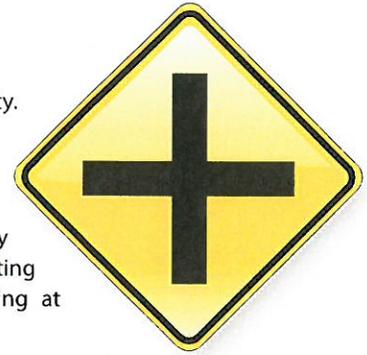


SERIOUS CRASH TYPE

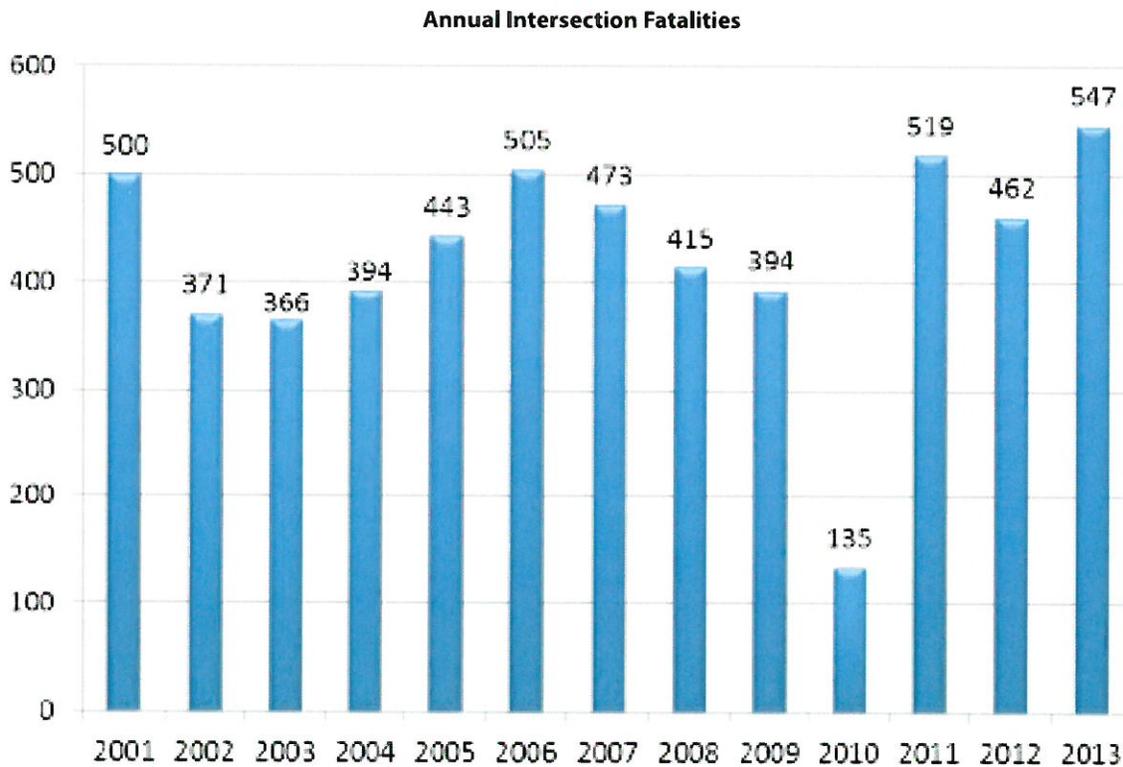
The serious crash type task team addresses intersection safety and roadway departure safety.

i. Intersection Safety

Nationally, intersection fatalities comprise 21 percent of all fatalities and approximately 50% of serious injuries. The Intersection Safety Task Team's Vision is to reduce the frequency and severity of intersection crashes along all routes in the state of Georgia by implementing proven safety countermeasures. The performance goal is to reduce fatalities occurring at intersections from 547 in calendar year 2013 to 465 in calendar year 2015.



The Intersection Safety Task Team is comprised of Georgia Department of Transportation (GDOT) safety personnel along with other GDOT safety partners. The purpose of this team is to identify and implement safety strategies using engineering, education, enforcement, and emergency medical services.



Completed and Ongoing Strategies

There have been a number of countermeasures implemented in an effort to reduce the number of fatal intersection crashes which includes but is not limited to the following: roundabouts, diverging diamond interchanges (DDI), District 3 state route signing and marking improvement projects, pedestrian improvements, and signal upgrade projects. We have been working diligently to identify low cost, high impact projects that will reduce the number of fatalities occurring at locations identified through a data driven approach that pose the greatest risk. In 2009 an Intersection Safety Action Plan was developed in collaboration with FHWA to identify a set of cost effective countermeasures, deployment levels and funds needed to substantially reduce intersection fatalities in Georgia. A portion of the work identified in this plan has been completed, however plan implementation is ongoing.

Current Objectives

The task team is currently reviewing information on the cities identified in the Intersection Safety Action Plan with the greatest need for intersection safety improvement. The team will chose two of the seven cities to serve as pilot cities. Our next course of action will be to hold a meeting with the interested cities which will consist of a multi-disciplinary team whose task will be the following: complete field reviews of problem and typical intersections, identify a set of comprehensive improvements, and prepare a city plan summarizing actions and improvements proposed to reduce future intersection fatalities.

Future Objectives

- Objective 1: Evaluate the Intersection Safety Action Plan to determine if strategies or approaches need to be changed or updated.
- Objective 2: Evaluate completed strategies to determine their level of effectiveness.
- Objective 3: Continue identifying intersections with high frequency and severity of crashes for evaluation through Traffic Engineering Studies and Road Safety Audits to determine the need for projects.
- Objective 4: Develop timelines for the re-evaluation of intersections after project completion.

