OVERVIEW OF THE NHDOT ROAD SAFETY AUDIT PROCESS



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WHAT IS THE HIGHWAY SAFETY IMPROVEMENT PROGRAM?





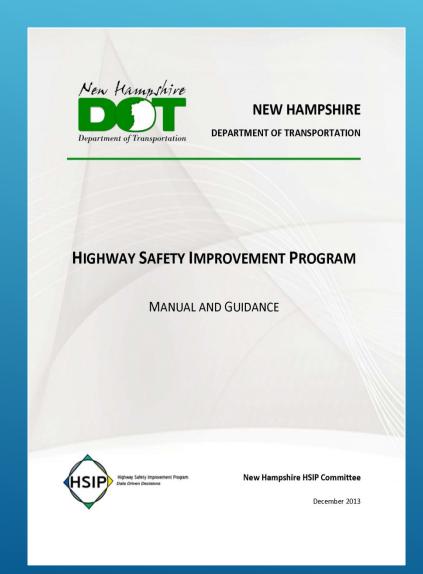
- Core Federal-aid Program established under SAFETEA-LU (2005) and continued under MAP-21 (2012) and the FAST Act (2015).
- New Hampshire apportionment is approximately \$10
 Million per year for safety improvements.
- Program is intended to reduce traffic fatalities and serious injuries on <u>all public roads</u>.
- HSIP funds may not be used for non-infrastructure activities.

WHO OVERSEES HSIP IMPLEMENTATION IN NEW HAMPSHIRE?

- HSIP program implementation in New Hampshire is a partnership between local, regional, state, and federal partners.
- ➤ The program is overseen by a multi-agency HSIP Committee:
 - NHDOT Assistant Director of Project Development (Chair)
 - NHDOT Bureau of Highway Design
 - NHDOT Bureau of Highway Maintenance
 - NHDOT Bureau of Planning and Community Assistance
 - NHDOT Bureau of Traffic
 - ► FHWA Division Safety Engineer
 - Metropolitan Planning Organization
 - > Rural Regional Planning Commission
 - Municipal Representative



THE RPC/MPO ROLE IN HSIP IMPLEMENTATION



In New Hampshire, three types of projects are eligible for HSIP funding.

- Locations identified by <u>statewide</u> <u>network screening</u>
 - NHDOT has historically used
 Safety Analyst
- Systemic projects that proactively address locations with conditions that correlate to certain crash types
 - e.g. Median Crossover Barriers
- Locally-identified projects justified by Road Safety Audits

THE RPC/MPO ROLE IN HSIP IMPLEMENTATION

How do New Hampshire's RPCs/MPOs assist in this process?

- For locations identified by <u>statewide network screening</u>
 - Work with municipalities to verify crash history.
 - Work with NHDOT and the affected municipality to facilitate consensus on project design.
 - Ensure that project funding is incorporated into TIP.
- For <u>systemic projects</u> that proactively address locations with conditions that correlate to certain crash types.
 - Coordinate with affected municipalities to identify and recommend appropriate locations to the NHDOT.
 - Ensure that project funding is incorporated into TIP.

ROAD SAFETY AUDITS IN NEW HAMPSHIRE

For locations not identified through network screening or systemic projects, municipalities may apply for a **Road Safety Audit** to gain eligibility for HSIP funding.

- Road Safety Audit locations <u>must</u> have a fatal (K) or severe injury (A) crash history.
- Supporting crashes need to be located at and related to the location of interest.
- Crashes should be correctable and show a pattern indicative of an infrastructure-related problem rather than a single isolated incident, caused by a behavioral issue, such as distracted or impaired driving.

ROAD SAFETY AUDITS IN NEW HAMPSHIRE

Example Safety Issues:

- Roadway issues, i.e. surface, curvature, other geometric issues
 - Poor surface conditions
 - Unusual intersections e.g. a Y along a curve
- Limited Sight Distance
 - Intersection Sight Distance
 - Stopping Sight Distance
- Driver Behavior Issues
 - Speeding
 - Running Stop Sign
- Lack of Lighting



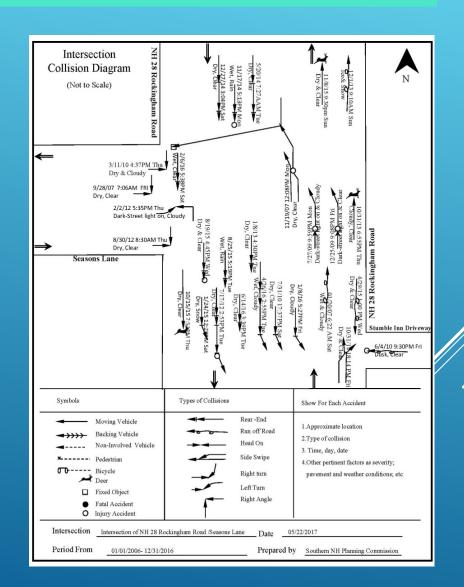
APPLYING FOR A ROAD SAFETY AUDIT IN NEW HAMPSHIRE (APPLICATIONS ARE DUE TO SNHPC OCTOBER 15TH, NHDOT ON DECEMBER 1ST)

