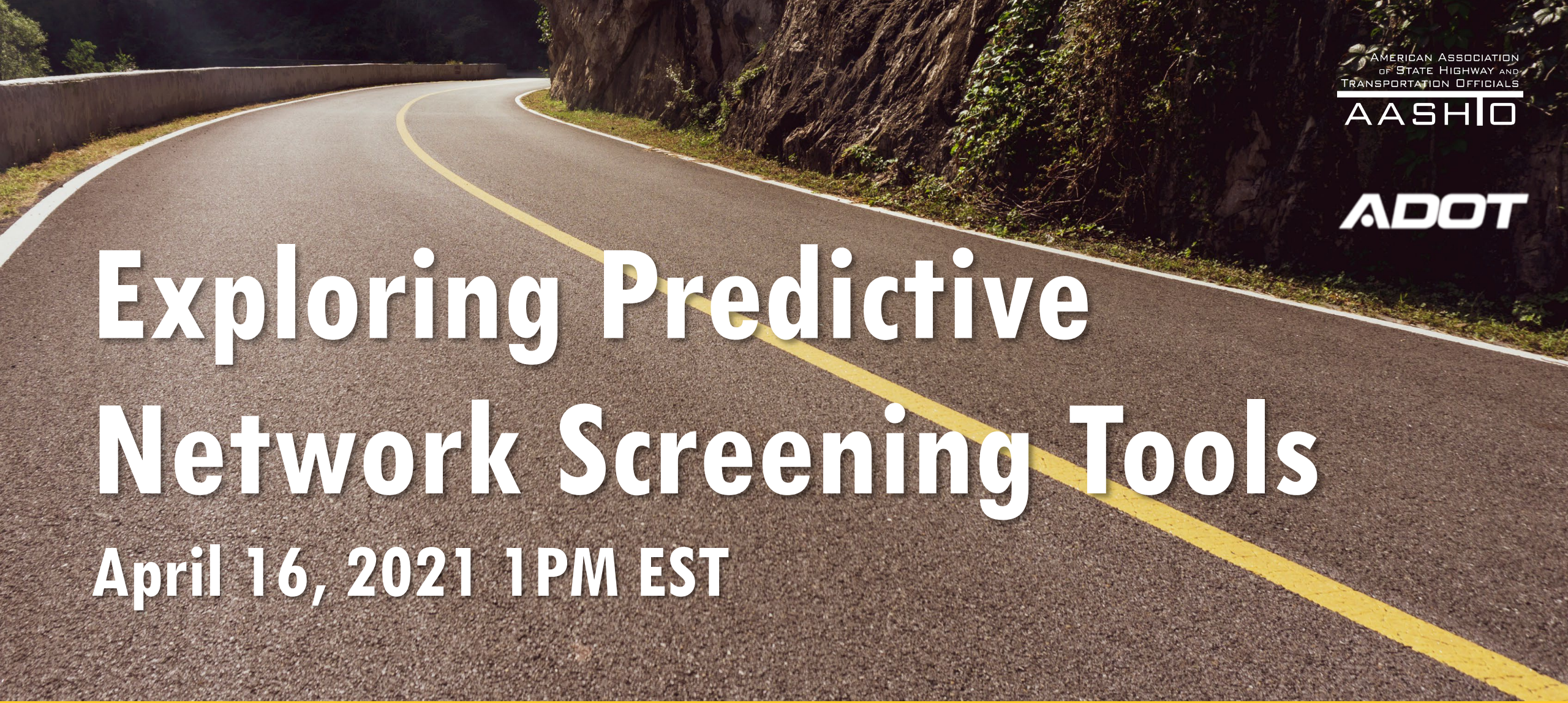


Exploring Predictive Network Screening Tools

April 16, 2021 1PM EST

Stephen Read, Virginia DOT & AASHTO Highway Safety Manual Steering Committee Chair

Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT

Exploring Predictive Network Screening Tools

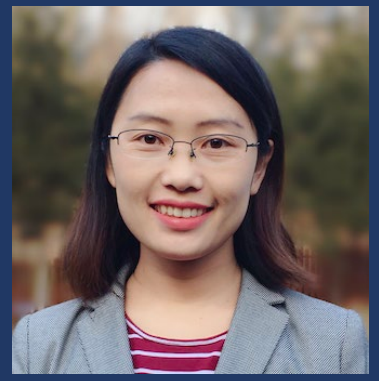
American Association of State Highway and Transportation Officials
AASHTO

ADOT

This webinar series features innovative software tools for predictive network screening employed by state transportation agencies around the United States.

Kick-off webinars provide a high-level overview of the tools using a speed-dating format and subsequent webinars will provide a more detailed description and demonstration.

Stephen Read, Virginia DOT & AASHTO HSM Steering Committee Chair
Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT



Shanshan Zhao, Ph.D. & Eric Jackson, Ph.D.
Connecticut DOT – CRSMS

Alan El-Urfali, P.E.
Florida DOT – SAS

Carla P. Anderson, P.E.
Kansas DOT – SafetyAnalyst

Eric Green, Ph.D. & Mike Vaughn
Kentucky TC – CDAT/RTool

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Exploring Predictive Network Screening Tools (Part 1)

Stephen Read, Virginia DOT & AASHTO HSM Steering Committee Chair

Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT

Joe McCarthy & Keri Bohlmann
Wyoming DOT – Safety Portal

David Swenka, P.E. PTOE
Colorado DOT – DiExSys

Samuel Harris, P.E.
Georgia DOT – AASHTOWare Safety Powered by Numetric

Katherine Beckett Suter, P.E., RSP2BI
Illinois DOT – Safety Tiers

American Association of State Highway and Transportation Officials
AASHTO

ADOT

Exploring Predictive Network Screening Tools (Part 2)

Stephen Read, Virginia DOT & AASHTO HSM Steering Committee Chair

Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT

ILLINOIS SAFETY TIERS: HISTORY AND FUTURE

APRIL 16, 2021

ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF SAFETY PROGRAMS AND ENGINEERING

KATHERINE BECKETT SUTER, SENIOR SAFETY EVALUATION ENGINEER, PE, RSP2BI

Background

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

- Passed in 2005
- Section 1401 amended Section 148 of Title 23 USC and created HSIP
- Required states to annually submit to FHWA a list of no less than 5% of highway locations with most pressing needs
- The IDOT 5% Report was created
  - BSPE was the Bureau of Safety Engineering, small
  - Used consultants to develop (CH2MHill > Jacobs)

Safety Tier History

First 5% Report released in 2006 for state roadways

- Highway Safety Manual (HSM) and Safety Analyst (SA) were not released until 2010
  - 2006, 2008, 2009, 2010 did not use HSM or SA
- Methodology used was similar to their eventual approaches
- Safety Performance Functions (SPFs) were developed and used to calculate Potential for Safety Improvement (PSI) based on weighted KAB crashes
- 5% Local Report in 2014
- Introduced Safety Tiers in 2015 State Report
  - 2017 Local Report included Safety Tiers for local locations
  - 2020: Added CCOF, eliminated ‘5%’ term

What Are Safety Tiers?

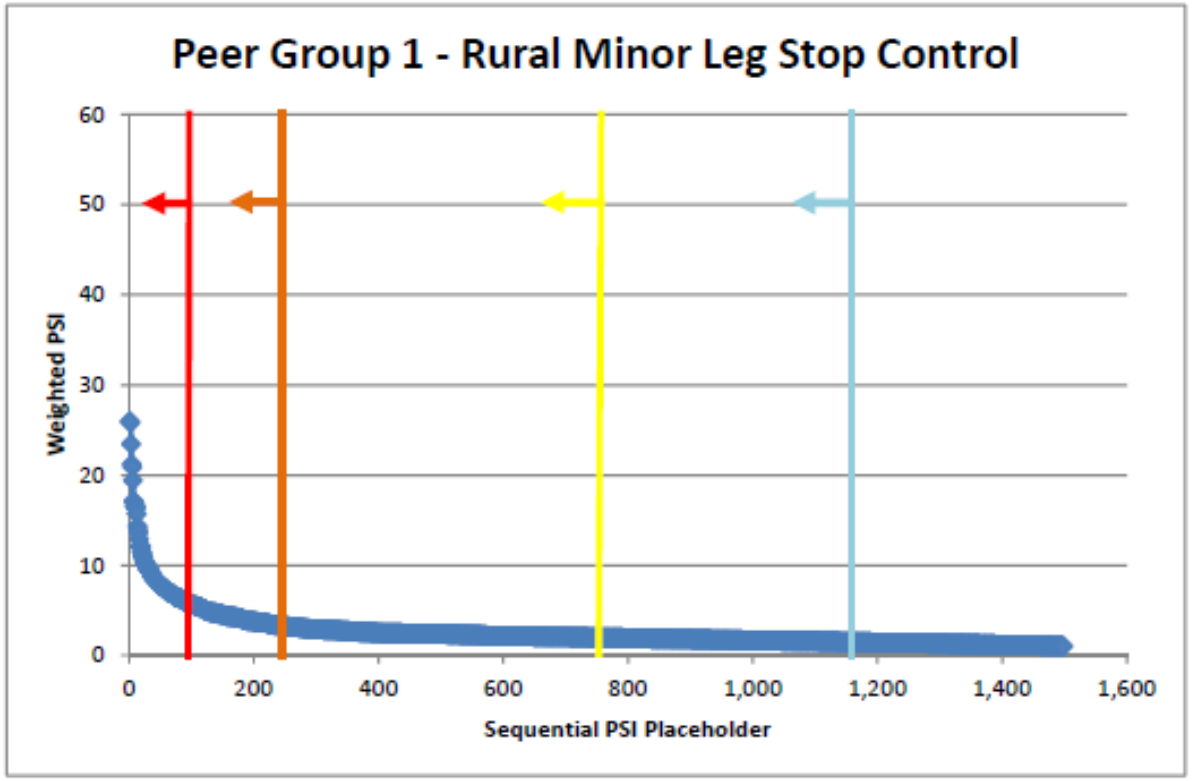
Based on PSI values, locations classified as:

- Critical (Top 5%)
- High (5 – 10%)
- Medium (10 – 25%)
- Low (25 – 50%)
- Minimal (all others)

Allowed for districts/local agencies to be more proactive than reactive

- Increase project boundaries
- Identify new projects (systemic)

Approximate Safety Tier Intervals			
5%	High/5-10%	Medium/10-25%	Low/25-50%



5% to Safety Tiers Difference

Deliverables

Report (how tiers were calculated, how to use, changes from previous tiers)

Complete Excel intersection spreadsheet and segment spreadsheet (100% Report)

GIS shapefiles

- IDOT makes available through ArcGIS Online

Safety Tiers: 2020 and beyond

Responded to feedback, critical locations no longer make up 5% of all locations

Introduced Crash Characteristic Overrepresentation Flag (CCOF)

- Locations with crash histories of overrepresentation of high-priority crash types
  - Angle, pedestrian, turning, ROR
  - Compared to other locations within their peer group and district
- Locations might not be critical or high, but could be if crashes aren't addresses
- Help identify systemic projects
- Available only for 2020 State Report
  - Update for local locations in development
- Always open to feedback from districts and local agencies to meet their needs and use

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COLORADO
Department of Transportation

Colorado DOT Network Screening with DiExSys: Vision Zero Suite (VZS)

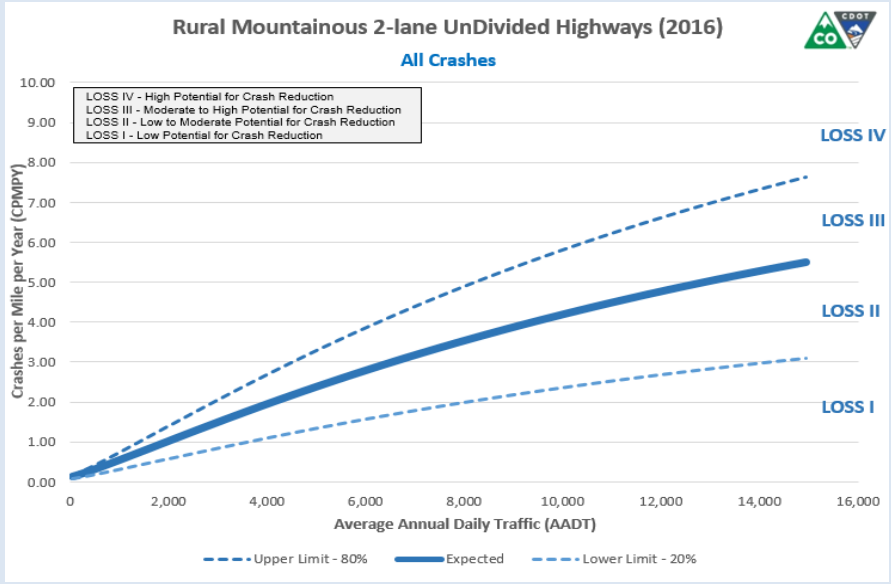
Safety Performance Functions (SPF)

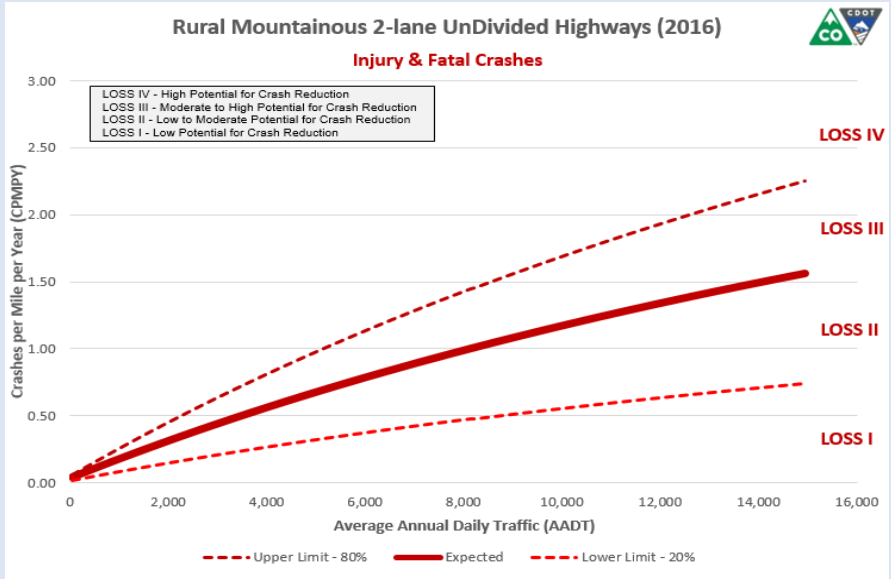
Colorado Specific SPFs created from Colorado Crash Data (5 to 10 years) by facility type (urban/rural terrain, lanes, highway/freeway)

12 segments types
20 intersection types
5 interchange ramp intersections

Each type has an SPF for total crashes (KABCO) and an SPF for injury and fatal crashes (KABC)

74 total models, more in development





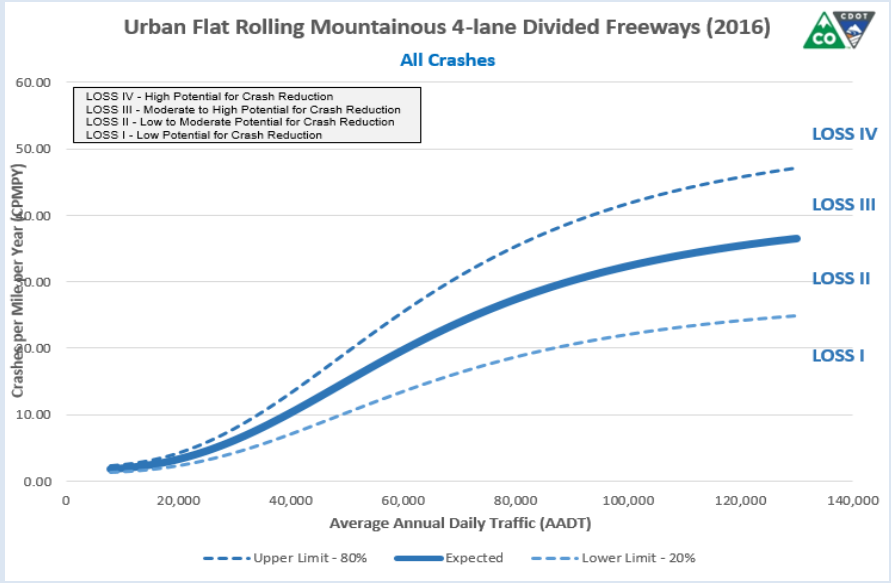
Level of Service of Safety (LOSS)

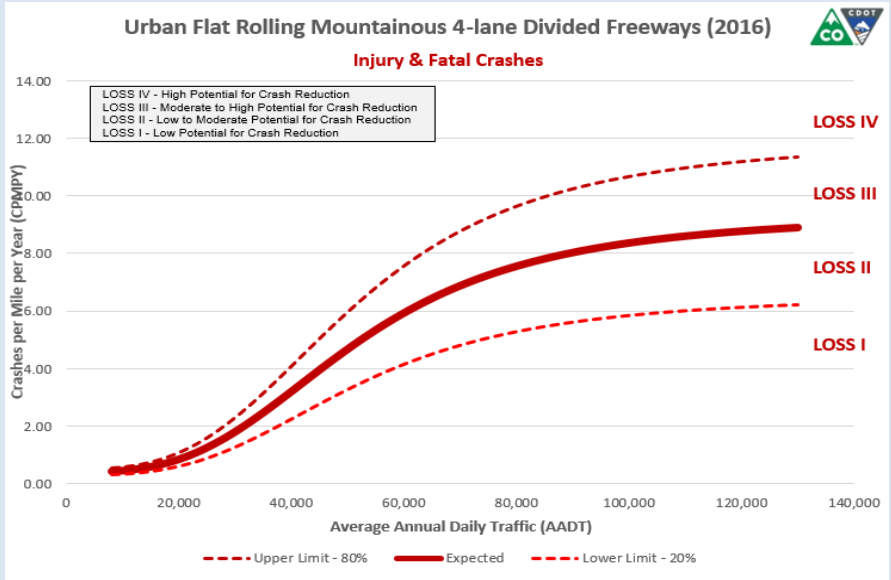
LOSS 1 – Low potential for crash reduction (Below 20th Percentile)

LOSS 2 – Low to moderate potential for crash reduction (20th Percentile to Mean/Expected)

LOSS 3 – Moderate to high potential for crash reduction (Mean/Expected to 80th Percentile)

LOSS 4 – High potential for crash reduction (Above 80th Percentile)



