

CRASH SUMMARY

Executive Summary

SR 136, between the intersections of SR 136 Connector and SR 515 in Pickens County, has had 117 total crashes from 2007 to 2014. 54 of those crashes were injury crashes and three were fatal crashes. The injury crash rate for this section of SR 136 exceeds the statewide average rate for rural major collectors by 1.6 times. Of the total crashes, the majority (44%) were single vehicle crashes.

This portion of SR 136 is also listed as a proposed bicycle route in the North Georgia Regional Bicycle and Pedestrian Plan 2005. The need therefore exists to improve the SR 136 corridor to address the crashes and accommodate bicyclists.

Background

SR 136 is currently a rural two-lane roadway with grassed shoulders and turn lanes at some intersections. The land use along the project is predominately residential and agricultural. SR 136 is functionally classified as a rural major collector. Intersecting SR 136 is SR 515, classified as rural principal arterial, and SR 136 Connector, a rural major collector. The remaining roads that intersect the project are classified as local rural roadways.

Project Description

The purpose of this project is to reduce the crash frequency and severity at select locations on the SR 136 corridor and enlarge the shoulders to comply with AASHTO guidance as well as provide additional room for bicyclists along the corridor.

Safety

Crash data along the section of SR 136 within the project limits was obtained from GDOT for the period between January 1, 2007 and December 31, 2014. The crash data summarized by severity and by the manner of collisions are provided in Tables 1 and 2.

The crash rates for this section of SR 136 were calculated and compared to statewide crash averages for rural major collectors. Table 1 shows that the total crash rates and injury crash rates calculated for this section of SR 136 are considerably higher than the corresponding statewide averages for rural major collectors.

There were three fatal crashes during the time period analyzed, two in 2007 and one in 2014. The first fatal crash was a single vehicle run-off-the-road crash on a curve, during daylight hours and wet roadway conditions. The second fatal crash involved two vehicles in a head-on collision, where one vehicle crossed the centerline while negotiating a curve and struck an oncoming vehicle during pre-dawn hours and with wet roadway conditions. The third fatal crash occurred at the t-intersection of SR 136 and GA 5, where a vehicle failed to yield when turning left from the stop controlled leg of the intersection (traveling from GA 5 onto SR 136), and was t-boned by a vehicle traveling on SR 136.

A detailed analysis of the crashes was completed to determine the type of crashes along this section of roadway. The number of each type of crash was summarized to determine crash patterns. As shown in Table 2, there were 117 total crashes in this section of roadway over the eight year period (2007 - 2014). A majority of the crashes recorded were "Other (Single-Vehicle)" type, which accounted for about 44% of the total number of crashes. Of the total number of crashes, about 23% were "Rear End" crashes, about 19% were "Angle" crashes, 6% were "Head-On" crashes, and the remaining 5% were "Sideswipe" crashes.

Table 1. Summary of Traffic Crash History by Severity along SR 136¹

Year	Crashes			Crashes Per 100 Million Vehicle Miles ²		
	Total	Injury	Fatal	Total	Injury	Fatal
2007	13	4	2	322 (203)	99 (72)	49.50 (3.24)
2008	10	6	0	247 (194)	148 (68)	0.00 (3.03)
2009	7	5	0	173 (191)	124 (67)	0.00 (2.57)
2010	15	4	0	371 (194)	99 (68)	0.00 (2.69)
2011	11	6	0	272 (202)	148 (66)	0.00 (2.86)
2012	22	11	0	544 (230)	272 (73)	0.00 (2.82)
2013	18	10	0	445 (268)	247 (81)	0.00 (3.02)
2014	21	8	1	520 (- ³)	198 (- ³)	24.75 (- ³)
Total	117	54	3			

Note: ¹ The crash data provided is for the section of SR 136 between MP 3.60 to MP 6.30.

² The number in parentheses represents the statewide average crash rates for rural major collectors.

³ Statewide average crash rates were not available for 2014.

Table 2. Summary of Traffic Crash History by Manner of Collision along SR 136

Year	Manner of Collision						Total
	Angle	Head On	Rear End	Sideswipe - Same Direction	Sideswipe - Opposite Direction	Other (Single-Vehicle)	
2007	2	1	1	1	1	7	13
2008	2	1	3	0	0	4	10
2009	4	0	1	0	0	2	7
2010	1	1	2	0	0	11	15
2011	1	0	1	1	0	8	11
2012	5	1	6	0	1	9	22
2013	0	3	3	1	0	11	18
2014	7	0	10	0	0	0	21
Total	22	7	27	3	2	52	117
% of Total Crashes	19%	6%	23%	3%	2%	44%	