OAD SAFFT	TY AUDIT AP	PLICATIO	ON	New Hampsh
Specific location of prop	oosed RSA project (intersec	tion, spot location, re	oad segme	nt or project, or new facility):
RPC/MPO: Route(s):		Intersecting Ro	oad:	
AADT:	Speed Limit:	AADT:		Speed Limit:
Name, Position/Title,	Address of Contact Person:	- En	nail:	
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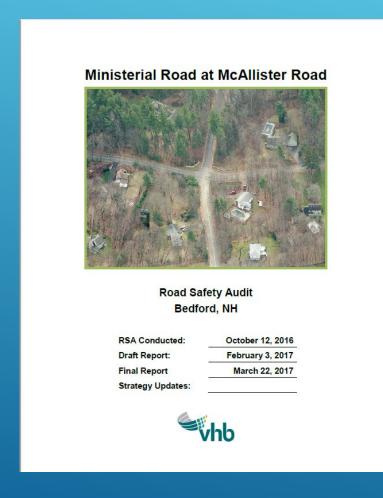
- A Road Safety Audit application form is required and should include the following:
 - Crash Reports (for fatal and serious injury crashes at the location for the past 10 years)
 - Average Daily Traffic (ADT)
 - Turning Movement Count (if applicable)
 - Crash Diagram
 - Signature of NHDOT District Engineer
 - Signature of RPC/MPO
 - Signature of Municipal Official

RPC/MPO ASSISTANCE WITH ROAD SAFETY AUDIT APPLICATIONS

- Your RPC/MPO can provide technical assistance in developing a Road Safety Audit application by:
 - Working with municipal staff to compile crash records.
 - Collecting location-specific traffic volume data and/or turning movement data.
 - Developing crash diagrams.
 - Participating as a stakeholder in the Road Safety Audit.
 - Ensuring that project funding is incorporated into TIP.



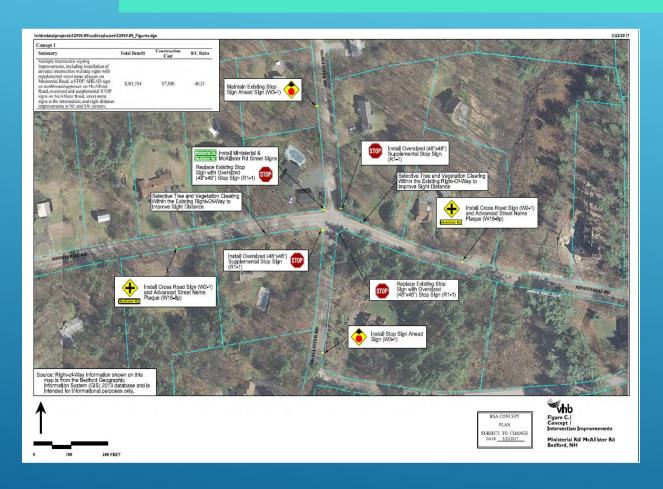
THE ROAD SAFETY AUDIT PROCESS



- If the HSIP Committee approves the application, a Road Safety Audit will be conducted.
 - Audit team typically includes NHDOT staff, municipal stakeholders, abutters, and RPC/MPO staff.
 - Typically lasts a half-day and involves: Initial Meeting, Field Review, and Recap Meeting
 - Goal is to reach consensus on short, medium, and longterm improvements to pursue.

<u>Above:</u> Intersection RSA Report for the Town of Bedford, NH organized by the SNHPC and NHDOT.

MOVING FROM A ROAD SAFETY AUDIT TO CONSTRUCTION



- To be eligible for HSIP construction funding the Benefit/Cost ratio of improvements must be greater than 1.0.
- Projects exceeding \$1
 Million may be encouraged to pursue funding in the Ten-Year Plan.

<u>Above:</u> Conceptual improvements detailed in a Road Safety Audit of Ministerial Road/McAllister Road in Bedford, NH (2017).

EXAMPLE OF HSIP-FUNDED SAFETY IMPROVEMENT PROJECT





Before After
Construction Construction

Above: Before and after pictures of a locally-identified HSIP project in Lyme, New Hampshire. Photos courtesy of the NHDOT Bureau of Highway Design.



Applications Due October 15th to SNHPC, and December 1st to **NHDOT Any Questions?**

Specific location of pro	posed RSA project (intersection	n, spot location, road s	egment or project, or new facility):
City/Town/County: _			
AADT.	Constitution in	Intersecting Road:	S47 ()*
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Dhana Number	Address of Confact Person.	Empile	Speed Limit:
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	t of Total crashes		
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