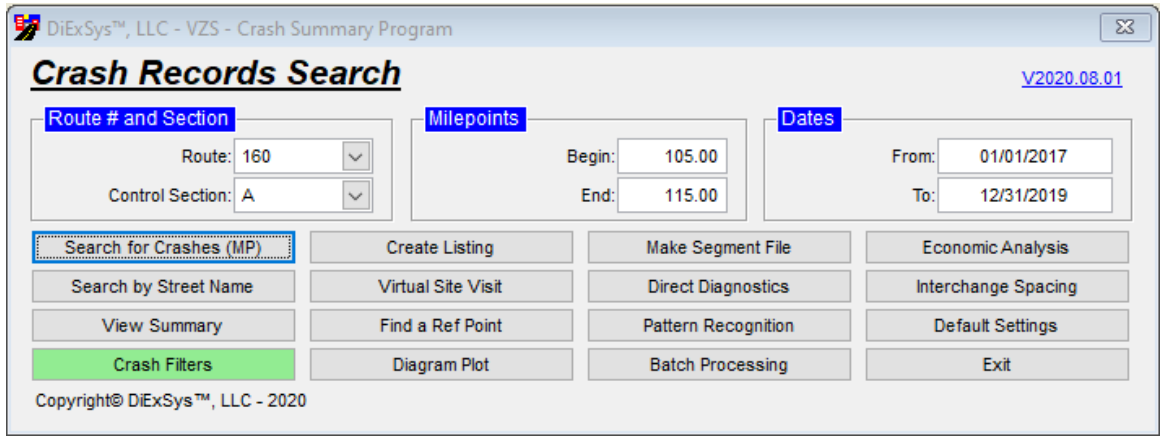


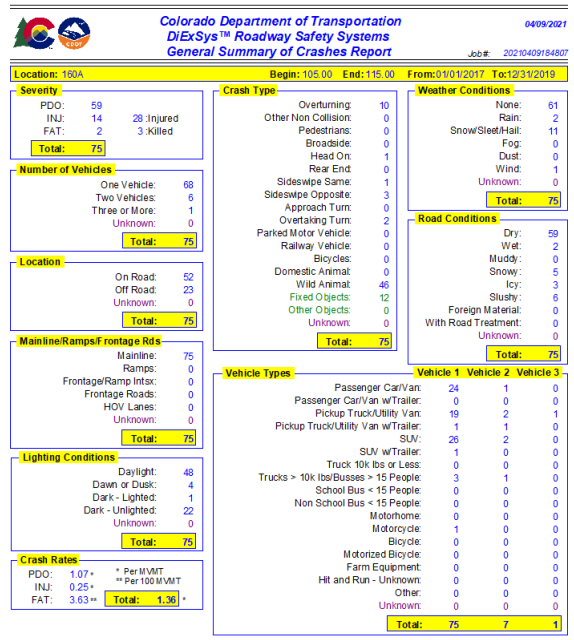
DiExSys: VZS Program

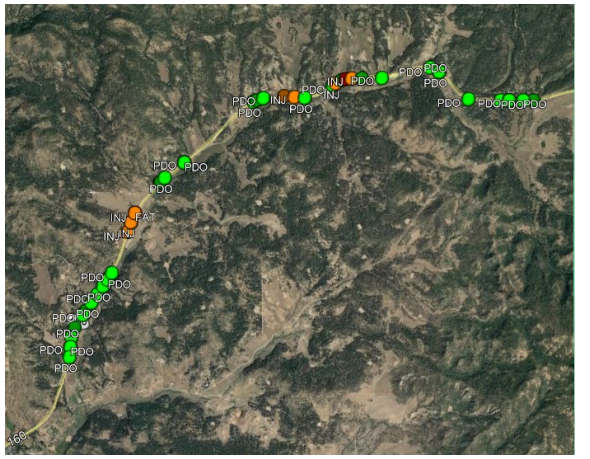
Crash Query Program Features:

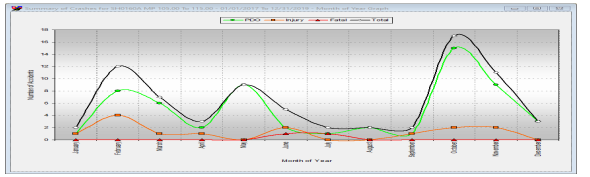
- Search by Linear Referencing System (LRS, Highway/Milepoint)
- Search by crash data location fields (Off System Locations)
- Summaries/Listings
- Graphs/Charts
- Economic Analysis (Benefit Cost)
- Crash Mitigation/Reduction Factors

All customized to agencies crash and roadway data





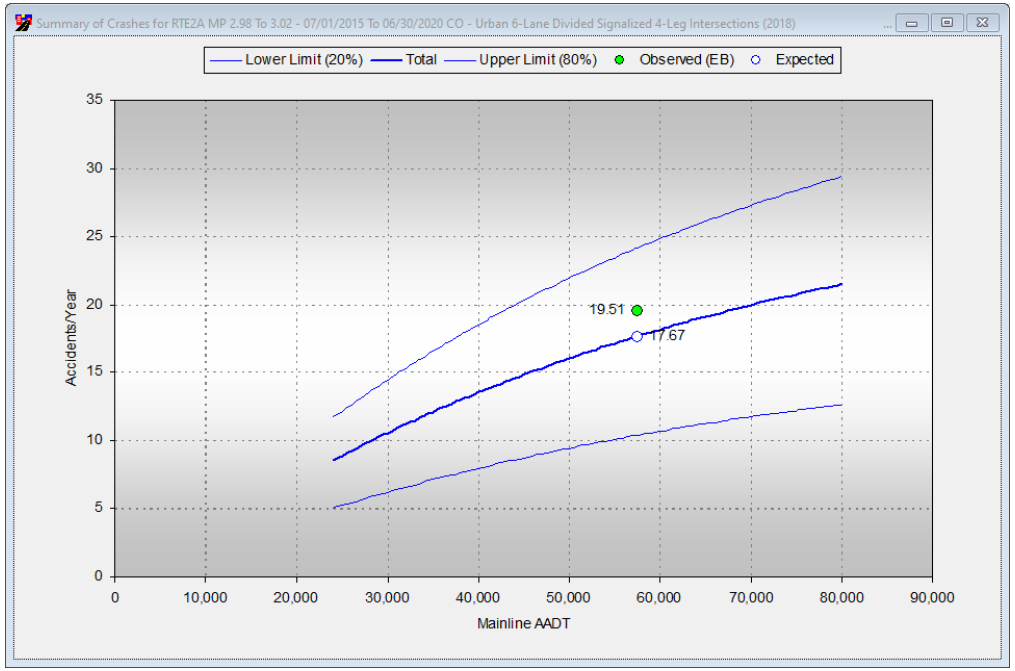




DiExSys: VZS Program

Safety Analysis Features:

- SPF Analysis
- Empirical Bayes Corrected
- Diagnostics Norms
- Crash Pattern Analysis



Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
Direct Diagnostics (Spot Location) Analysis

04/09/2021

Job #: 20210409174848

Location File: DIRECT_DIAGNOSTICS_FOR_RTE2A_00298_00302 **Cutoff:** 5 Acc's @ 95%

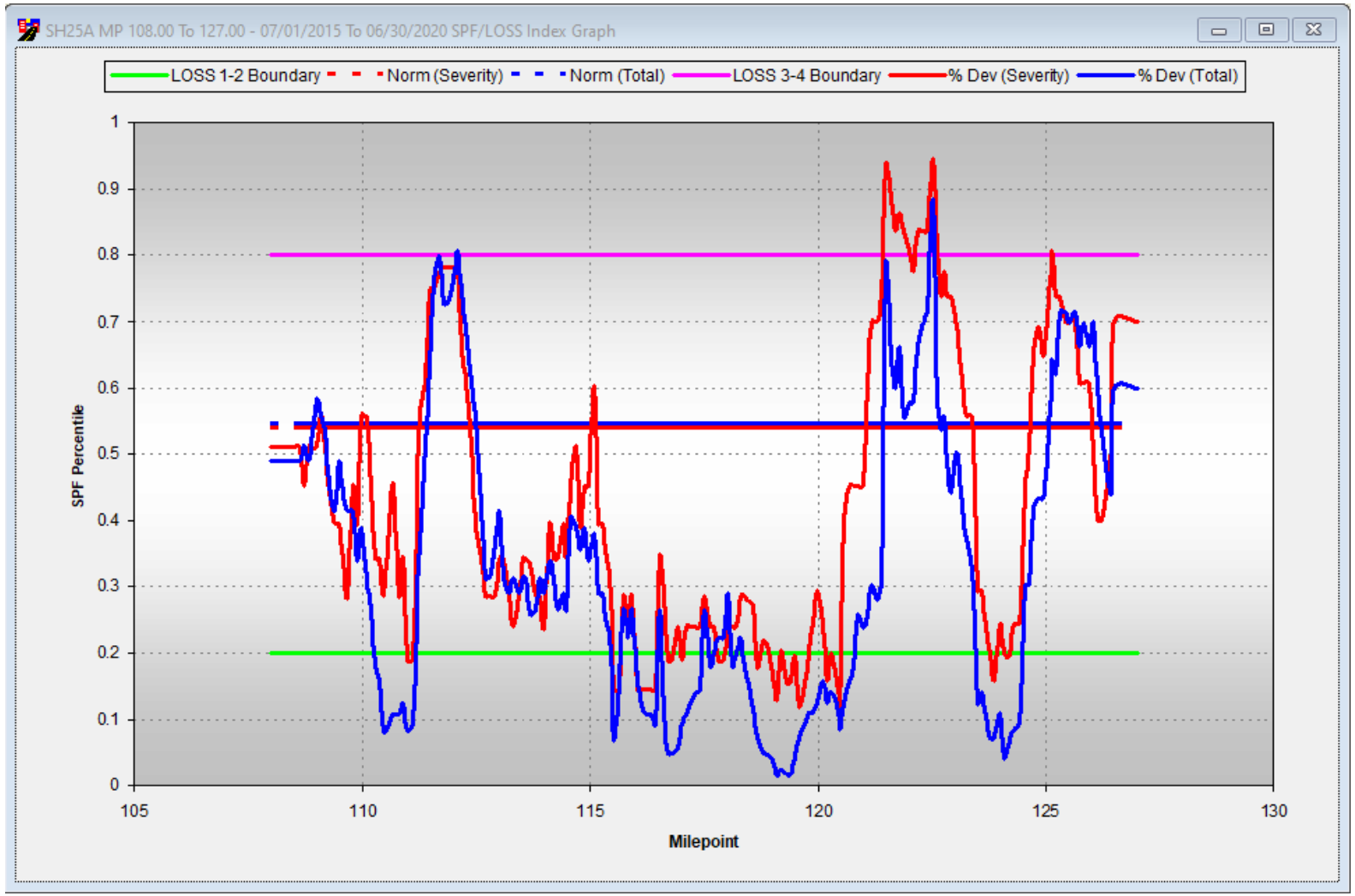
Baseline Statistics

CATEGORY	Statewide Average # Crashes	Statewide Average %	This Location # Crashes	This Location %	Probability %
Property Damage Only (PDO)	2,920	75.24%	69	70.41%	16.07%
Injury (INJ)	957	24.66%	29	29.59%	89.27%
Fatal (FAT)	4	0.10%	0	0.00%	N/A
Persons Injured	1,356		33		
Persons Killed	4		0		N/A
Single Vehicle Accidents	154	3.97%	4	4.08%	65.10%
Two Vehicle Accidents	3,257	83.92%	85	86.73%	81.33%
Three or More Vehicle Accidents	470	12.11%	9	9.18%	23.74%
Unknown Number of Vehicles	0	0.00%	0	0.00%	N/A
On Road	3,736	96.26%	94	95.92%	50.04%
Off Road	145	3.74%	4	4.08%	69.59%
Off Road Left	67	1.73%	3	3.06%	90.97%
Off Road Right	71	1.83%	1	1.02%	46.28%
Off Road at Tee	4	0.10%	0	0.00%	N/A
Off Road in Median	3	0.08%	0	0.00%	N/A
Unknown Road Location	0	0.00%	0	0.00%	N/A
Overturning	26	0.67%	0	0.00%	N/A
Other Non Collision	5	0.13%	0	0.00%	N/A
Vehicle Cargo or Debris	5	0.13%	0	0.00%	N/A
Pedestrian	51	1.31%	11	11.22%	**100.00%**
Broadside	406	10.46%	16	16.33%	**97.46%**
Head On	10	0.26%	0	0.00%	N/A
Rear End	2,229	57.43%	33	33.67%	0.00%
Sideswipe (Same Direction)	338	8.71%	10	10.20%	76.71%
Sideswipe (Opposite Direction)	10	0.26%	0	0.00%	N/A
Approach Turn	613	15.79%	19	19.39%	86.62%
Overtaking Turn	12	0.31%	1	1.02%	96.26%
Parked Motor Vehicle	3	0.08%	1	1.02%	99.73%
Railway Vehicle	0	0.00%	0	0.00%	N/A
Bicycle or Pedal Cycle	34	0.88%	3	3.06%	98.89%

DiExSys: VZS Program

Safety Analysis Features Supporting Network Screening:

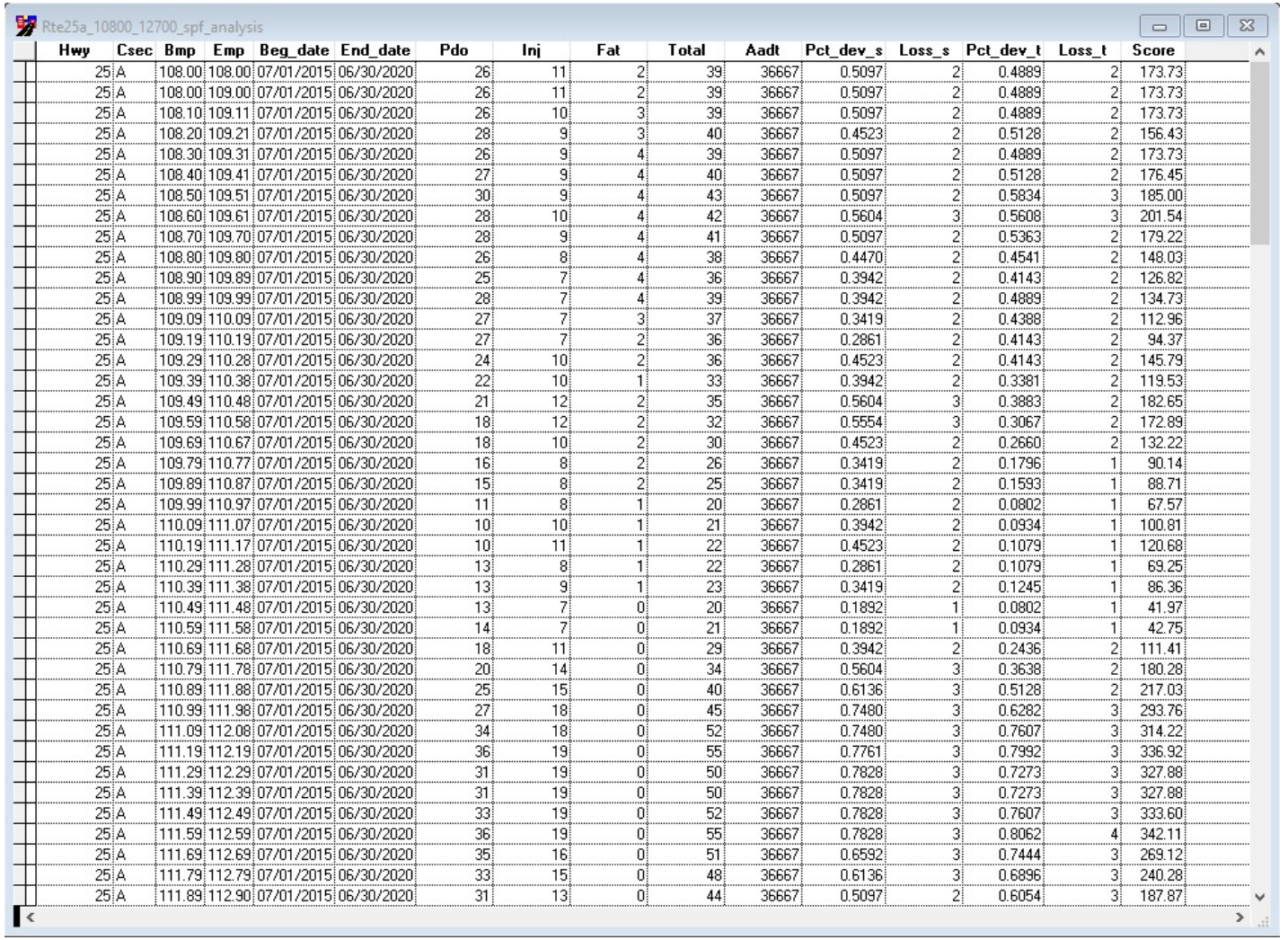
- SPF/LOSS or Freeway/Highway Corridors
- Crash Pattern Analysis or Freeway/Highway Corridors



DiExSys: VZS Program

Safety Analysis Features Supporting Network Screening:

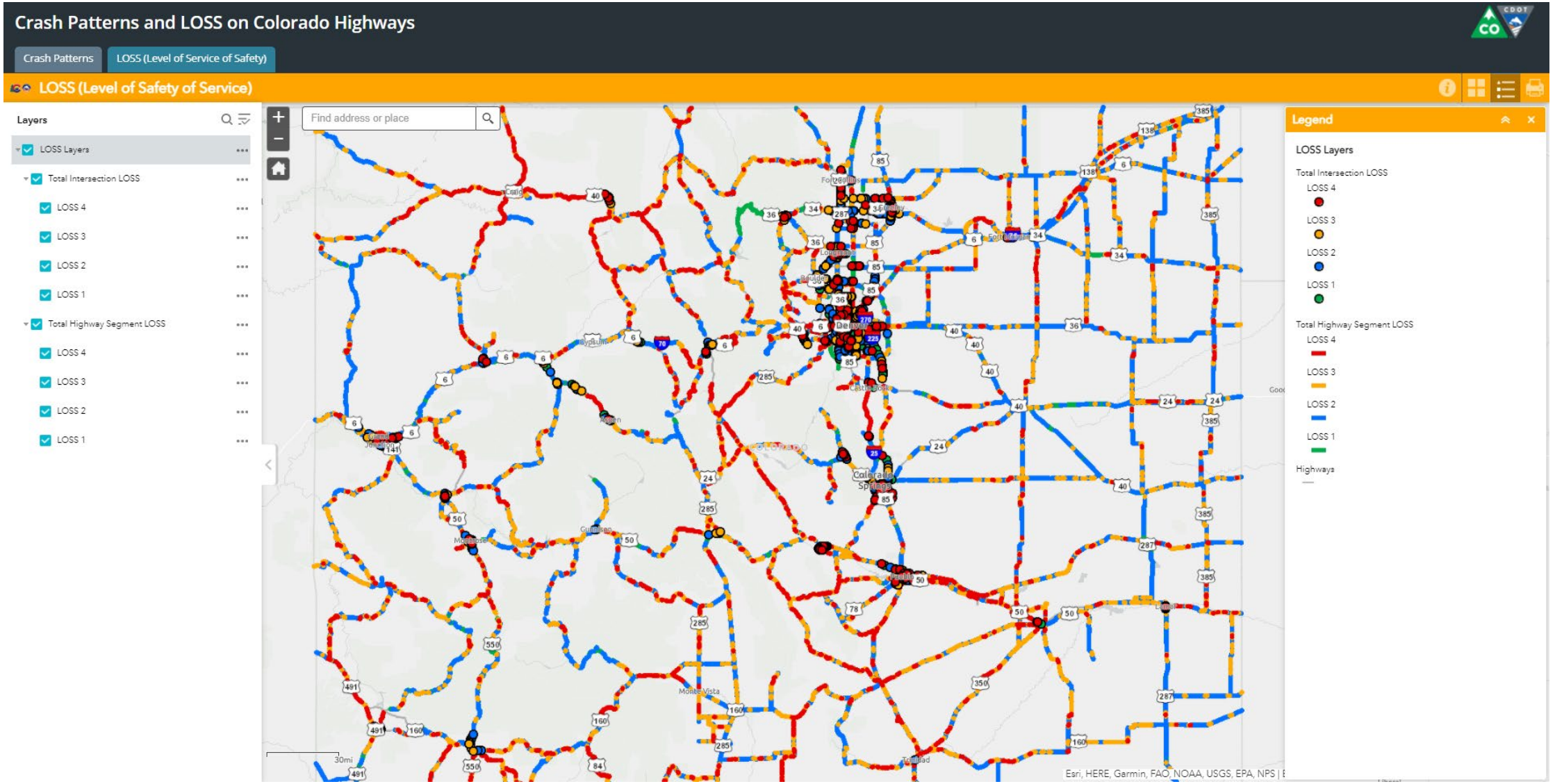
- SPF/LOSS or Freeway/Highway Corridors
- Crash Pattern Analysis or Freeway/Highway Corridors
- Create Batch Files



