# OVERVIEW OF THE NHDOT ROAD SAFETY AUDIT PROCESS



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## WHAT IS THE HIGHWAY SAFETY IMPROVEMENT PROGRAM?





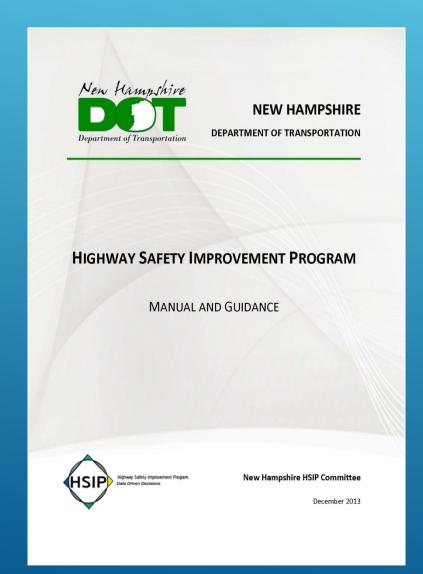
- Core Federal-aid Program established under SAFETEA-LU (2005) and continued under MAP-21 (2012) and the FAST Act (2015).
- New Hampshire apportionment is approximately \$10
   Million per year for safety improvements.
- Program is intended to reduce traffic fatalities and serious injuries on <u>all 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



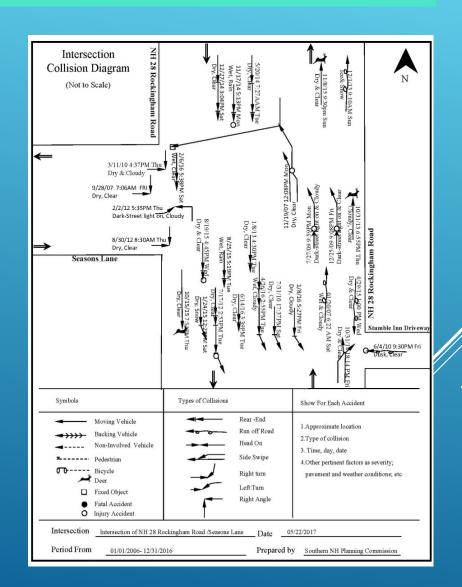
# APPLYING FOR A ROAD SAFETY AUDIT IN NEW HAMPSHIRE (APPLICATIONS ARE DUE TO SNHPC OCTOBER 15<sup>TH</sup>, NHDOT ON DECEMBER 1<sup>ST</sup>)

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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:	
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Name, Position/Title,	Address of Contact Person:	- En	nail:	
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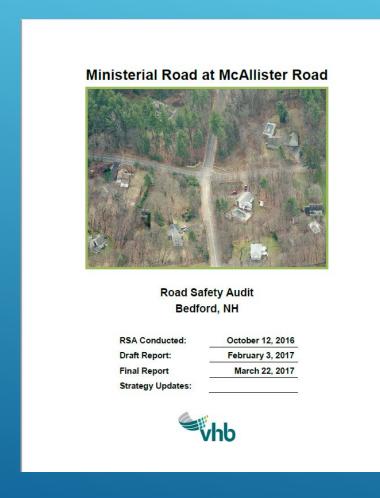
- A Road Safety Audit application form is required and should include the following:
  - Crash Reports (for fatal and serious injury crashes at the location for the past 10 years)
  - Average Daily Traffic (ADT)
  - Turning Movement Count (if applicable)
  - Crash Diagram
  - Signature of NHDOT District Engineer
  - Signature of RPC/MPO
  - Signature of Municipal Official

### RPC/MPO ASSISTANCE WITH ROAD SAFETY AUDIT APPLICATIONS

- SNHPC 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

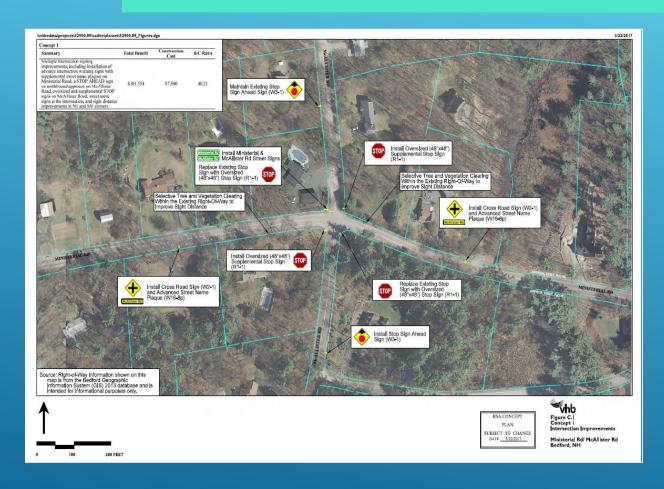


• If the HSIP Committee approves the application, a Road Safety Audit will be conducted.

- 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 Construction

After Construction

<u>Above:</u> 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 15<sup>th</sup> to SNHPC, and December 1st to **NHDOT Any Questions?** 

		The state of the s	gment or project, or new facility):
City/Town/County:			
RPC/MPO:		Intersecting Road:	
AADT:	Const imit	mersecting Road: _	Sand Limit
Name Position/Title	Address of Contact Person:	AADI:	Speed Limit:
Dham Market	Address of Comact Person.	F	
Phone Number:	Pax	Email: _	
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