GEORGIA DEPARTMENT OF TRANSPORTATION
SAFETY PROGRAM OVERVIEW

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Georgia Department of Transportation
Safety Programs

- Highway Safety Improvement Program (HSIP)
- Off-System Safety Program (OSSP)
- High Risk Rural Roads (HRRR)
- Road Safety Audits (RSA)
Highway Safety Improvement Program (HSIP)

Safety projects typically fall into one of three categories:

- **Site Specific:** These improvements are made at specific locations i.e. intersection improvements based on historical crash data. These projects may be the result of a listing of high crash locations.

- **Systematic:** These improvements are made statewide at locations that meet certain criteria. These are most often associated with a specific countermeasure i.e. cable guardrail and candidate locations are selected based on a preponderance of crashes which the specific countermeasure is intended to address.

- **Corridor:** These improvements are made on an entire corridor. A high crash corridor is selected and a variety of countermeasures will be implemented throughout.
Highway Safety Improvement Program (HSIP)

Georgia’s Highway Safety Improvement Program systematically focuses generally on the following areas:

- Prevent Vehicles from Departing the Roadway or Lane
- Minimizing the Consequences of Leaving the Road
- Improve Design & Operation of Intersections
- Pedestrian Safety
- Reduce Vehicle-Train Crashes

These projects are typically prioritized based on B/C Analysis.
Off-System Safety Program (OSSP)

- Off-System Roadways are those “owned” and maintained by agencies other than Georgia DOT

- ***Represents best opportunity for local governments to secure safety funds from GDOT***

- Off-System routes account for 84% of the total statewide roadway miles and 37% of the Vehicle Miles Traveled (VMT)

- Approximately 40% of traffic crash fatalities occur on Off-System routes each year

- $7,000,000 dedicated annually ($1,000,000 per District)
Off-System Safety Program (OSSP)

- Eligible Improvements
  - Raised Pavement Markers
  - Rumble Strips
    - Edgeline
    - Shoulder
    - Centerline
  - Pavement Markings
    - Edgelines on roadways 20’ in width or greater
    - Centerlines
    - Stop Bars
Off-System Safety Program (OSSP)

- Eligible Improvements (Cont’d)
  - Signing
    - Curve Warning (Chevrons, Curve Ahead, etc.)
    - Stop Signs
    - Intersection Warning Signs
  - Vegetation Removal
  - Guardrail - excluding routine upgrades
  - Guardrail and Object Delineation
  - Traffic Signals (signal warrants must be satisfied and turn lanes should exist)
  - Roundabouts
  - High Friction Surface Treatment
Off-System Safety Program (OSSP)

- District Traffic Engineer
  - Point of contact for project initiation

- Local Maintenance and Improvement Grant Coordinator (LMIG)
  - Works with local officials to coordinate project development and implement improvements following Local Let procedures
<table>
<thead>
<tr>
<th>District</th>
<th>Location</th>
<th>Title</th>
<th>Name</th>
<th>Phone Number</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Traffic</td>
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<td></td>
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High Risk Rural Roads (HRRR)

- Approximately 60% of fatalities nationwide occur on “rural roads”
- In Georgia, rural road fatalities represent a little more than 50% of the total fatalities
High Risk Rural Roads (HRRR)

Statutory Requirements: 23 U.S.C. §148(a)(1) defines a High Risk Rural Road (HRRR). States are required to identify these roadways according to the following definition:

"...any roadway functionally classified as a rural major or minor collector or a rural local road

A. on which the crash rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or

B. that will likely have increases in traffic volume that are likely to create an crash rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."
High Risk Rural Roads (HRRR)

- State maintained and local roads are eligible
- Approximately $3,000,000 has been allocated annually in Georgia
- GDOT Office of Traffic Operations prepares a list of eligible routes by District (Note: Analysis can be formed on specific sites as long as they meet FC criteria)
- District Traffic Operations Offices identify countermeasures based on the crash data and submits project requests
High Risk Rural Roads (HRRR)

The term 'highway safety improvement project' includes a project for one or more of the following:

- An intersection safety improvement.
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).
- Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists, pedestrians, and the disabled.
- Installation of a skid-resistant surface at an intersection or other location with a high frequency of crashes.
- An improvement for pedestrian or bicyclist safety or safety of the disabled.
High Risk Rural Roads (HRRR)

Construction & Operational Improvements (cont’d)

- Construction of any project for the elimination of hazards at a railway-highway crossing that is eligible for funding under section 130, including the separation or protection of grades at railway-highway crossings.
- Construction of a railway-highway crossing safety feature, including installation of protective devices.
- Construction of a traffic calming feature.
- Elimination of a roadside obstacle.
- Improvement of highway signage and pavement markings.
- Installation of a priority control system for emergency vehicles at signalized intersections.
High Risk Rural Roads (HRRR)

Construction & Operational Improvements (cont’d)

- Installation of a traffic control or other warning device at a location with high accident potential.
- Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety. (Only "operational activities relating to workzone safety" are eligible under HRRRP; "Planning integrated interoperable emergency communications equipment and traffic enforcement activities relating to workzone safety" are NOT eligible under HRRRP)
- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of motorists and workers), and crash attenuators.
High Risk Rural Roads (HRRR)

Construction & Operational Improvements (cont’d)

- The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife.
- Installation and maintenance of signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones.
- Construction and yellow-green signs at pedestrian-bicycle crossings and in school zones.
- Construction and operational improvements on high risk rural roads.
High Risk Rural Roads (HRRR)

Many Off-System Safety Projects qualify for HRRR Funding. The primary differences include:

<table>
<thead>
<tr>
<th>OSSP</th>
<th>HRRR</th>
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<tbody>
<tr>
<td>Local Let</td>
<td>GDOT Let</td>
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<tr>
<td>Federal Dollars</td>
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<tr>
<td>Off-System</td>
<td>On/Off-System</td>
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<tr>
<td>No ROW</td>
<td>ROW Optional</td>
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<tr>
<td>Less Complex</td>
<td>More Complex</td>
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Road Safety Audits (RSA’s)

- Safety Performance Examination
- Existing or Future Road
- Independent, Multidisciplinary Team
- Identifies and Reports potential road safety issues
- Identifies opportunities for improvements
- Accounts for all road users
- Any applicable location
Road Safety Audits (RSA’s)

<table>
<thead>
<tr>
<th>Traditional Review</th>
<th>Road Safety Audit</th>
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<tbody>
<tr>
<td>In-house team</td>
<td>Independent team</td>
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<tr>
<td>Review plans</td>
<td>Field review</td>
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<tr>
<td>Reactive</td>
<td>Proactive</td>
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<tr>
<td>Standards compliance check</td>
<td>Comprehensive w/ human factors</td>
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Contact Information

- Reduce the number and severity of crashes
- May reduce costs by identifying safety issues and correcting them before projects are built
- Promote awareness of safe design practices
- Integrate multimodal safety concerns
- Consider human factors
- Low cost
Contact Information
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Questions