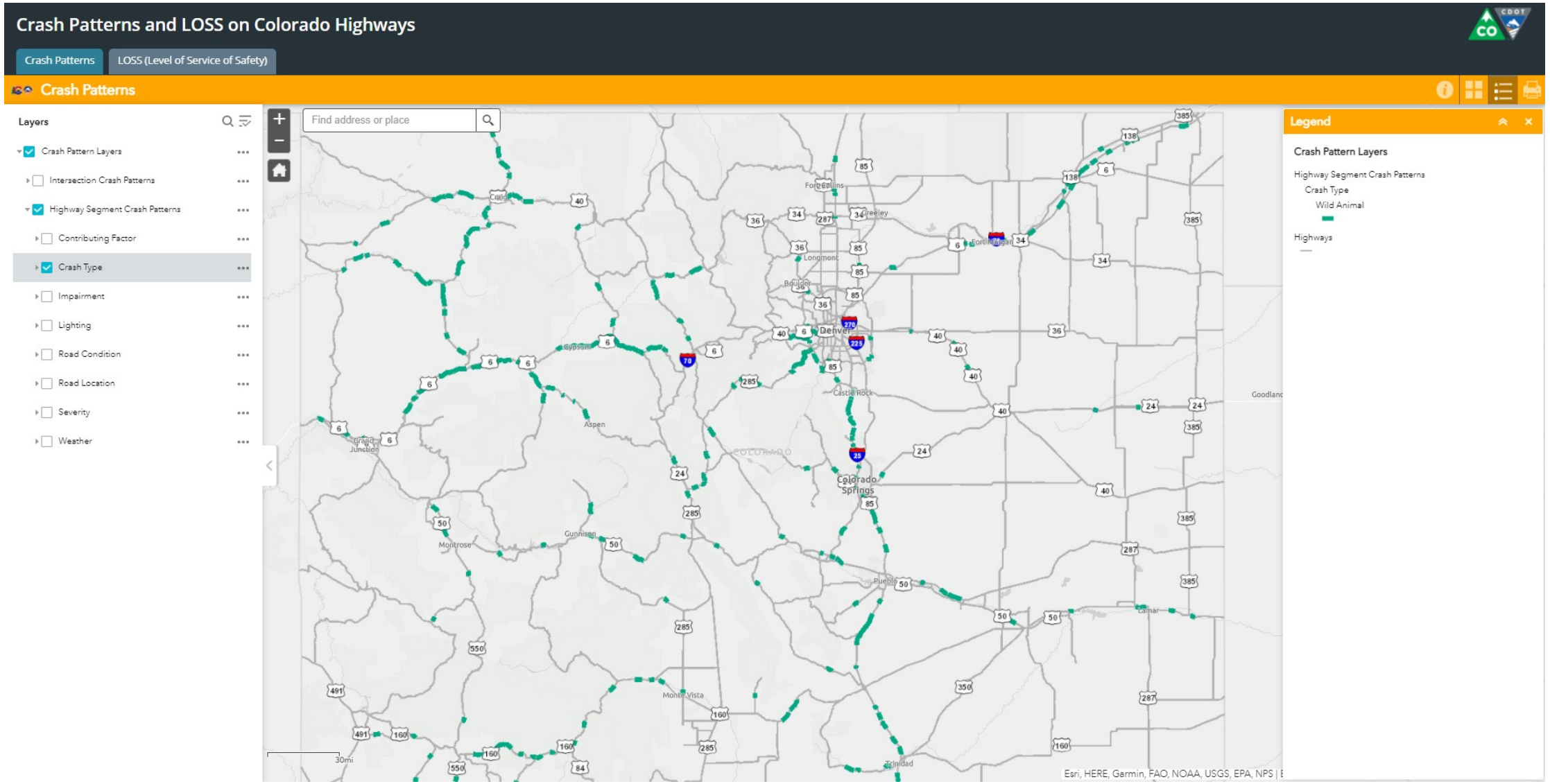
Rte25a_10800_12700_spf_analysis

Hwy	Csec	Bmp	Emp	Beg_date	End_date	Pdo	Inj	Fat	Total	Aadt	Pct_dev_s	Loss_s	Pct_dev_t	Loss_t	Score
25	A	108.00	108.00	07/01/2015	06/30/2020	26	11	2	39	36667	0.5097	2	0.4889	2	173.73
25	A	108.00	109.00	07/01/2015	06/30/2020	26	11	2	39	36667	0.5097	2	0.4889	2	173.73
25	A	108.10	109.11	07/01/2015	06/30/2020	26	10	3	39	36667	0.5097	2	0.4889	2	173.73
25	A	108.20	109.21	07/01/2015	06/30/2020	28	9	3	40	36667	0.4523	2	0.5128	2	156.43
25	A	108.30	109.31	07/01/2015	06/30/2020	26	9	4	39	36667	0.5097	2	0.4889	2	173.73
25	A	108.40	109.41	07/01/2015	06/30/2020	27	9	4	40	36667	0.5097	2	0.5128	2	176.45
25	A	108.50	109.51	07/01/2015	06/30/2020	30	9	4	43	36667	0.5097	2	0.5834	3	185.00
25	A	108.60	109.61	07/01/2015	06/30/2020	28	10	4	42	36667	0.5604	3	0.5608	3	201.54
25	A	108.70	109.70	07/01/2015	06/30/2020	28	9	4	41	36667	0.5097	2	0.5363	2	179.22
25	A	108.80	109.80	07/01/2015	06/30/2020	26	8	4	38	36667	0.4470	2	0.4541	2	148.03
25	A	108.90	109.89	07/01/2015	06/30/2020	25	7	4	36	36667	0.3942	2	0.4143	2	126.82
25	A	108.99	109.99	07/01/2015	06/30/2020	28	7	4	39	36667	0.3942	2	0.4889	2	134.73
25	A	109.09	110.09	07/01/2015	06/30/2020	27	7	3	37	36667	0.3419	2	0.4388	2	112.96
25	A	109.19	110.19	07/01/2015	06/30/2020	27	7	2	36	36667	0.2861	2	0.4143	2	94.37
25	A	109.29	110.28	07/01/2015	06/30/2020	24	10	2	36	36667	0.4523	2	0.4143	2	145.79
25	A	109.39	110.38	07/01/2015	06/30/2020	22	10	1	33	36667	0.3942	2	0.3381	2	119.53
25	A	109.49	110.48	07/01/2015	06/30/2020	21	12	2	35	36667	0.5604	3	0.3883	2	182.65
25	A	109.59	110.58	07/01/2015	06/30/2020	18	12	2	32	36667	0.5554	3	0.3067	2	172.89
25	A	109.69	110.67	07/01/2015	06/30/2020	18	10	2	30	36667	0.4523	2	0.2660	2	132.22
25	A	109.79	110.77	07/01/2015	06/30/2020	16	8	2	26	36667	0.3419	2	0.1796	1	90.14
25	A	109.89	110.87	07/01/2015	06/30/2020	15	8	2	25	36667	0.3419	2	0.1593	1	88.71
25	A	109.99	110.97	07/01/2015	06/30/2020	11	8	1	20	36667	0.2861	2	0.0802	1	67.57
25	A	110.09	111.07	07/01/2015	06/30/2020	10	10	1	21	36667	0.3942	2	0.0934	1	100.81
25	A	110.19	111.17	07/01/2015	06/30/2020	10	11	1	22	36667	0.4523	2	0.1079	1	120.68
25	A	110.29	111.28	07/01/2015	06/30/2020	13	8	1	22	36667	0.2861	2	0.1079	1	69.25
25	A	110.39	111.38	07/01/2015	06/30/2020	13	9	1	23	36667	0.3419	2	0.1245	1	86.36
25	A	110.49	111.48	07/01/2015	06/30/2020	13	7	0	20	36667	0.1892	1	0.0802	1	41.97
25	A	110.59	111.58	07/01/2015	06/30/2020	14	7	0	21	36667	0.1892	1	0.0934	1	42.75
25	A	110.69	111.68	07/01/2015	06/30/2020	18	11	0	29	36667	0.3942	2	0.2436	2	111.41
25	A	110.79	111.78	07/01/2015	06/30/2020	20	14	0	34	36667	0.5604	3	0.3638	2	180.28
25	A	110.89	111.88	07/01/2015	06/30/2020	25	15	0	40	36667	0.6136	3	0.5128	2	217.03
25	A	110.99	111.98	07/01/2015	06/30/2020	27	18	0	45	36667	0.7480	3	0.6282	3	293.76
25	A	111.09	112.08	07/01/2015	06/30/2020	34	18	0	52	36667	0.7480	3	0.7607	3	314.22
25	A	111.19	112.19	07/01/2015	06/30/2020	36	19	0	55	36667	0.7761	3	0.7992	3	336.92
25	A	111.29	112.29	07/01/2015	06/30/2020	31	19	0	50	36667	0.7828	3	0.7273	3	327.88
25	A	111.39	112.39	07/01/2015	06/30/2020	31	19	0	50	36667	0.7828	3	0.7273	3	327.88
25	A	111.49	112.49	07/01/2015	06/30/2020	33	19	0	52	36667	0.7828	3	0.7607	3	333.60
25	A	111.59	112.59	07/01/2015	06/30/2020	36	19	0	55	36667	0.7828	3	0.8062	4	342.11
25	A	111.69	112.69	07/01/2015	06/30/2020	35	16	0	51	36667	0.6592	3	0.7444	3	269.12
25	A	111.79	112.79	07/01/2015	06/30/2020	33	15	0	48	36667	0.6136	3	0.6896	3	240.28
25	A	111.89	112.90	07/01/2015	06/30/2020	31	13	0	44	36667	0.5097	2	0.6054	3	187.87

Colorado Network Screening (LOSS)



Colorado Network Screening (Crash Patterns)



Contact Information and Links

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https://www.codot.gov/safety/traffic-safety/programs-and-analysis
https://cdot.maps.arcgis.com/home/index.html

Thank you!

American Association of State Highway and Transportation Officials

AASHTO

WYDOT Network Screening

A quick review of notable agency predictive network screening tools

Agency Overview

- Wyoming Department of Transportation (WYDOT)
- Keri Bohlmann
  - WYDOT
  - Keri.Bohlmann@wyo.gov
  - 307-777-4257
- Joe McCarthy
  - Traffic Records Project Manager
  - Joe.McCarthy@wyo.gov
  - 970-412-4022

Tool Overview

- Company: ITIS Corp – OnSafety Portal
- Specific Tools: HSM Network Processor, SMS, report engine
- In use for 5+ years
- Oracle based processing, Web-based access
- Applies HSM Predictive to entire roadway network

Key Features

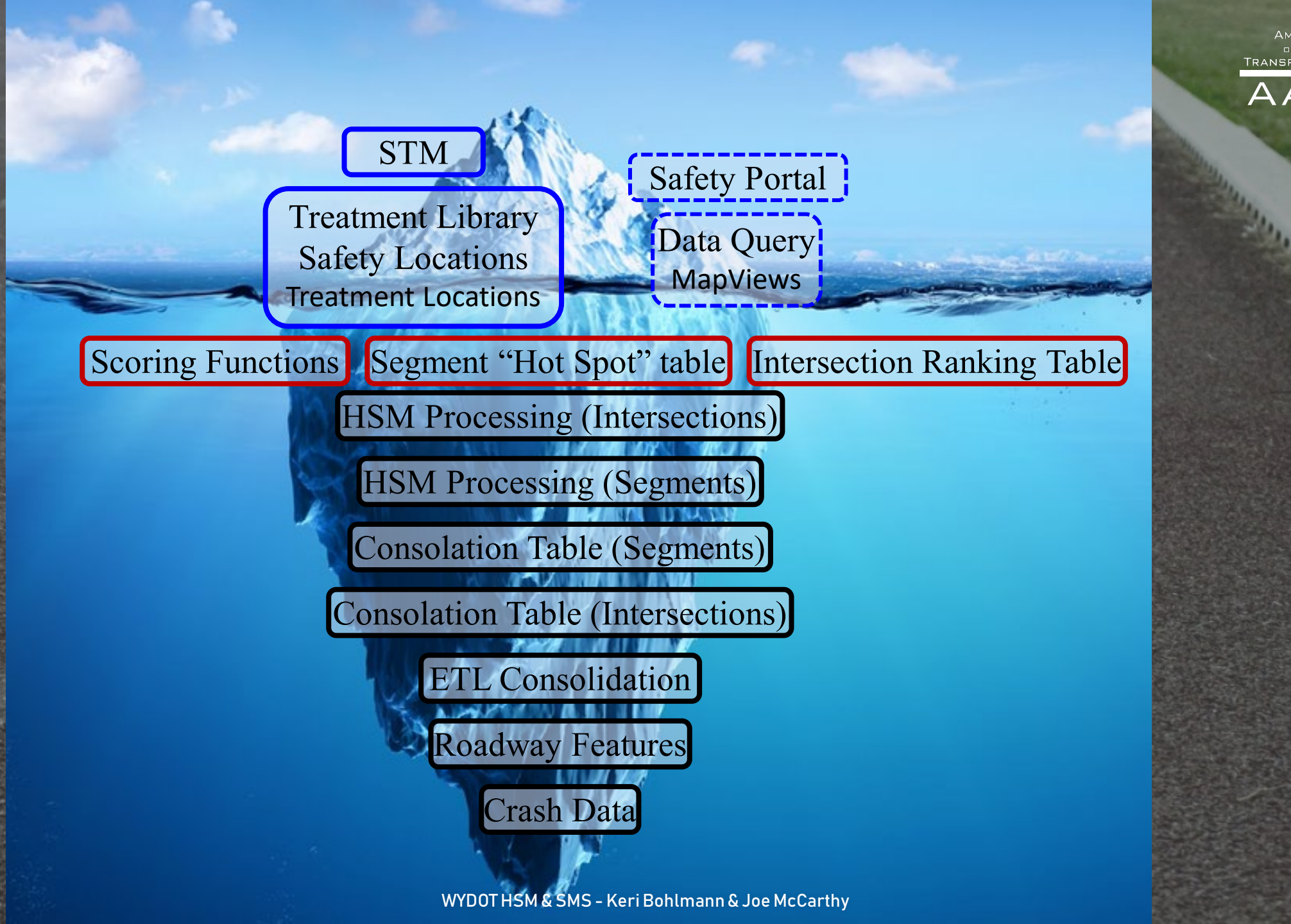
- Main features of the HSM Processing
  - Applies HSM Predictive on entire network; segments and intersections
    - Facility types to identify models
    - Have used non-HSM models
    - Applies available site-specific CMFs
    - EB correction – calculates expected (future) crashes
  - Annual update; 5-year history, re-calibration
  - Weighted severity scores segments and intersections
  - Calculates expected crash reduction for treatments

Key Features

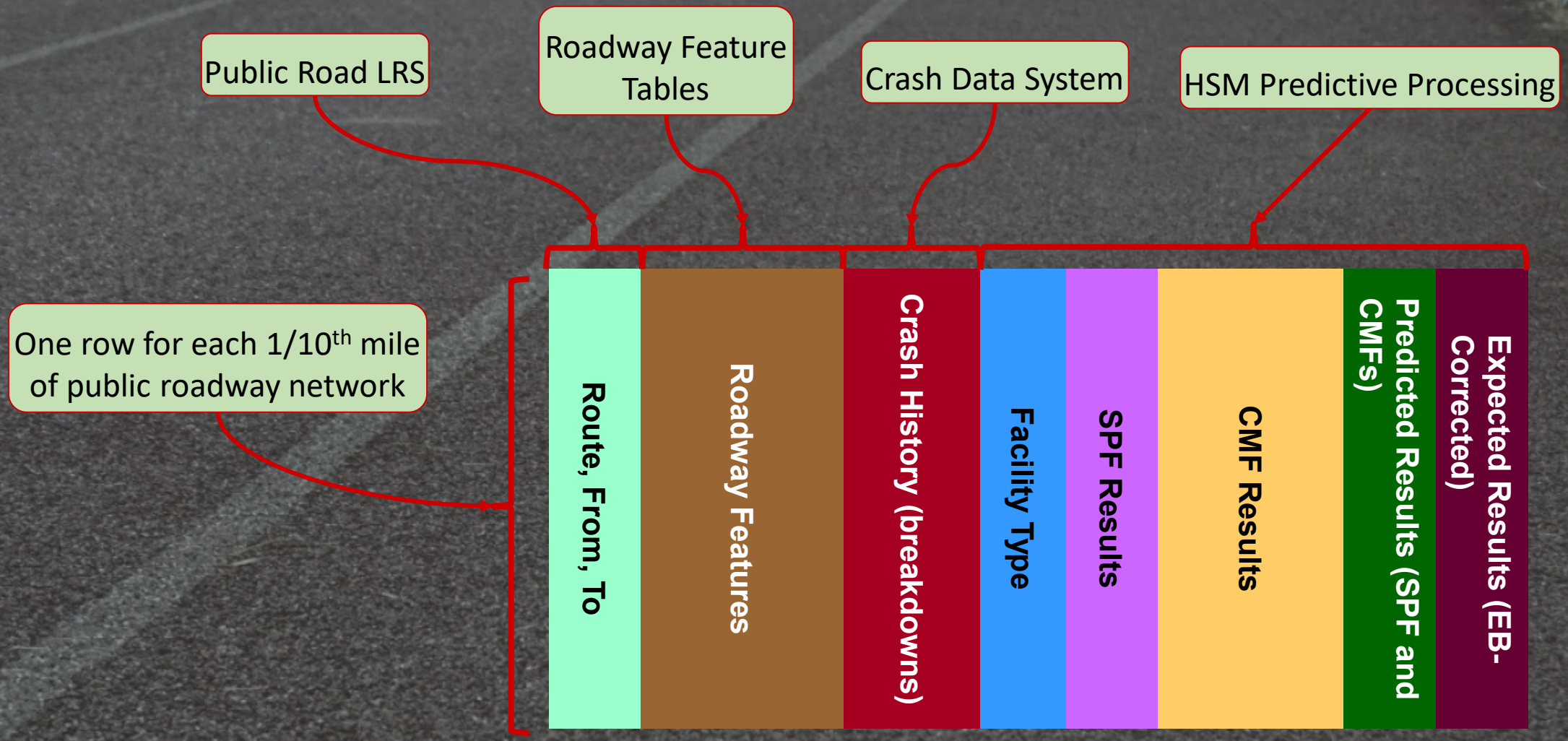
- Main capabilities of the Safety Management System
  - Screening – crash concentrations (segment and intersection)
  - Diagnosis – historical crash types and risk features
  - Visualization
  - Prioritizing locations to consider (highest potential for reduction)
  - Prioritizing safety treatments (based on expected B/C, crash reduction)
  - Three levels of information and visualization
    - On-screen info
    - 1-click reports
    - Analysis tools

WYDOT Screening Approach

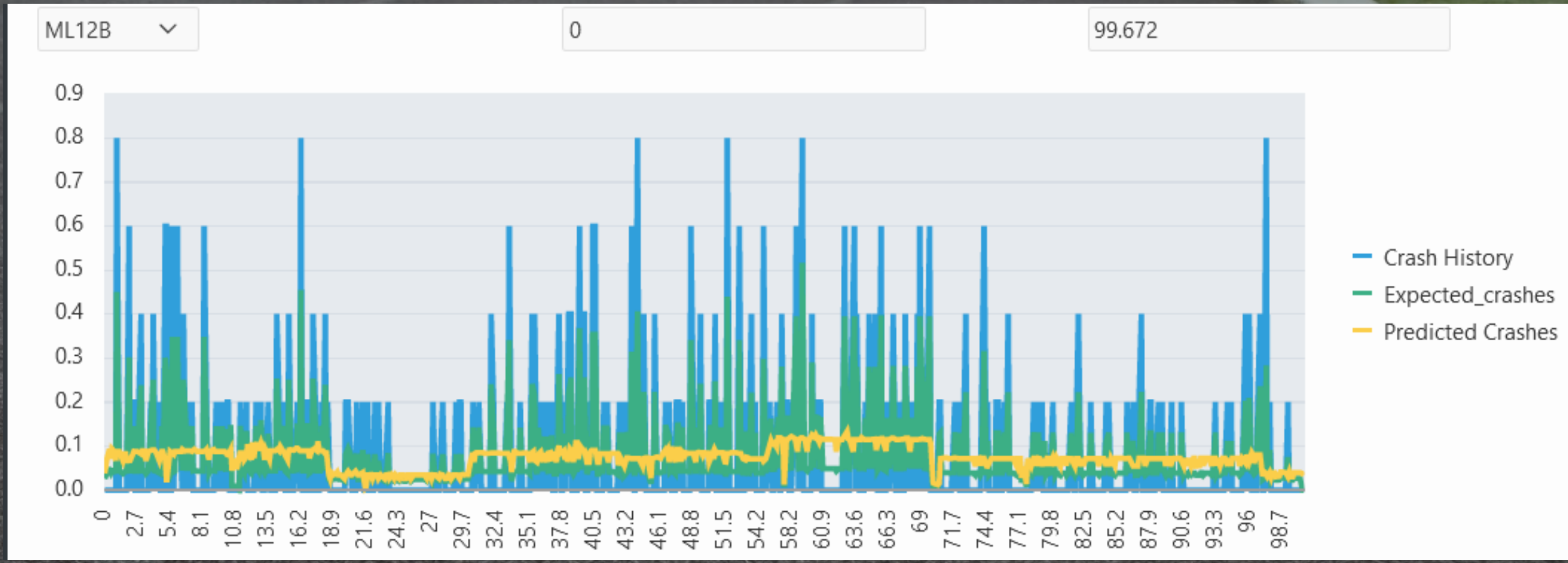
- Looking for "worst" 1-mile segments and intersections
  - Worst-of-the-worst
    - Highest concentration of fatal/serious crashes and/or of all crashes
  - Grouped by facility type, e.g.
    - Rural/urban
    - Signalized/non-signalized
- Specific studies also done
  - Run-off-road, High speed rural intersections, winter-weather, wild animal