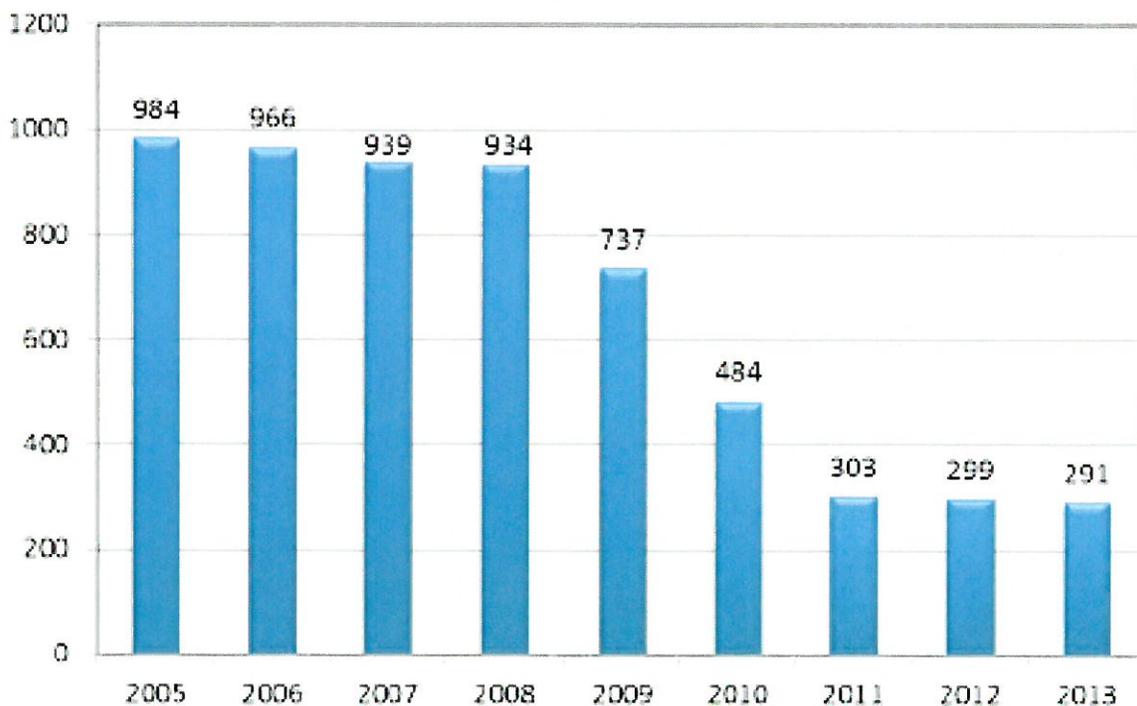
ii. Roadway Departure

In 2009, Georgia experienced 1315 highway fatalities, 56% or 737 of which were roadway departure fatalities. The Roadway Departure Task Team's Vision is to reduce the frequency and severity of roadway departure crashes in the state of Georgia by implementing proven safety countermeasures. The performance goal is to reduce roadway departure fatalities annually by 4%. As a result of the implementation of those safety initiatives and enhancements identified, Georgia has experienced a decrease in these types of crashes at an average of 18.75% per year between the years 2009 and 2013, surpassing the intended goal, resulting in the number of roadway departure fatalities dropping to a total of 291 for the year 2013.



The Roadway Departure Task Team is comprised of Georgia Department of Transportation (GDOT) safety personnel along with other GDOT safety partners. The purpose of this team is to identify and implement safety strategies using engineering, education enforcement, and emergency medical services.

Annual Roadway Departure Fatalities



Completed and Ongoing Strategies

New efforts towards educating and promoting the use of High Friction Surface Treatment, in addition to the continued effort in our utility relocation program, are both areas where the State has made strides in reducing roadway departure frequency and severity. Our Maintenance Office is persistent at identifying maintenance projects where we can include low cost countermeasures such as enhanced curve signs and rumble strips. In 2013 a Roadway Departure Safety Implementation Plan was developed in collaboration with FHWA to identify a set of cost effective countermeasures, deployment levels and funds needed to substantially reduce roadway departure fatalities in Georgia. A portion of the work identified in this plan has been completed, however plan implementation is ongoing.

Current Objectives

We are actively assisting the GDOT district offices with the systematic reviewing of their various corridors in terms of roadway departure crashes as well as providing them guidance on how to prioritize those high risk corridors and identify the appropriate safety countermeasures that could be implemented under upcoming maintenance or programmed safety projects.

The major systematic improvement categories that are currently and will continue to be deployed include but are not limited to the following: signing and marking enhancements on curves with crash histories; centerline rumble strips on rural two-lane highways; edge line rumble strips and shoulder rumble strips, predominantly on rural two-lane highways; high friction surface treatments on highway sections with low skid numbers and high frequencies of wet pavement crashes; and rural tree removal or protection mitigation programs.

Future Objectives

- Objective 1: Evaluate the Roadway Departure Safety Implementation Plan to determine if strategies or approaches need to be changed or updated.
- Objective 2: Evaluate completed strategies to determine their level of effectiveness.
- Objective 3: Continue identifying corridors with a high risk of roadway departures for evaluation through Traffic Engineering Studies and Road Safety Audits to determine the need for projects.
- Objective 4: Develop timelines for the re-evaluation of roadway departure after project completion.
- Objective 5: Evaluate Georgia's moderately used countermeasures. These countermeasures include but are not limited to the following: florescent yellow warning signs and inlaid pavement markings in advance of curves; lateral transverse grooves on poorly drained concrete pavements; traffic calming countermeasures; and use of raised thermoplastic rumble strips in urban areas.
- Objective 6: Consider implementing an educational and enforcement program to encourage safe driver behavior on selected corridors that have a high frequency and severity of roadway departure crashes.