STM
Safety Portal
Treatment Library
Safety Locations
Treatment Locations
Data Query
MapViews
Scoring Functions
Segment "Hot Spot" table
Intersection Ranking Table
HSM Processing (Intersections)
HSM Processing (Segments)
Consolation Table (Segments)
Consolation Table (Intersections)
ETL Consolidation
Roadway Features
Crash Data

Populating the HSM Table

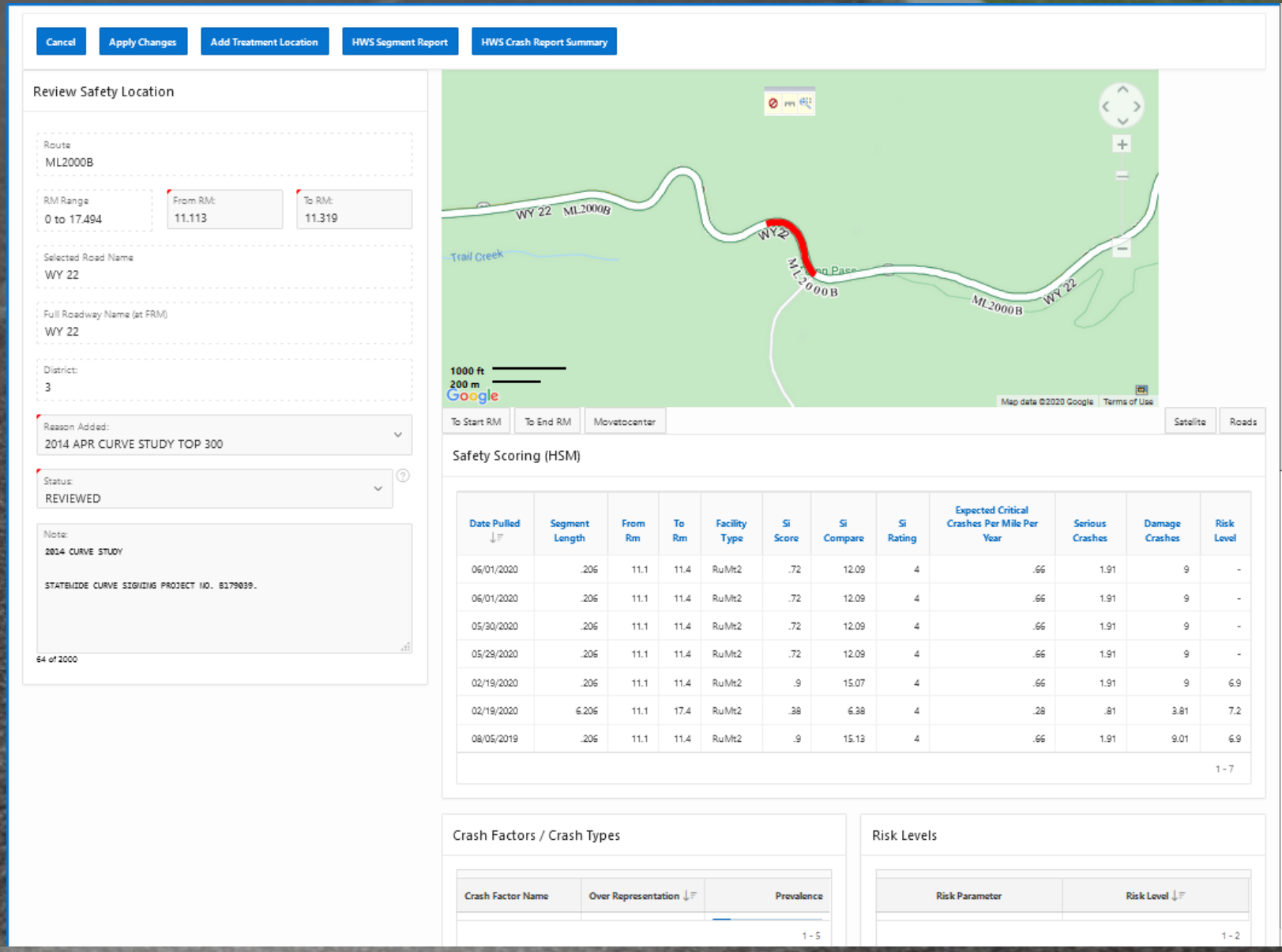


Example of HSM Output

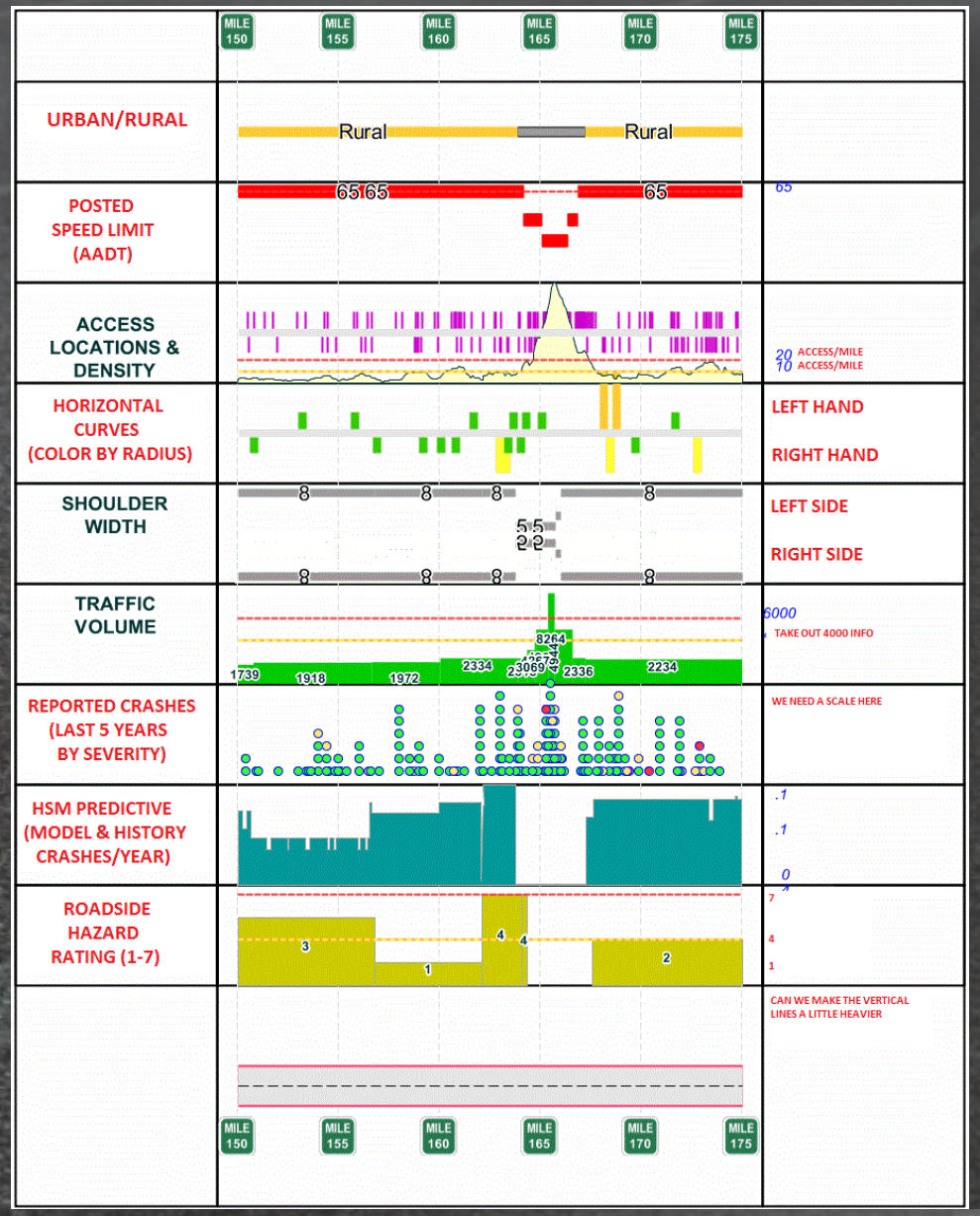


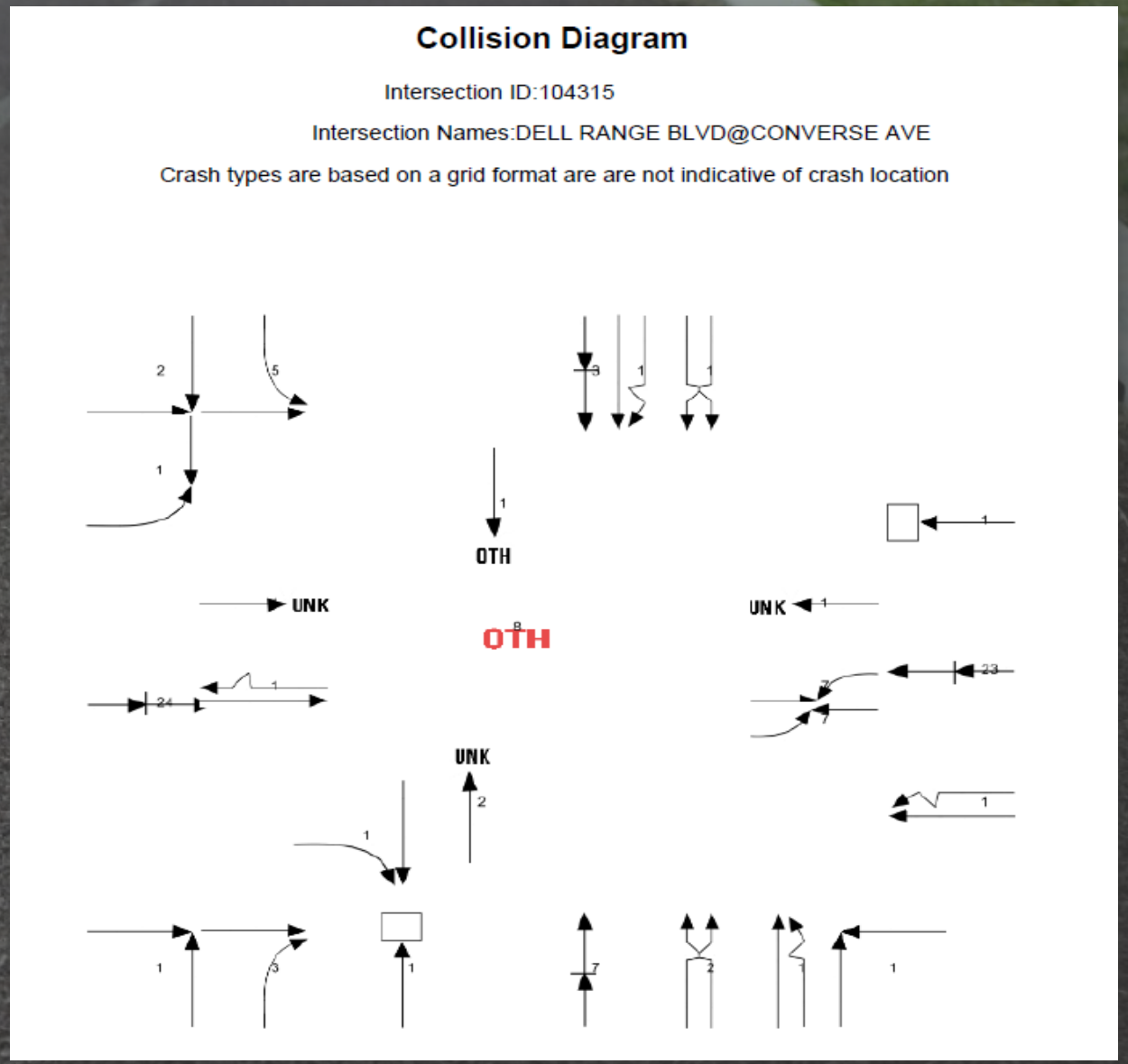
WYDOT's SMS – Safety Locations

- *Location*
- *Context*
- *HSM Scores*
- *Risk factors (from HSM CMFs)*



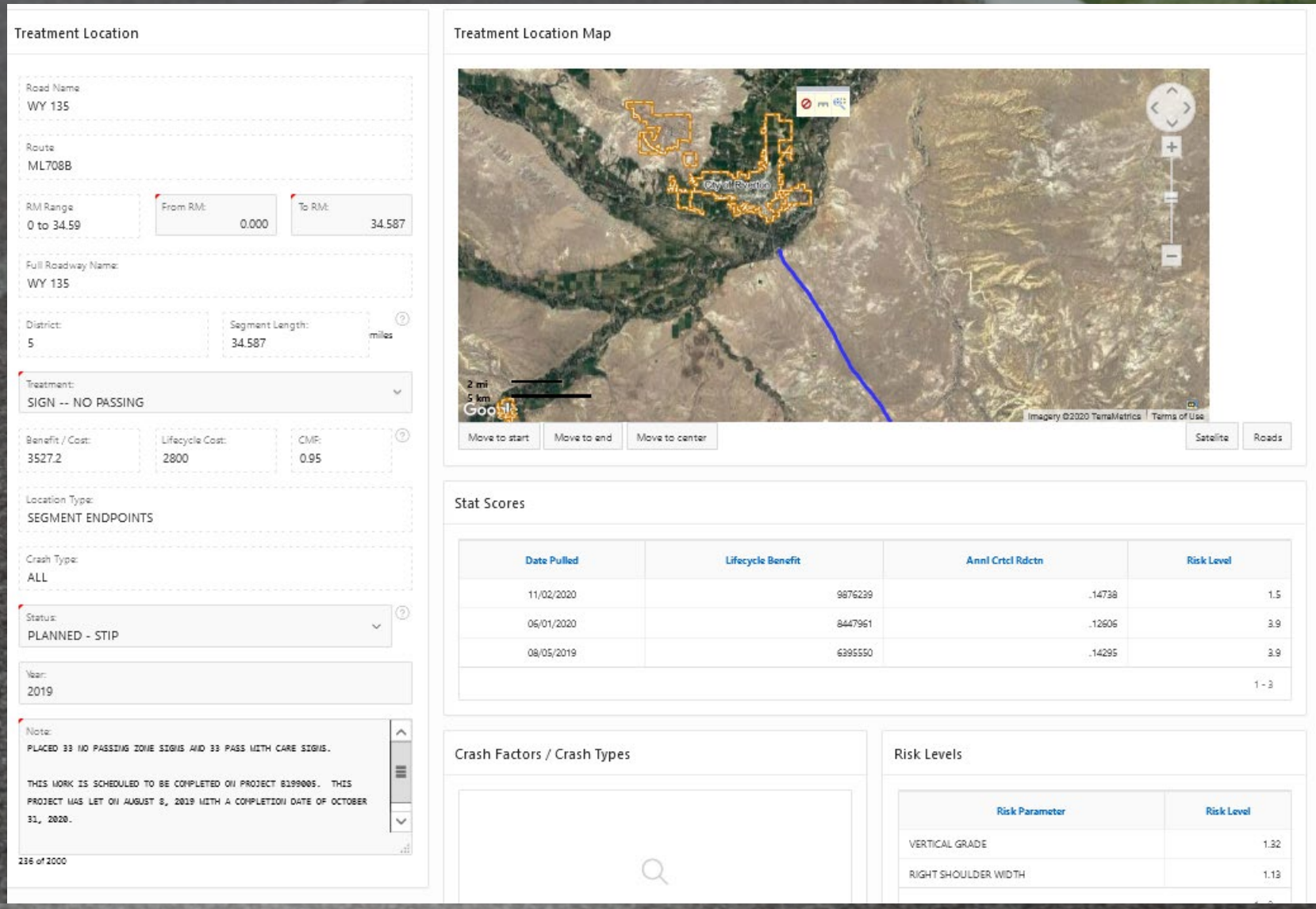
Diagnostic Visualization





WYDOT's SMS — Treatment Locations

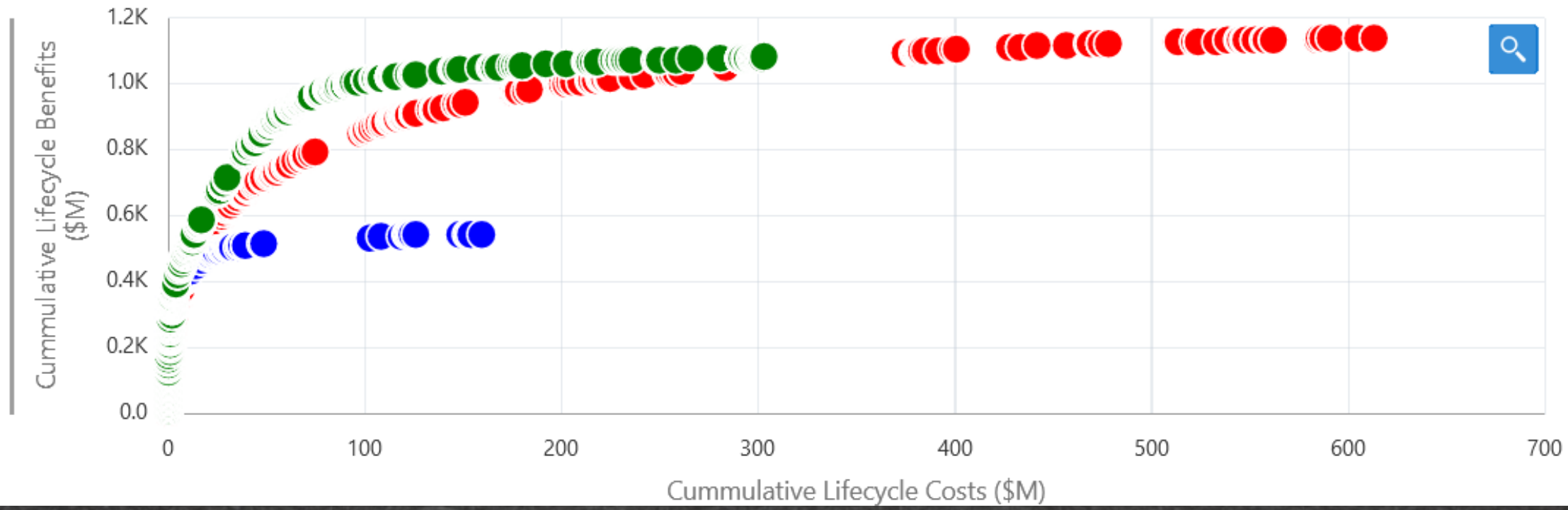
- *Location*
- *Proposed treatment*
- *Expected lifecycle cost*
- *Expected crash reduction*
- *Expected B/C*
- *Feeds programming*
- *Captures completion*



Selecting Effective Treatments

Statewide Safety Status

Treatment Cummulative Benefits vs Cumulative Costs



Conclusions

- The tools support strategic directions
  - Data driven optimization
  - Performance measure
- Systematic HSM calculations
  - Integrated into hot spots, scoring, benefit calculations
  - Screening, treatment selection, programming
- Actual benefits of the tools:
  - At all project kick off and recon meetings, the safety report is reviewed and discussed. Safety discussions are driven by the HSM safety scores. (A low score means little or no discussion takes place.)
  - By forcing everyone to review the safety report and data, it helps engineers make safety related decisions (in theory).
    - Unfortunately, some of the engineers try to make the report fit their wants.
    - It does, however, give others the tools to say no, that treatment is not justified.
  - Having the tool is forcing the safety conversation on every project.

Questions?

- Wyoming Department of Transportation (WYDOT)
- Keri Bohlmann
  - WYDOT
  - Keri.Bohlmann@wyo.gov
  - 307-777-4257
- Joe McCarthy
  - Traffic Records Project Manager
  - Joe.McCarthy@wyo.gov
  - 970-412-4022
- OnSafety Portal by ITIS Corp.

Georgia Department of Transportation

American Association of State Highway and Transportation Officials

AASHTO

The Voice of Transportation

Network Screening Speed Dating

numetric™

Agency Overview

Georgia Department of Transportation

Contact Information

Samuel Harris, PE

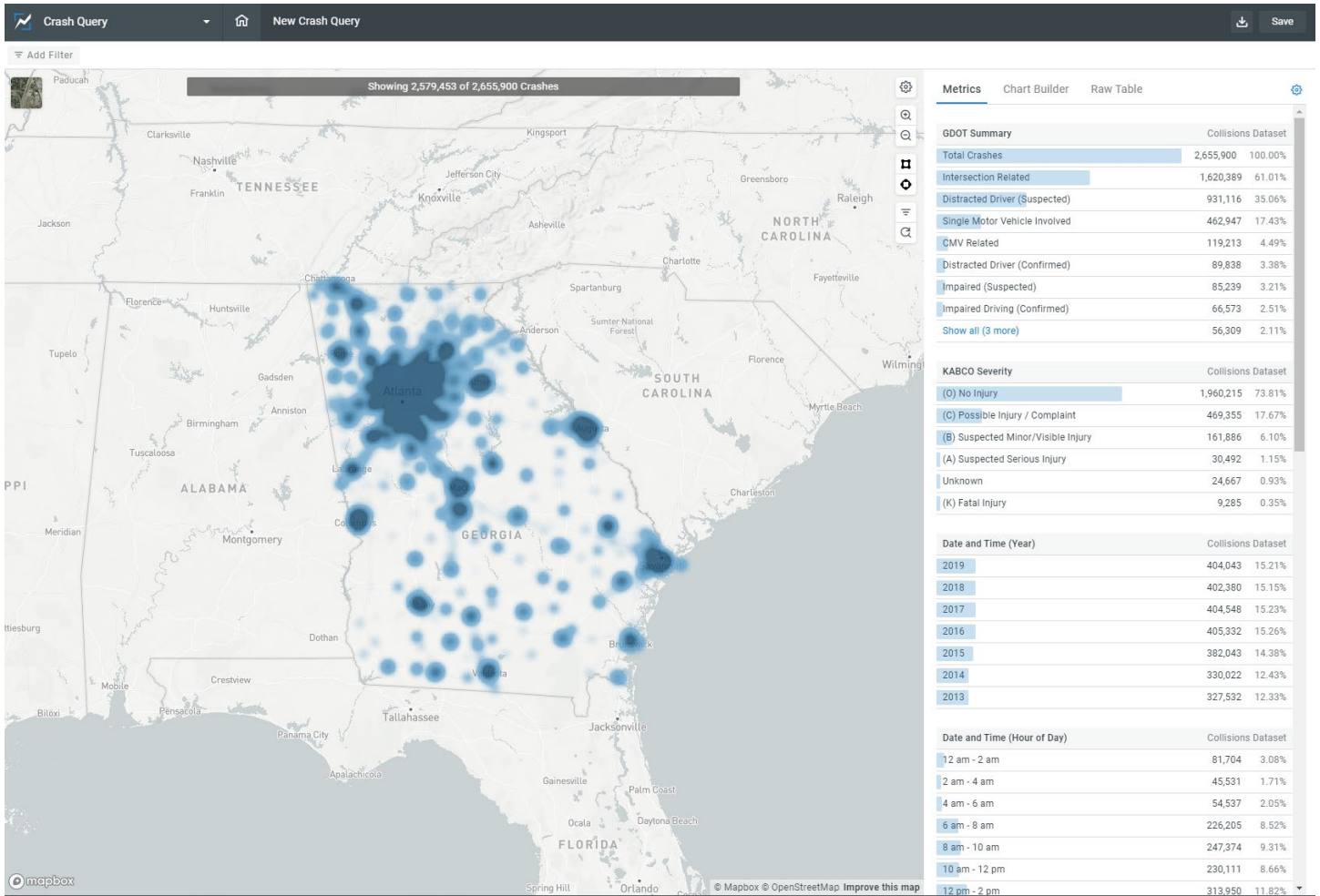
State Safety Engineering Manager

sharris@dot.ga.gov

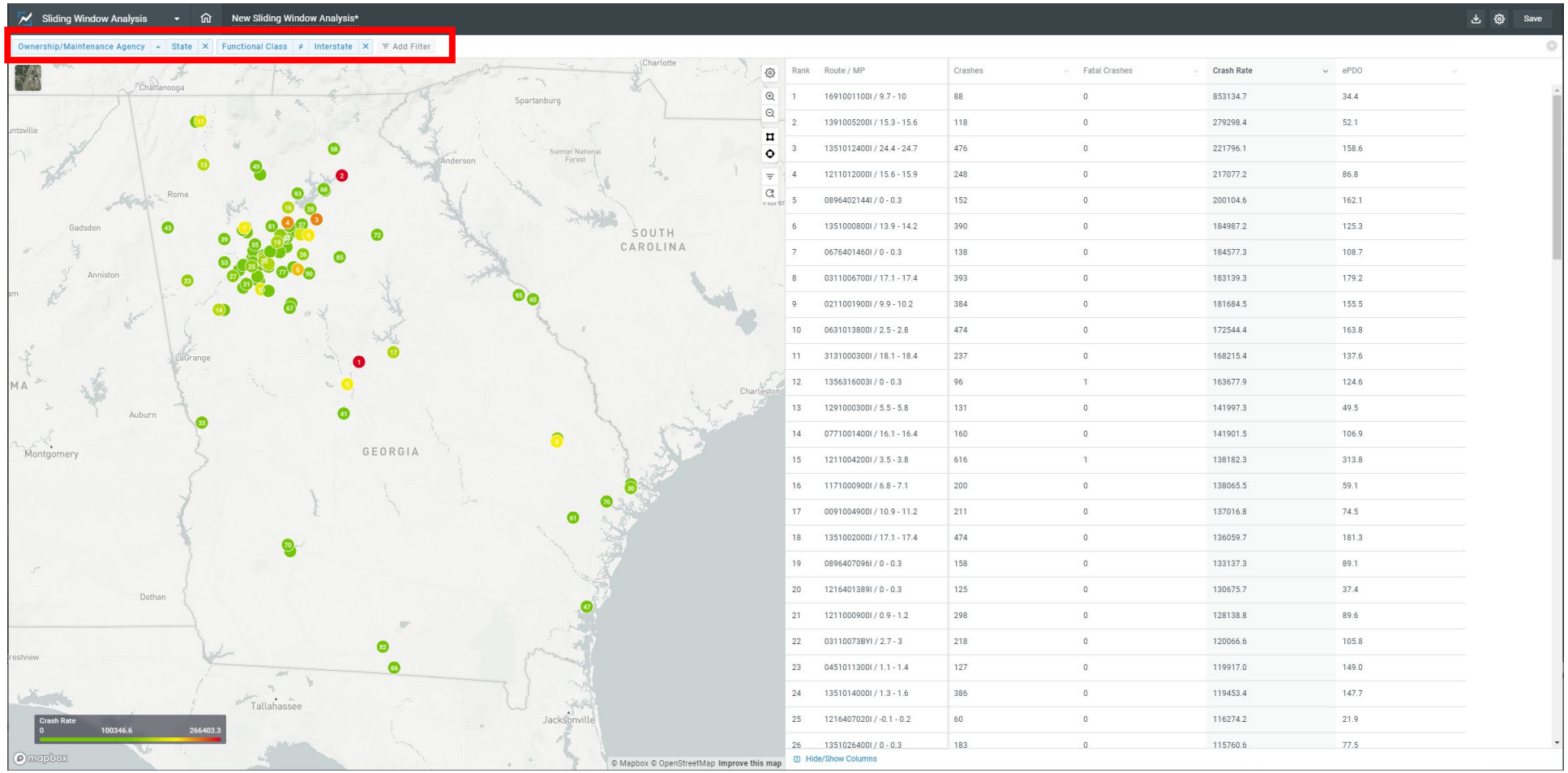
Tool Overview

numetric™

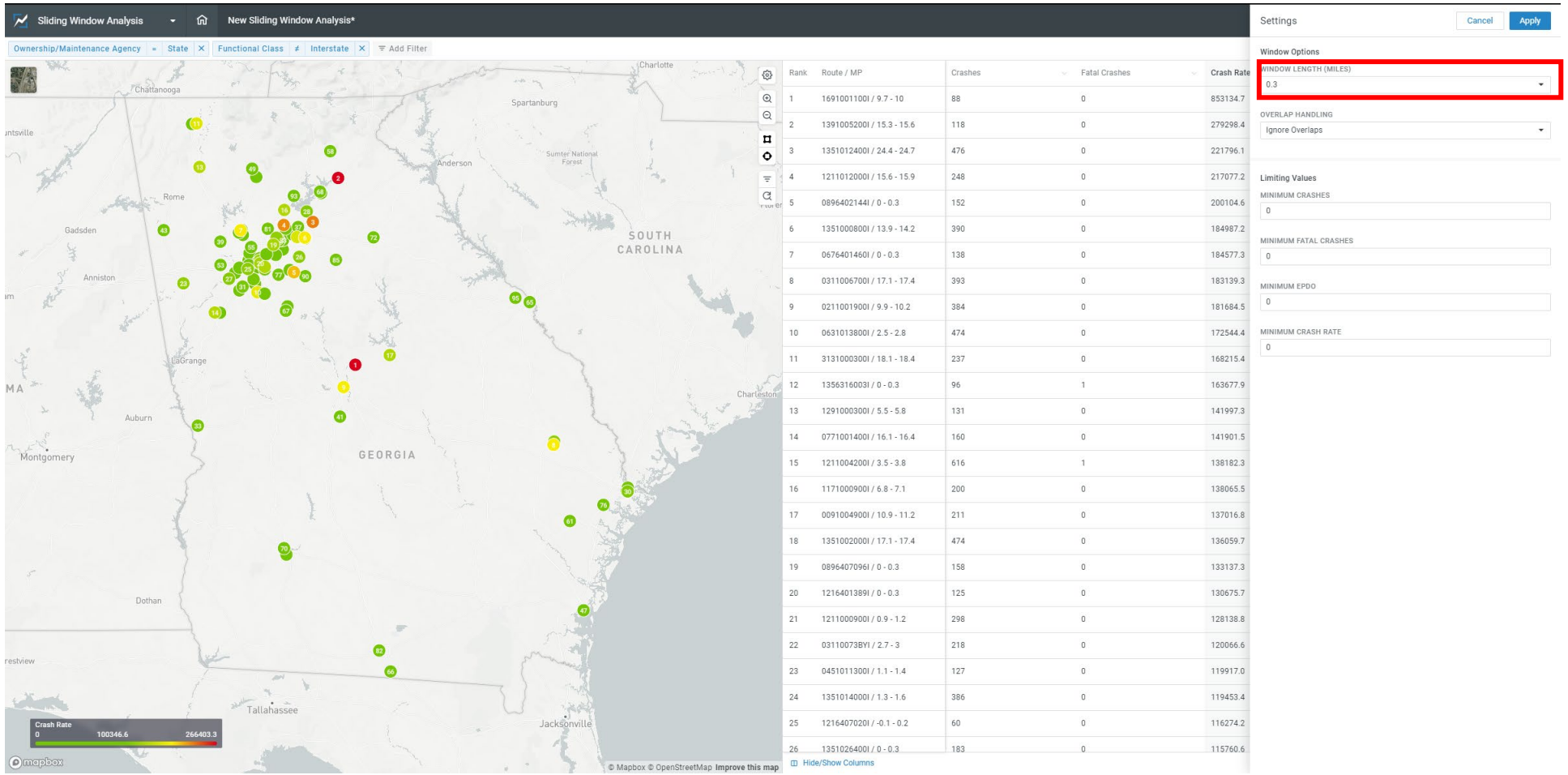
AASHTOWare Safety™ AASHTO numetric



Key Features



Rank	Route / MP	Crashes	Fatal Crashes	Crash Rate	ePDO
1	16910011001 / 9.7 - 10	88	0	853134.7	34.4
2	13910052001 / 15.3 - 15.6	118	0	279298.4	52.1
3	13510124001 / 24.4 - 24.7	476	0	221796.1	158.6
4	12110120001 / 15.6 - 15.9	248	0	217077.2	86.8
5	08964021441 / 0 - 0.3	152	0	200104.6	162.1
6	13510008001 / 13.9 - 14.2	390	0	184987.2	125.3
7	06764014601 / 0 - 0.3	138	0	184577.3	108.7
8	03110067001 / 17.1 - 17.4	393	0	183139.3	179.2
9	02110019001 / 9.9 - 10.2	384	0	181684.5	155.5
10	06310138001 / 2.5 - 2.8	474	0	172544.4	163.8
11	31310003001 / 18.1 - 18.4	237	0	168215.4	137.6
12	13563160031 / 0 - 0.3	96	1	163677.9	124.6
13	12910003001 / 5.5 - 5.8	131	0	141997.3	49.5
14	07710014001 / 16.1 - 16.4	160	0	141901.5	106.9
15	12110042001 / 3.5 - 3.8	616	1	138182.3	313.8
16	11710009001 / 6.8 - 7.1	200	0	138065.5	59.1
17	00910049001 / 10.9 - 11.2	211	0	137016.8	74.5
18	13510020001 / 17.1 - 17.4	474	0	136059.7	181.3
19	08964070961 / 0 - 0.3	158	0	133137.3	89.1
20	12164013891 / 0 - 0.3	125	0	130675.7	37.4
21	12110009001 / 0.9 - 1.2	298	0	128138.8	89.6
22	03110073BYI / 2.7 - 3	218	0	120066.6	105.8
23	04510113001 / 1.1 - 1.4	127	0	119917.0	149.0
24	13510140001 / 1.3 - 1.6	386	0	119453.4	147.7
25	12164070201 / -0.1 - 0.2	60	0	116274.2	21.9
26	13510264001 / 0 - 0.3	183	0	115760.6	77.5



Rank	Route / MP	Crashes	Fatal Crashes	Crash Rate
1	16910011001 / 9.7 - 10	88	0	853134.7
2	13910052001 / 15.3 - 15.6	118	0	279298.4
3	13510124001 / 24.4 - 24.7	476	0	221796.1
4	12110120001 / 15.6 - 15.9	248	0	217077.2
5	08964021441 / 0 - 0.3	152	0	200104.6
6	13510008001 / 13.9 - 14.2	390	0	184987.2
7	06764014601 / 0 - 0.3	138	0	184577.3
8	03110067001 / 17.1 - 17.4	393	0	183139.3
9	02110019001 / 9.9 - 10.2	384	0	181684.5
10	06310138001 / 2.5 - 2.8	474	0	172544.4
11	31310003001 / 18.1 - 18.4	237	0	168215.4
12	13563160031 / 0 - 0.3	96	1	163677.9
13	12910003001 / 5.5 - 5.8	131	0	141997.3
14	07710014001 / 16.1 - 16.4	160	0	141901.5
15	12110042001 / 3.5 - 3.8	616	1	138182.3
16	11710009001 / 6.8 - 7.1	200	0	138065.5
17	00910049001 / 10.9 - 11.2	211	0	137016.8
18	13510020001 / 17.1 - 17.4	474	0	136059.7
19	08964070961 / 0 - 0.3	158	0	133137.3
20	12164013891 / 0 - 0.3	125	0	130675.7
21	12110009001 / 0.9 - 1.2	298	0	128138.8
22	03110073BYI / 2.7 - 3	218	0	120066.6
23	04510113001 / 1.1 - 1.4	127	0	119917.0
24	13510140001 / 1.3 - 1.6	386	0	119453.4
25	12164070201 / -0.1 - 0.2	60	0	116274.2
26	13510264001 / 0 - 0.3	183	0	115760.6

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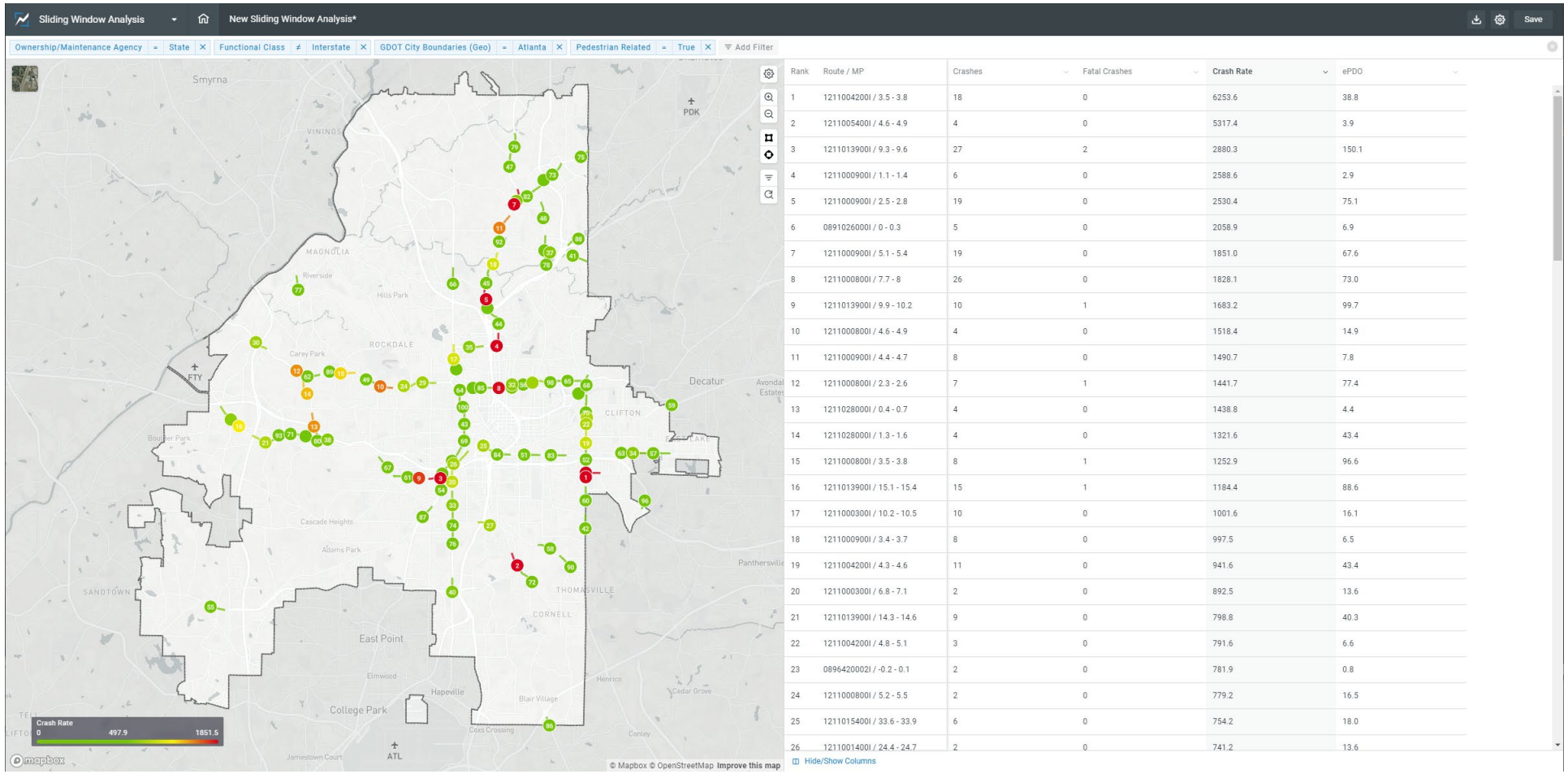

Rank	Route / MP	Crashes	Fatal Crashes	Crash Rate	ePDO
1	12110042001 / 3.5 - 3.8	18	0	6253.6	38.8
2	12110054001 / 4.6 - 4.9	4	0	5317.4	3.9
3	12110139001 / 9.3 - 9.6	27	2	2880.3	150.1
4	12110009001 / 1.1 - 1.4	6	0	2588.6	2.9
5	12110009001 / 2.5 - 2.8	19	0	2530.4	75.1
6	08910260001 / 0 - 0.3	5	0	2058.9	6.9
7	12110009001 / 5.1 - 5.4	19	0	1851.0	67.6
8	12110008001 / 7.7 - 8	26	0	1828.1	73.0
9	12110139001 / 9.9 - 10.2	10	1	1683.2	99.7
10	12110008001 / 4.6 - 4.9	4	0	1518.4	14.9
11	12110009001 / 4.4 - 4.7	8	0	1490.7	7.8
12	12110008001 / 2.3 - 2.6	7	1	1441.7	77.4
13	12110280001 / 0.4 - 0.7	4	0	1438.8	4.4
14	12110280001 / 1.3 - 1.6	4	0	1321.6	43.4
15	12110008001 / 3.5 - 3.8	8	1	1252.9	96.6
16	12110139001 / 15.1 - 15.4	15	1	1184.4	88.6
17	12110003001 / 10.2 - 10.5	10	0	1001.6	16.1
18	12110009001 / 3.4 - 3.7	8	0	997.5	6.5
19	12110042001 / 4.3 - 4.6	11	0	941.6	43.4
20	12110003001 / 6.8 - 7.1	2	0	892.5	13.6
21	12110139001 / 14.3 - 14.6	9	0	798.8	40.3
22	12110042001 / 4.8 - 5.1	3	0	791.6	6.6
23	08964200021 / -0.2 - 0.1	2	0	781.9	0.8
24	12110008001 / 5.2 - 5.5	2	0	779.2	16.5
25	12110154001 / 33.6 - 33.9	6	0	754.2	18.0
26	12110014001 / 24.4 - 24.7	2	0	741.2	13.6

Hide/Show Columns

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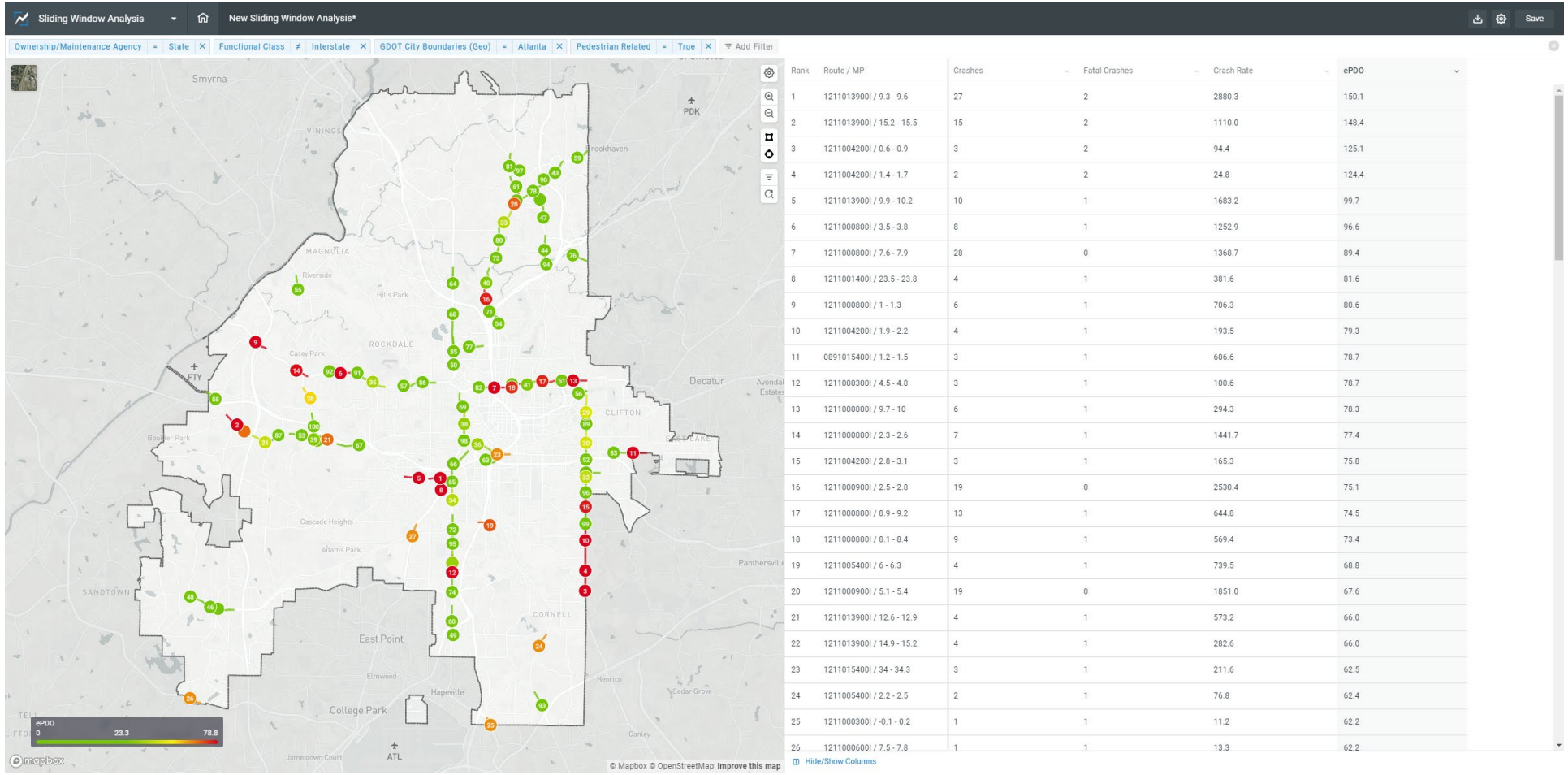

Rank	Route / MP	Crashes	Fatal Crashes	Crash Rate	ePDO
1	1211013900I / 9.3 - 9.6	27	2	2880.3	150.1
2	1211013900I / 15.2 - 15.5	15	2	1110.0	148.4
3	1211004200I / 0.6 - 0.9	3	2	94.4	125.1
4	1211004200I / 1.4 - 1.7	2	2	24.8	124.4
5	1211013900I / 9.9 - 10.2	10	1	1683.2	99.7
6	1211000800I / 3.5 - 3.8	8	1	1252.9	96.6
7	1211000800I / 7.6 - 7.9	28	0	1368.7	89.4
8	1211001400I / 23.5 - 23.8	4	1	381.6	81.6
9	1211000800I / 1 - 1.3	6	1	706.3	80.6
10	1211004200I / 1.9 - 2.2	4	1	193.5	79.3
11	0891015400I / 1.2 - 1.5	3	1	606.6	78.7
12	1211000300I / 4.5 - 4.8	3	1	100.6	78.7
13	1211000800I / 9.7 - 10	6	1	294.3	78.3
14	1211000800I / 2.3 - 2.6	7	1	1441.7	77.4
15	1211004200I / 2.8 - 3.1	3	1	165.3	75.8
16	1211000900I / 2.5 - 2.8	19	0	2530.4	75.1
17	1211000800I / 8.9 - 9.2	13	1	644.8	74.5
18	1211000800I / 8.1 - 8.4	9	1	569.4	73.4
19	1211005400I / 6 - 6.3	4	1	739.5	68.8
20	1211000900I / 5.1 - 5.4	19	0	1851.0	67.6
21	1211013900I / 12.6 - 12.9	4	1	573.2	66.0
22	1211013900I / 14.9 - 15.2	4	1	282.6	66.0
23	1211015400I / 34 - 34.3	3	1	211.6	62.5
24	1211005400I / 2.2 - 2.5	2	1	76.8	62.4
25	1211000300I / -0.1 - 0.2	1	1	11.2	62.2
26	1211000600I / 7.5 - 7.8	1	1	13.3	62.2

Hide/Show Columns

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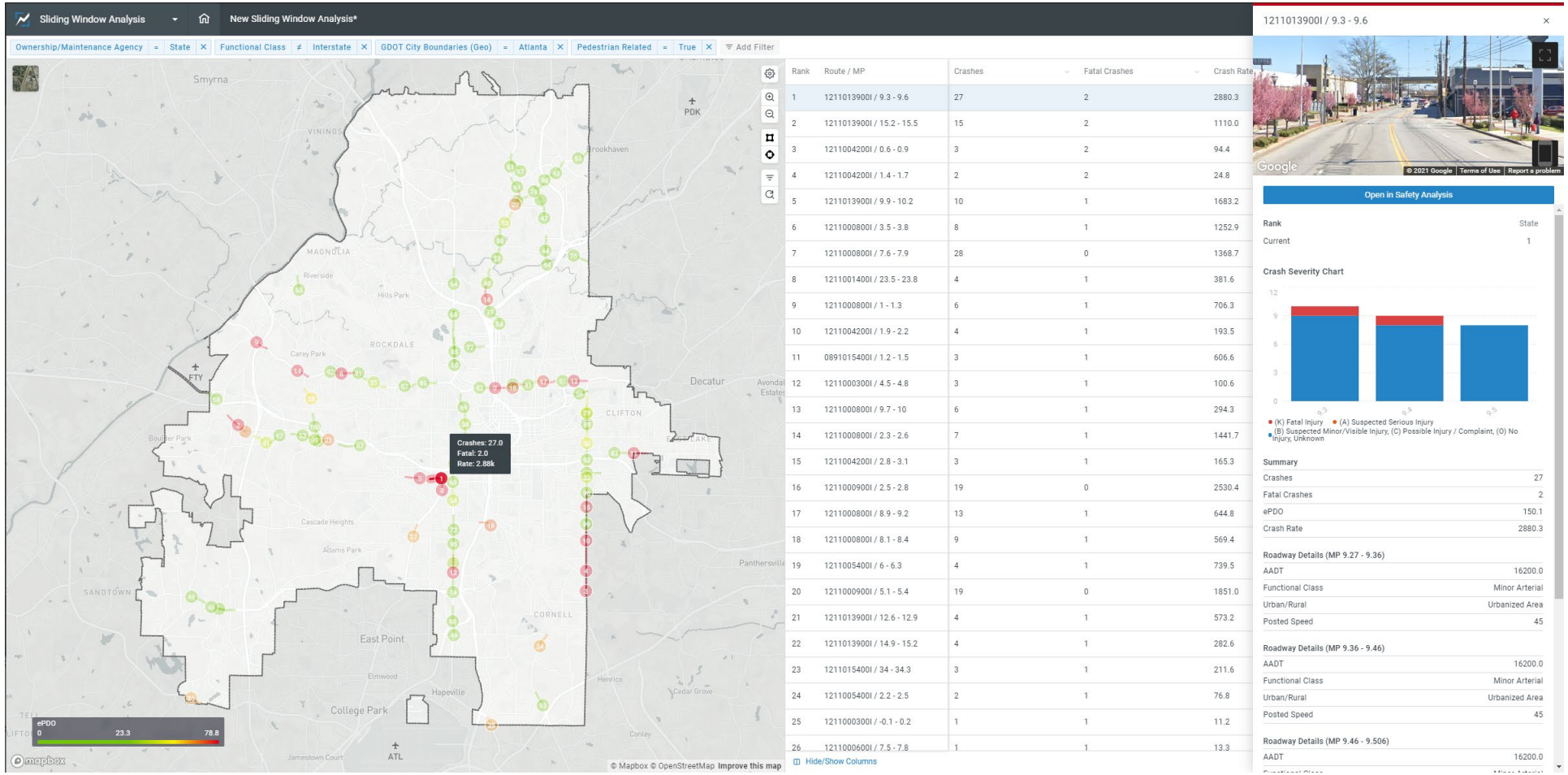


Rank	Route / MP	Crashes	Fatal Crashes	Crash Rate
1	1211013900I / 9.3 - 9.6	27	2	2880.3
2	1211013900I / 15.2 - 15.5	15	2	1110.0
3	1211004200I / 0.6 - 0.9	3	2	94.4
4	1211004200I / 1.4 - 1.7	2	2	24.8
5	1211013900I / 9.9 - 10.2	10	1	1683.2
6	1211000800I / 3.5 - 3.8	8	1	1252.9
7	1211000800I / 7.6 - 7.9	28	0	1368.7
8	1211001400I / 23.5 - 23.8	4	1	381.6
9	1211000800I / 1 - 1.3	6	1	706.3
10	1211004200I / 1.9 - 2.2	4	1	193.5
11	0891015400I / 1.2 - 1.5	3	1	606.6
12	1211000300I / 4.5 - 4.8	3	1	100.6
13	1211000800I / 9.7 - 10	6	1	294.3
14	1211000800I / 2.3 - 2.6	7	1	1441.7
15	1211004200I / 2.8 - 3.1	3	1	165.3
16	1211000900I / 2.5 - 2.8	19	0	2530.4
17	1211000800I / 8.9 - 9.2	13	1	644.8
18	1211000800I / 8.1 - 8.4	9	1	569.4
19	1211005400I / 6 - 6.3	4	1	739.5
20	1211000900I / 5.1 - 5.4	19	0	1851.0
21	1211013900I / 12.6 - 12.9	4	1	573.2
22	1211013900I / 14.9 - 15.2	4	1	282.6
23	1211015400I / 34 - 34.3	3	1	211.6
24	1211005400I / 2.2 - 2.5	2	1	76.8
25	1211000300I / -0.1 - 0.2	1	1	11.2
26	1211000600I / 7.5 - 7.8	1	1	13.3

Rank	State
Current	1

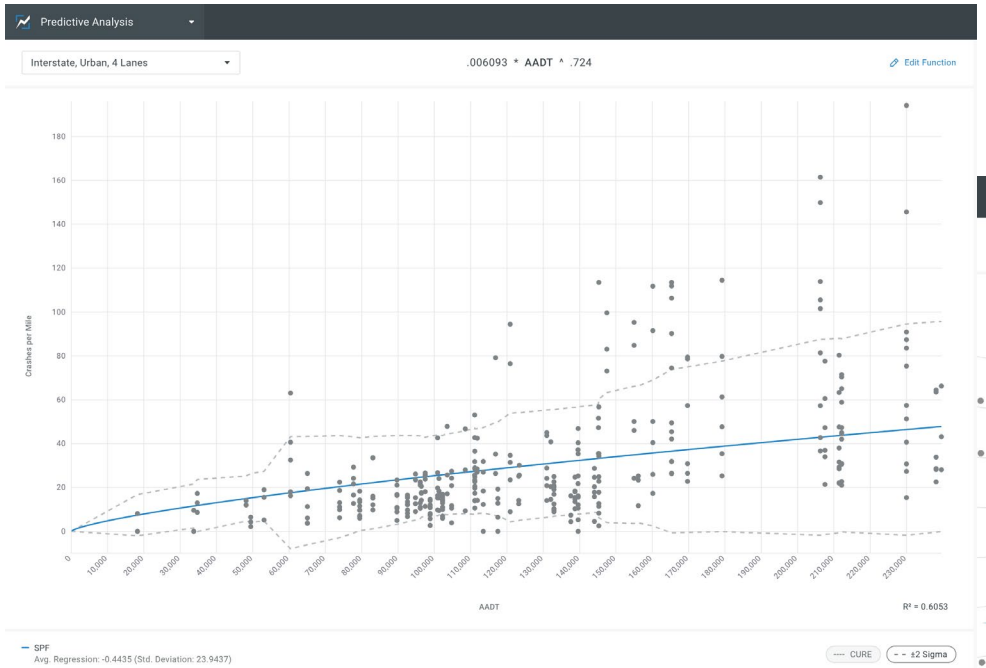
Summary	
Crashes	27
Fatal Crashes	2
ePDO	150.1
Crash Rate	2880.3

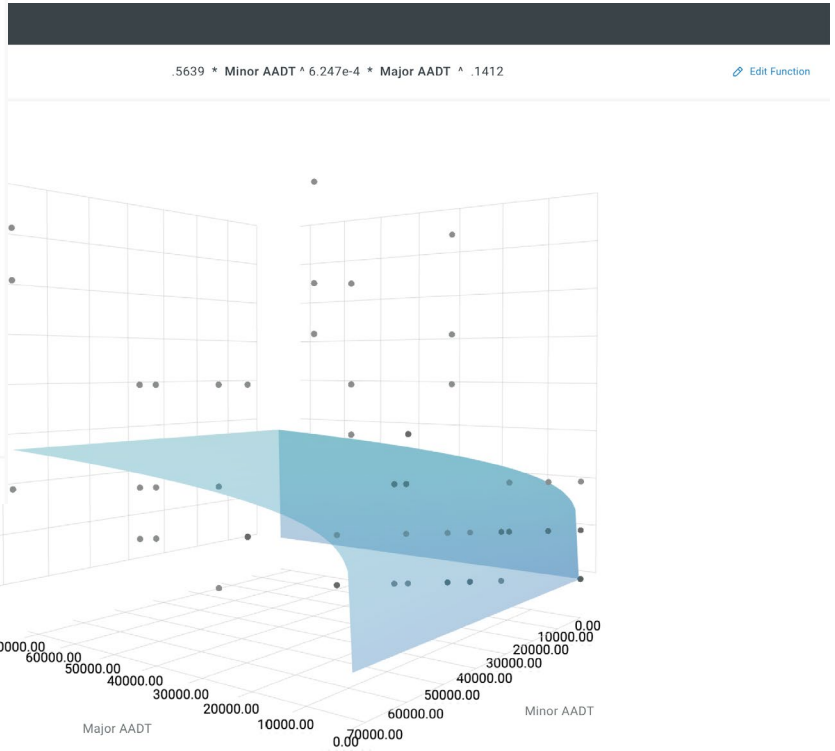
Roadway Details (MP 9.27 - 9.36)	
AADT	16200.0
Functional Class	Minor Arterial
Urban/Rural	Urbanized Area
Posted Speed	45

Roadway Details (MP 9.36 - 9.46)	
AADT	16200.0
Functional Class	Minor Arterial
Urban/Rural	Urbanized Area
Posted Speed	45

Roadway Details (MP 9.46 - 9.506)	
AADT	16200.0

Predictive Analysis – EB / SPF Creation





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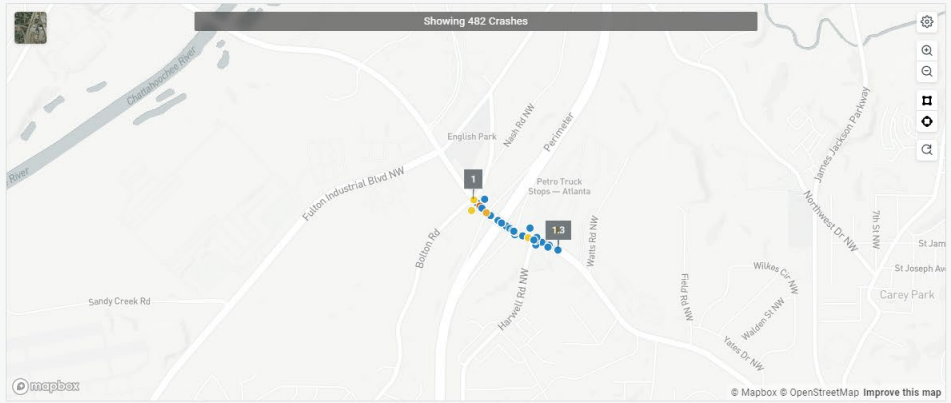
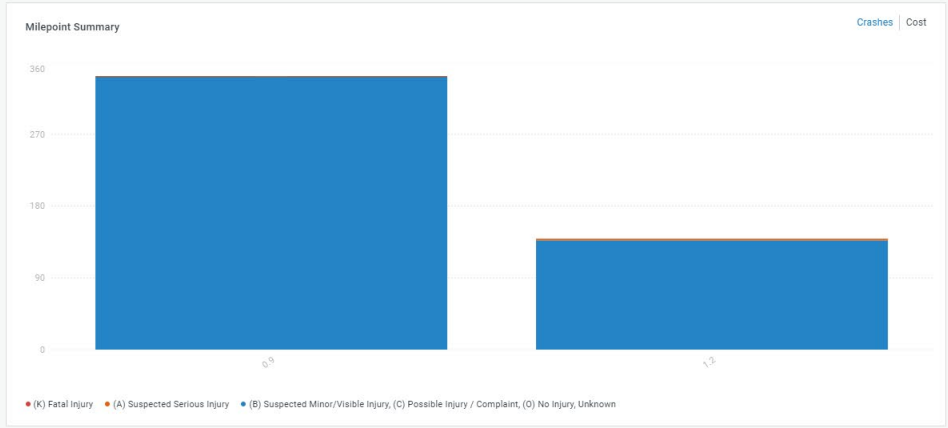
‹ Back

Route 12110008001, MP 1 - 1.3

Select A Treatment ›

Add Filter





Countermeasures | Metrics | Raw Table

GDOT Summary		Collisions Dataset
Total Crashes	482	100.00%
Distracted Driver (Suspected)	150	31.12%
CMV Related	105	21.78%
Intersection Related	97	20.12%
Impaired (Suspected)	23	4.77%
Single Motor Vehicle Involved	16	3.32%
Impaired Driving (Confirmed)	5	1.04%
Pedestrian	5	1.04%
Show all (3 more)	7	1.45%

KABCO Severity		Collisions Dataset
(O) No Injury	320	66.39%
(C) Possible Injury / Complaint	83	17.22%
Unknown	56	11.62%
(B) Suspected Minor/Visible Injury	20	4.15%
(A) Suspected Serious Injury	3	0.62%
(K) Fatal Injury	0	0.00%

Date and Time (Year)		Collisions Dataset
2019	128	26.56%
2018	183	37.97%
2017	171	35.48%
Show all (4 more)	0	0%

Date and Time (Hour of Day)		Collisions Dataset
12 am - 2 am	13	2.70%
2 am - 4 am	9	1.87%
4 am - 6 am	12	2.49%
6 am - 8 am	43	8.92%
8 am - 10 am	49	10.17%
10 am - 12 pm	58	12.03%
12 pm - 2 pm	51	10.58%
2 pm - 4 pm	75	15.56%

Georgia Department of Transportation

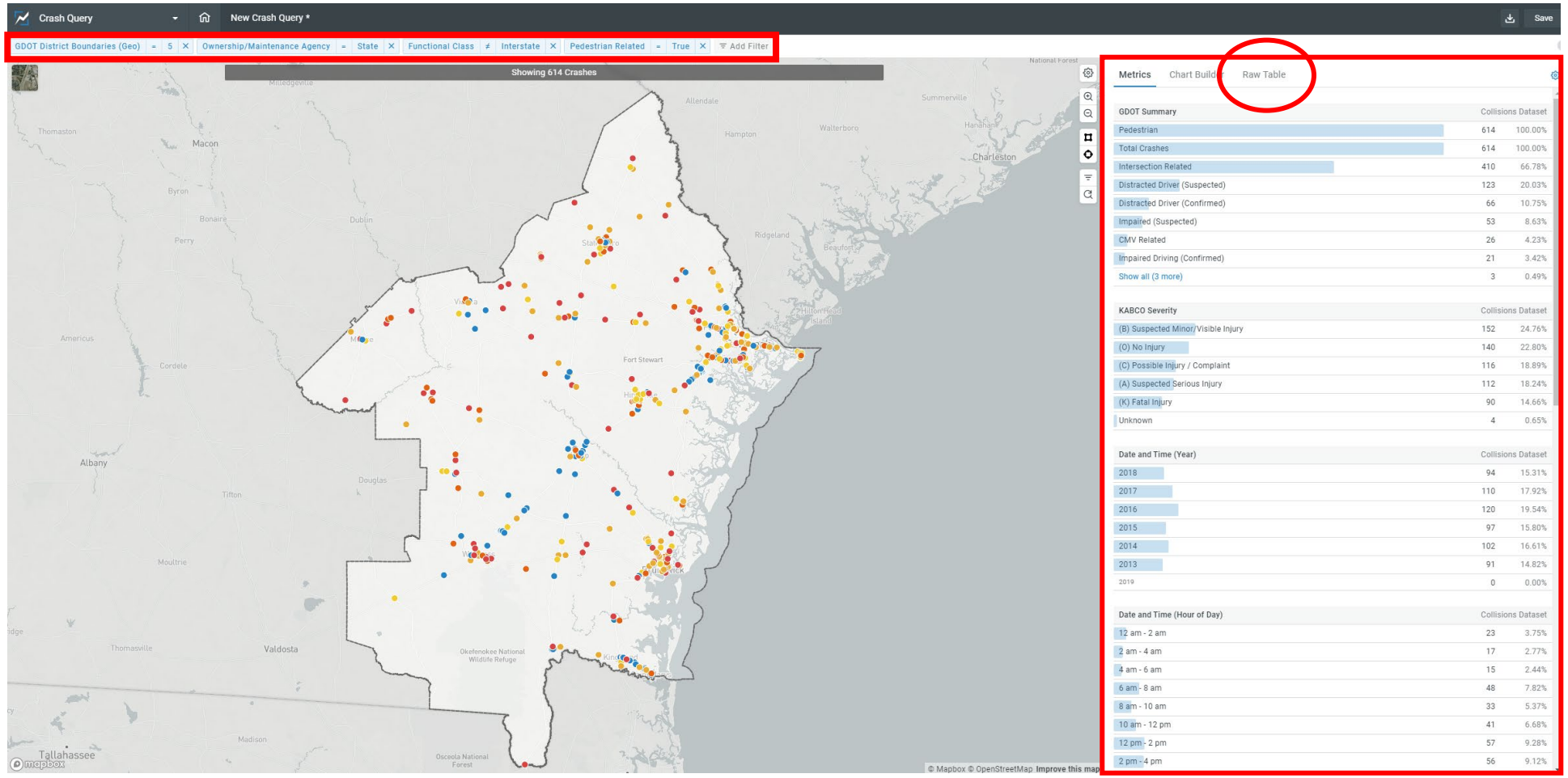
Legend

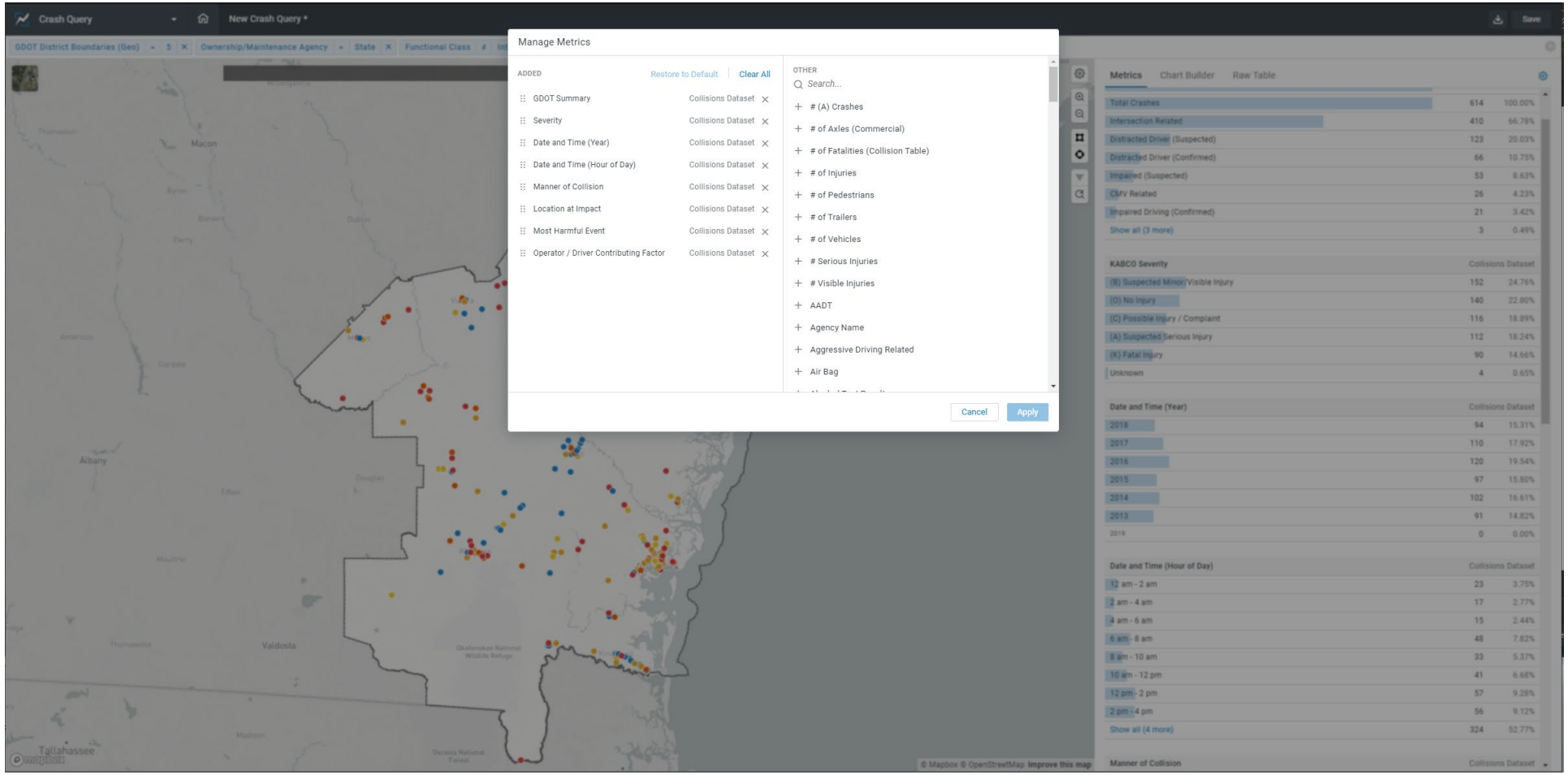
Potential Candidates

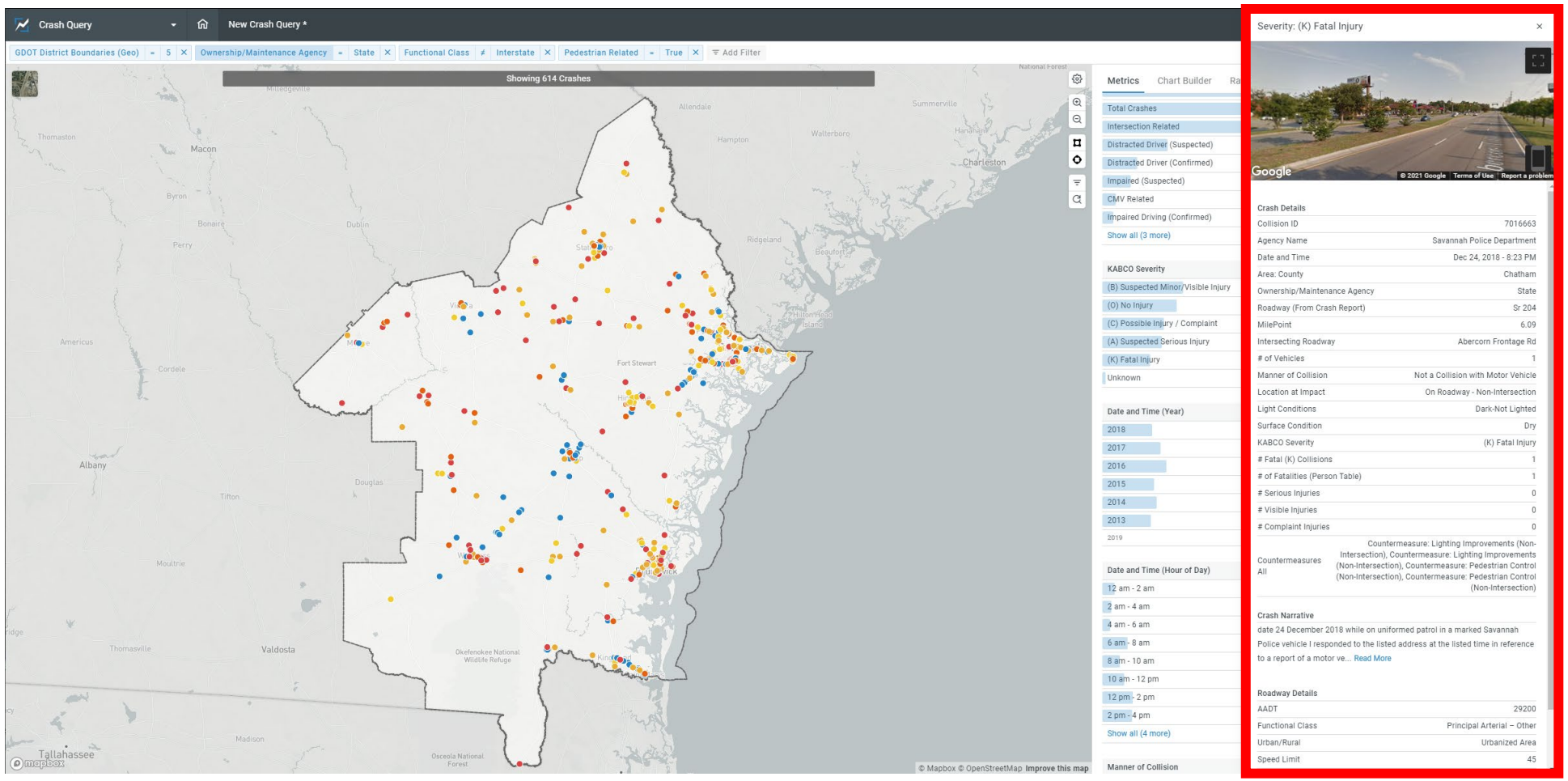
New candidates by revised Sliding Window analysis

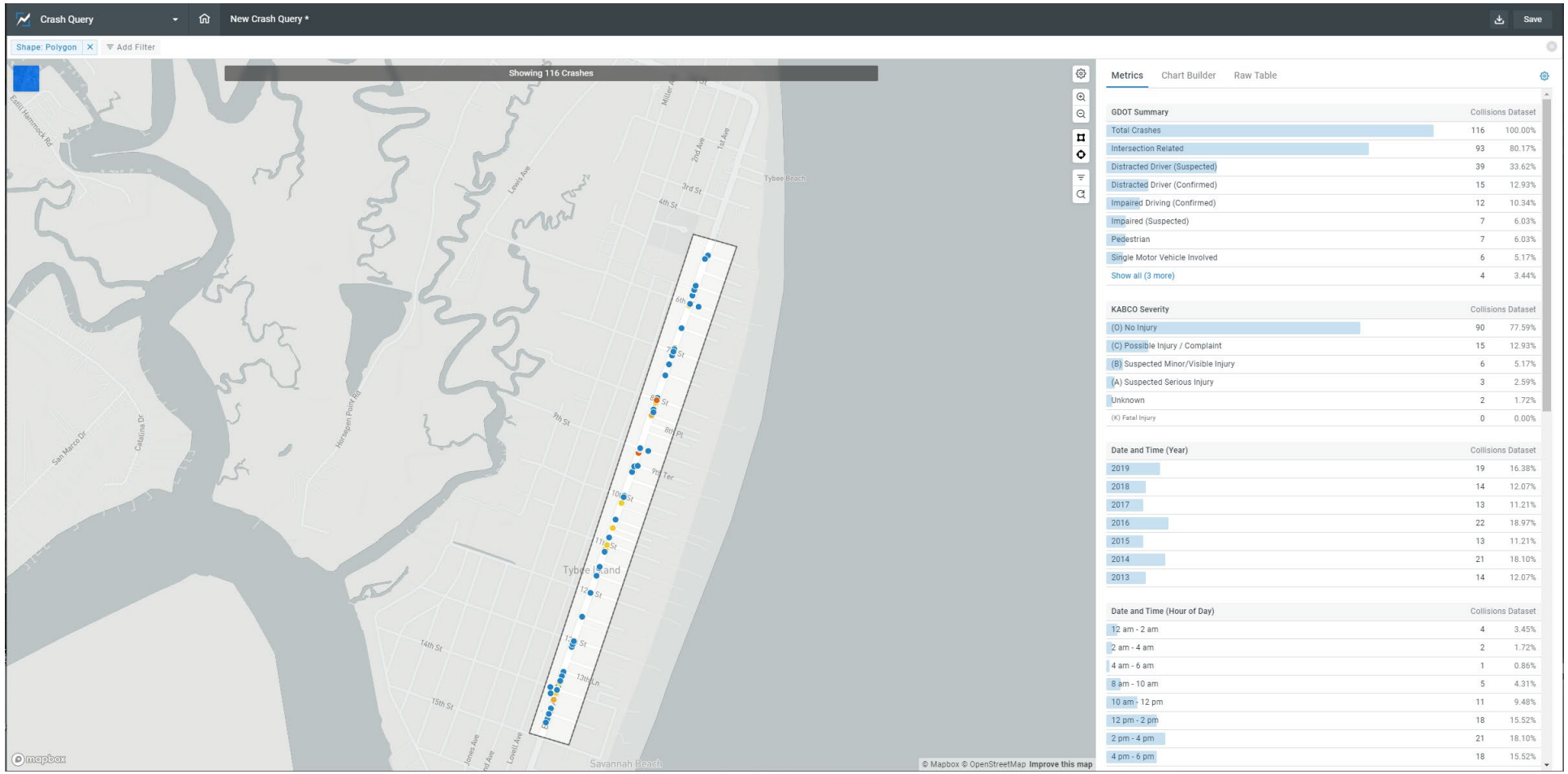
2013 - 2021 February

Searching Source	County		Route	Limits	length (mi)	Notes	K	A	B	C	O	Total	ePDO	ePDO per mile	KAB ePDO per mile
Ped	**Dougherty**	**1**	**SR 520 Bus / W Oglethorpe Blvd**	**from S Madison St to N Broadway St**	**1.1**	**some intersections might l**	**4**	**17**	**55**	**245**	**652**	**969**	**6283**	**5712**	**4099**
Int / Ped	**Dougherty**	**2**	**SR 520 (major intersections)**	**from SR 300 to S County Line Rd**	**6**		**3**	**13**	**41**	**75**	**235**	**364**	**3979**	**3979**	**3400**
New	Dougherty	3	SR 520 Bus / W Oglethorpe Blvd	from S Cleveland St to S Monroe St	0.9		2	8	21	73	216	318	2622	2913	2301
Ped	**Tift**	**4**	**SR 520 / 5th St**	**from S Central Ave to Harold Couch Rd**	**1**	GOASIS 20-4027 Operation screening. Counts available	**3**	**1**	**32**	**101**	**402**	**536**	**2934**	**2934**	**2070**
New	Dougherty	5	SR 520 / N Slappy Blvd	from 6th Ave to SR 234	1		1	7	42	185	585	819	3412	3412	1979
Sliding W	**Dougherty**	**6**	**SR 520 N Slappy Blvd**	**from Liberty Expy WB ramp to 14th Ave**	**1**		**0**	**12**	**39**	**192**	**711**	**954**	**3548**	**3548**	**1957**
Ped	Dougherty	7	S Mock Rd (off system)	from Pearce Ave to Duitman Rd	1		4	0	4	20	52	76	1969	1969	1825
New	Dougherty	8	SR 234 / Gillionville Rd	from N Westover Blvd to N Dalewood Dr	1		2	5	22	100	259	386	2524	2524	1806
Ped	**Terrell**	**9**	**SR 45 / SR 520**	**from Mechanicsville St to S Main St**	**1.1**		**2**	**6**	**24**	**33**	**138**	**201**	**2232**	**2029**	**1767**
Sliding W	Dougherty	10	Dawson Rd (off system)	from Pointe N Blvd to Meredyth Dr	1.2		0	9	55	202	694	960	3625	3021	1671
Ped	Worth	11	SR 33 / N Main St	from SR 520 to E Pine St	0.9		2	2	5	26	173	206	1458	1620	1295
Int	Lowndes	12	SR 133 / St Augustine Rd	from Lankford Dr to SR 38	0.9		2	1	9	56	290	356	1701	1890	1282
New	Lowndes	13	SR 7 BUS	from E Valley St to south of Griffin Ave	1.1		2	1	15	72	305	393	1914	1740	1163
Int	Dougherty	14	SR 3	south of SR 234 to north of Honeysuckle Dr	1.3		2	3	8	23	90	124	1519	1168	1018
Sliding W/Int	Lowndes	15	SR 7 / S Patterson St	from Old US 41 to Copeland Rd	1.1		1	2	22	18	36	78	1204	1094	986
Int	Lowndes	16	SR 7 BU	from Northside Dr to E Park Ave	1		0	4	26	128	539	697	2049	2049	924
Int	Decatur	17	SR 1 / Tallahassee Hwy	1 mile stretch north and south of intersection at Woodhull Rd	1.2		2	0	8	6	20	34	1085	905	865
Ped	Lowndes	18	SR 38	from Riverside Rd to Briarwood Rd	1.2		2	0	6	17	54	77	1128	940	830
Int	Lowndes	19	SR 38 / E Hill Ave	from Leon St to Blanchard St	1.1		1	3	5	20	57	85	974	886	750
Int	Lowndes	20	SR 125 / Bemiss Rd	from Skipper Bridge Rd to Hidden Hills Dr	1		0	4	13	52	196	265	1087	1087	652


Crash Query
New Crash Query *
Save
GDOT District Boundaries (Geo) = 5
Ownership/Maintenance Agency = State
Functional Class ≠ Interstate
Pedestrian Related = True
Add Filter
Showing 614 Crashes
Metrics
Chart Builder
Raw Table
GDOT Summary
Collisions Dataset
Pedestrian 614 100.00%
Total Crashes 614 100.00%
Intersection Related 410 66.78%
Distracted Driver (Suspected) 123 20.03%
Distracted Driver (Confirmed) 66 10.75%
Impaired (Suspected) 53 8.63%
CMV Related 26 4.23%
Impaired Driving (Confirmed) 21 3.42%
Show all (3 more) 3 0.49%
KABCO Severity
Collisions Dataset
(B) Suspected Minor/Visible Injury 152 24.76%
(O) No Injury 140 22.80%
(C) Possible Injury / Complaint 116 18.89%
(A) Suspected Serious Injury 112 18.24%
(K) Fatal Injury 90 14.66%
Unknown 4 0.65%
Date and Time (Year)
Collisions Dataset
2018 94 15.31%
2017 110 17.92%
2016 120 19.54%
2015 97 15.80%
2014 102 16.61%
2013 91 14.82%
2019 0 0.00%
Date and Time (Hour of Day)
Collisions Dataset
12 am - 2 am 23 3.75%
2 am - 4 am 17 2.77%
4 am - 6 am 15 2.44%
6 am - 8 am 48 7.82%
8 am - 10 am 33 5.37%
10 am - 12 pm 41 6.68%
12 pm - 2 pm 57 9.28%
2 pm - 4 pm 56 9.12%
Macon
Albany
Valdosta
Tallahassee
Savannah
Hinesville
Fort Stewart
Charleston
Summerville
Walterboro
Hampton
Allendale
Ridgeland
Beaufort
Hilton Head Island
Thomaston
Byron
Bonaire
Perry
Dublin
Americus
Cordele
Douglas
Tifton
Moultrie
Thomasville
Madison
Okefenokee National Wildlife Refuge
Osceola National Forest
mapbox
© Mapbox © OpenStreetMap Improve this map


Crash Query
New Crash Query *
Save
Manage Metrics
ADDED
Restore to Default
Clear All
GDOT Summary
Severity
Date and Time (Year)
Date and Time (Hour of Day)
Manner of Collision
Location at Impact
Most Harmful Event
Operator / Driver Contributing Factor
Collisions Dataset
OTHER
Search...
(A) Crashes
of Axles (Commercial)
# of Fatalities (Collision Table)
# of Injuries
# of Pedestrians
# of Trailers
# of Vehicles
Serious Injuries
Visible Injuries
AADT
Agency Name
Aggressive Driving Related
Air Bag
Cancel
Apply
Metrics
Chart Builder
Raw Table
Total Crashes
Intersection Related
Distracted Driver (Suspected)
Distracted Driver (Confirmed)
Impaired (Suspected)
CMV Related
Impaired Driving (Confirmed)
KABCO Severity
Date and Time (Year)
Date and Time (Hour of Day)
Manner of Collision
Macon
Albany
Valdosta
Tallahassee


Crash Query
New Crash Query *
GDOT District Boundaries (Geo) = 5
Ownership/Maintenance Agency = State
Functional Class ≠ Interstate
Pedestrian Related = True
Add Filter
Showing 614 Crashes
Metrics
Chart Builder
Total Crashes
Intersection Related
Distracted Driver (Suspected)
Distracted Driver (Confirmed)
Impaired (Suspected)
CMV Related
Impaired Driving (Confirmed)
Show all (3 more)
KABCO Severity
(B) Suspected Minor/Visible Injury
(O) No Injury
(C) Possible Injury / Complaint
(A) Suspected Serious Injury
(K) Fatal Injury
Unknown
Date and Time (Year)
2018
2017
2016
2015
2014
2013
2019
Date and Time (Hour of Day)
12 am - 2 am
2 am - 4 am
4 am - 6 am
6 am - 8 am
8 am - 10 am
10 am - 12 pm
12 pm - 2 pm
2 pm - 4 pm
Show all (4 more)
Manner of Collision
Macon
Albany
Valdosta
Tallahassee
Savannah
Hilton Head Island
Fort Stewart
Okefenokee National Wildlife Refuge
Osceola National Forest
© Mapbox © OpenStreetMap Improve this map
Severity: (K) Fatal Injury
Google
© 2021 Google Terms of Use Report a problem
Crash Details
Collision ID 7016663
Agency Name Savannah Police Department
Date and Time Dec 24, 2018 - 8:23 PM
Area: County Chatham
Ownership/Maintenance Agency State
Roadway (From Crash Report) Sr 204
MilePoint 6.09
Intersecting Roadway Abercorn Frontage Rd
# of Vehicles 1
Manner of Collision Not a Collision with Motor Vehicle
Location at Impact On Roadway - Non-Intersection
Light Conditions Dark-Not Lighted
Surface Condition Dry
KABCO Severity (K) Fatal Injury
Fatal (K) Collisions 1
of Fatalities (Person Table) 1
Serious Injuries 0
Visible Injuries 0
Complaint Injuries 0
Countermeasures All
Countermeasure: Lighting Improvements (Non-Intersection), Countermeasure: Lighting Improvements (Non-Intersection), Countermeasure: Pedestrian Control (Non-Intersection), Countermeasure: Pedestrian Control (Non-Intersection)
Crash Narrative
date 24 December 2018 while on uniformed patrol in a marked Savannah Police vehicle I responded to the listed address at the listed time in reference to a report of a motor ve... Read More
Roadway Details
AADT 29200
Functional Class Principal Arterial – Other
Urban/Rural Urbanized Area
Speed Limit 45


Crash Query
New Crash Query *
Save
Shape: Polygon
Add Filter
Showing 116 Crashes
Metrics
Chart Builder
Raw Table
GDOT Summary
Collisions
Dataset
Total Crashes 116 100.00%
Intersection Related 93 80.17%
Distracted Driver (Suspected) 39 33.62%
Distracted Driver (Confirmed) 15 12.93%
Impaired Driving (Confirmed) 12 10.34%
Impaired (Suspected) 7 6.03%
Pedestrian 7 6.03%
Single Motor Vehicle Involved 6 5.17%
Show all (3 more) 4 3.44%
KABCO Severity
(O) No Injury 90 77.59%
(C) Possible Injury / Complaint 15 12.93%
(B) Suspected Minor/Visible Injury 6 5.17%
(A) Suspected Serious Injury 3 2.59%
Unknown 2 1.72%
(K) Fatal Injury 0 0.00%
Date and Time (Year)
2019 19 16.38%
2018 14 12.07%
2017 13 11.21%
2016 22 18.97%
2015 13 11.21%
2014 21 18.10%
2013 14 12.07%
Date and Time (Hour of Day)
12 am - 2 am 4 3.45%
2 am - 4 am 2 1.72%
4 am - 6 am 1 0.86%
8 am - 10 am 5 4.31%
10 am - 12 pm 11 9.48%
12 pm - 2 pm 18 15.52%
2 pm - 4 pm 21 18.10%
4 pm - 6 pm 18 15.52%
Tybee Island
Tybee Beach
Savannah Beach
Horsepen Point Rd
San Marco Dr
Catalina Dr
Lewis Ave
Lowell Ave
Jones Ave
9th St
14th St
15th St
mapbox
© Mapbox © OpenStreetMap Improve this map

Report Preview

COMPARISON REPORT

Speed Dating Demo

Created on April 8, 2021
Created by Samuel Harris
Data extents: January 1, 2018 to December 31, 2019

Applied Filters

GDOT District Boundaries (Geo) = 5 | Ownership/Maintenance Agency = State | Functional Class ≠ Interstate | Pedestrian Related = True

Time Ranges

1	**January 1, 2018 - December 31, 2018** (365 days) **K**: 18 (19.1%) **A**: 19 (20.2%) **B**: 21 (22.3%) **C**: 22 (23.4%) **O**: 14 (14.9%)	**94 Crashes**
2	**January 1, 2019 - December 31, 2019** (365 days) **K**: 0 (0.0%) **A**: 0 (0.0%) **B**: 0 (0.0%) **C**: 0 (0.0%) **O**: 0 (0.0%)	

K = (K) Fatal Injury, A = (A) Suspected Serious Injury, B = (B) Suspected Minor/Visible Injury, C = (C) Possible Injury / Complaint, O = (O) No Injury

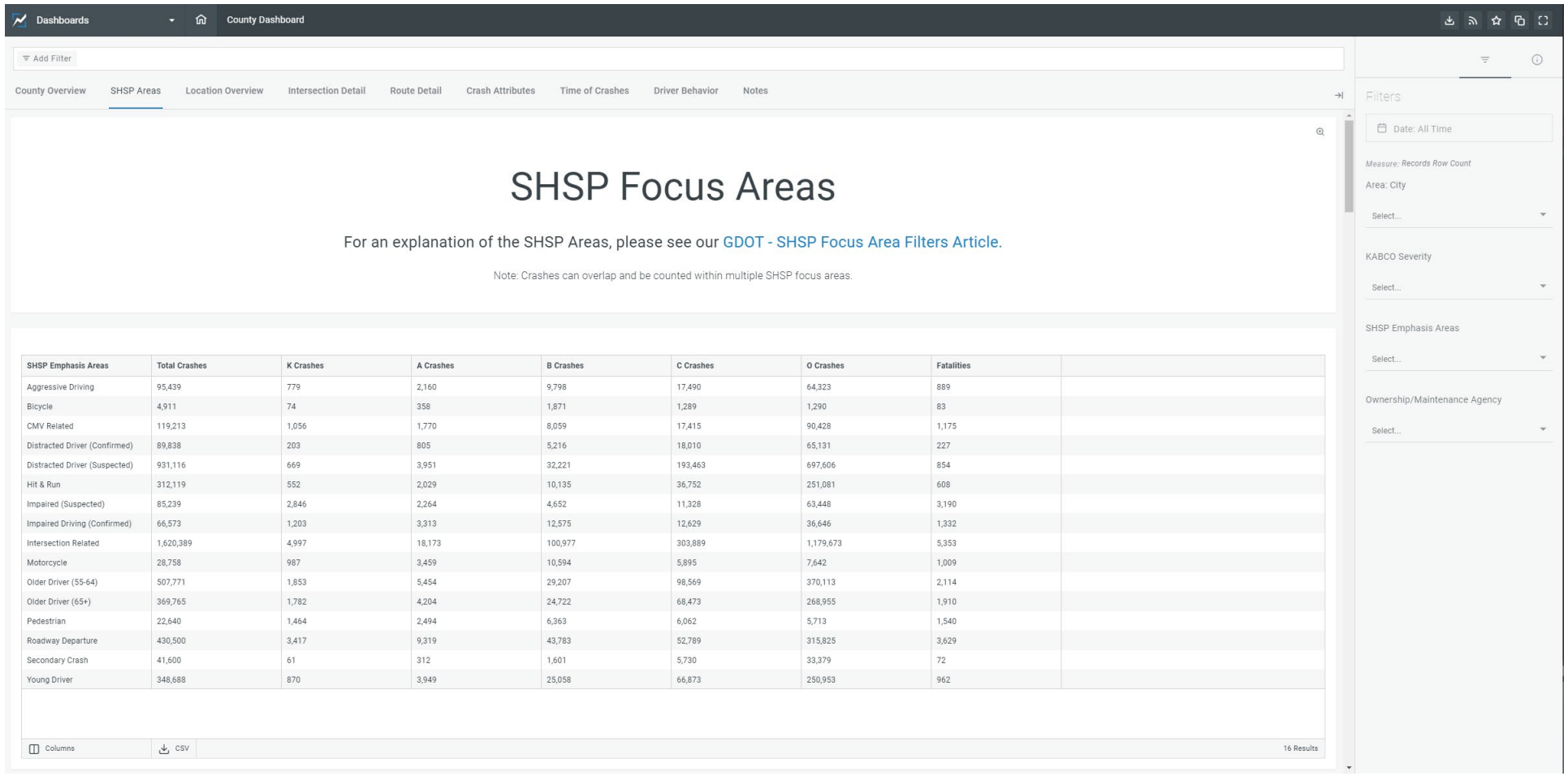
Change Overview (annualized)

-19 (100%)	-18 (100%)	$245.1M (100%)
Serious Crashes	Fatal Crashes	Crash Cost

Crash Counts & Cost (annualized)	1	2	+ / -	1	2	+ / -
(K) Fatal Injury	18	0	-18	$188.6M	$0	-$188.6M
(A) Suspected Serious Injury	19.1	0	-19.1	$43.1M	$0	-$43.1M
(B) Suspected Minor/Visible Injury	21.1	0	-21.1	$10.5M	$0	-$10.5M
(C) Possible Injury / Complaint	22.1	0	-22.1	$2.4M	$0	-$2.4M
(O) No Injury	14	0	-14	$336.9K	$0	-$336.9K

Top Differentiators	1	2	+ / -
GDOT Summary: Pedestrian	100%	0%	-100%
GDOT Summary: Total Crashes	100%	0%	-100%
Manner of Collision: Not a Collision with Motor Vehicle	80.9%	0%	-80.9%
Operator / Driver Contributing Factor: No Contributing Factors	63.8%	0%	-63.8%
Location at Impact: On Roadway - Non-Intersection	52.1%	0%	-52.1%

GDOT Summary	1	2	+ / -
Bicycle	0%	0%	0%
CMV Related	2.1%	0%	-2.1%
Distracted Driver (Confirmed)	10.6%	0%	-10.6%



SHSP Emphasis Areas	Total Crashes	K Crashes	A Crashes	B Crashes	C Crashes	O Crashes	Fatalities
Aggressive Driving	95,439	779	2,160	9,798	17,490	64,323	889
Bicycle	4,911	74	358	1,871	1,289	1,290	83
CMV Related	119,213	1,056	1,770	8,059	17,415	90,428	1,175
Distracted Driver (Confirmed)	89,838	203	805	5,216	18,010	65,131	227
Distracted Driver (Suspected)	931,116	669	3,951	32,221	193,463	697,606	854
Hit & Run	312,119	552	2,029	10,135	36,752	251,081	608
Impaired (Suspected)	85,239	2,846	2,264	4,652	11,328	63,448	3,190
Impaired Driving (Confirmed)	66,573	1,203	3,313	12,575	12,629	36,646	1,332
Intersection Related	1,620,389	4,997	18,173	100,977	303,889	1,179,673	5,353
Motorcycle	28,758	987	3,459	10,594	5,895	7,642	1,009
Older Driver (55-64)	507,771	1,853	5,454	29,207	98,569	370,113	2,114
Older Driver (65+)	369,765	1,782	4,204	24,722	68,473	268,955	1,910
Pedestrian	22,640	1,464	2,494	6,363	6,062	5,713	1,540
Roadway Departure	430,500	3,417	9,319	43,783	52,789	315,825	3,629
Secondary Crash	41,600	61	312	1,601	5,730	33,379	72
Young Driver	348,688	870	3,949	25,058	66,873	250,953	962

GDOT
Georgia Department of Transportation

Home Board Employment Blog News Contact Us Site Map

Travelers Business & Government Projects Programs About GDOT

Search...

Home -> Travelers -> Crash Reporting

- 511 (Real-Time Traffic Info)
- Alternative Intersections
- **Crash Reporting**
- Emergency
- Express Lanes
- Georgia Commute Options
- Maps
- Road & Traffic Data
- Safety & Operation
- Travel Programs
- Weekend Lane Closures: Metro Atlanta

Crash Reporting

numetric

GDOT Crash Data Dashboard

The GDOT Crash Data Dashboard provides crash and vehicle data from crashes that occurred on Georgia's public roads, as well as information regarding the various safety campaigns throughout the state of Georgia. This dashboard provides data visualizations, crash mapping, and easy-to-use filtering, which allows you to find the crash data for your city, county, or region. Additionally, crash type filters can help find specific crash types, like pedestrian or bicycle involved, distracted driver related, and more. This dashboard contains crashes that occurred over the last 5 years.

View dashboard overview if assistance is needed.

View Dashboard

Request Your Crash Report

Police crash reports are available through the Buycrash system.

Start Request

A Crash Report can be purchased directly via BuyCrash.com or by submitting a request to GDOT via the GDOT Request Form.

Coordinate with Our Technical Team

Georgia DOT is the designated state agency for managing and storing the states crash reports in the GEARS database. Users can use the link to request access to GEARS crash data, request support for Local Law Enforcement, or request technical assistance.

Contact GEARS at Gears.Support@LexisNexisRisk.com, Phone (866) 495-4206.

Crash Data (Portal)

Date and Time of Incident | 01/01/2015 - 12/31/2019 | Add Filter

Overview | Who | Why | When | Where | Where-Map View | Glossary of Terms

The data displayed in this dashboard includes the years 2015-2019 by default. This can be modified by changing or removing the date filter in the filter bar above. Additionally, users can click on any chart to filter further. All data presented is based upon applied filters.

User Tip: System response is improved when an Area filter (County or City) is applied.

Drive Alert Arrive Alive

Strategic Highway Safety Plan

TOWARD ZERO DEATHS

To view Georgia's Strategic Highway Safety Plan click Here

Total Crash Count for All Filtered Crashes: 1,997,395

Fatal Crash Count for All Filtered Crashes: 7,086

Number of Injuries for All Filtered Crashes: 725,748

Number of Fatalities for All Filtered Crashes: 7,672

Filters

All Time

Measure: Records Row Count

Area: County

Select...

Area: City

Select...

MPO

Select...

KABCO Severity

Select...

SHSP Emphasis Areas

Select...

Ownership/Maintenance Agency

Select...

Driver Age Group

Select...

Driver Gender

Select...

Conclusions

- Why was the tool selected?
- What are the benefits of the tool?
- How has the tool impacted decision-making?

Questions?

Samuel Harris, PE

State Safety Engineering Manager

sharris@dot.ga.gov

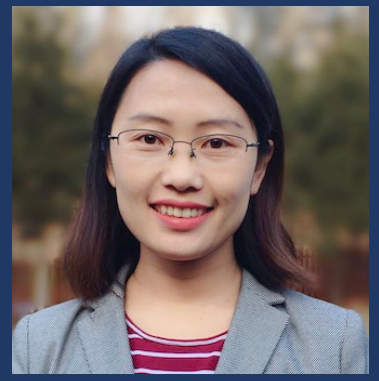
404.635.281

Discussion

For additional information go to www.highwaysafetymanual.org or contact Kelly Hardy, P.E. at khardy@aashto.org

Stephen Read, Virginia DOT & AASHTO HSM Steering Committee Chair

Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT



Shanshan Zhao, Ph.D. & Eric Jackson, Ph.D.
Connecticut DOT – CRSMS

Alan El-Urfali, P.E.
Florida DOT – SAS

Carla P. Anderson, P.E.
Kansas DOT – SafetyAnalyst

Eric Green, Ph.D. & Mike Vaughn
Kentucky TC – CDAT/RTool

American Association of State Highway and Transportation Officials
AASHTO

ADOT

Exploring Predictive Network Screening Tools (Part 1)

Stephen Read, Virginia DOT & AASHTO HSM Steering Committee Chair

Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT

Joe McCarthy & Keri Bohlmann
Wyoming DOT – Safety Portal

David Swenka, P.E. PTOE
Colorado DOT – DiExSys

Samuel Harris, P.E.
Georgia DOT – AASHTOWare Safety Powered by Numetric

Katherine Beckett Suter, P.E., RSP2BI
Illinois DOT – Safety Tiers

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Exploring Predictive Network Screening Tools (Part 2)

Stephen Read, Virginia DOT & AASHTO HSM Steering Committee Chair

Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT

Exploring Predictive Network Screening Tools …. The Next Generation Coming Soon!

Stephen Read, Virginia DOT & AASHTO HSM Steering Committee Chair
Kerry Wilcoxon & Saroja Devarakonda, Arizona DOT