

# Traffic Safety Section

## Road Safety Audit Review

<b>Town:</b>	Leicester	<b>Date Reviewed:</b>	July 8, 2014
<b>Route:</b>	Leicester Whiting Road @ Old Jerusalem	<b>Mile points:</b>	

### Location Map:



### Definitions

A **Road Safety Audit Review** (RSAR) is a formal examination of an existing road in which an independent, multi-discipline team (the Audit Team) reports on potential safety issues. "Independent" means that the members of the team will not be directly involved with the location being audited.

In addition to the Audit Team, a RSAR involves the following key players: Local Coordinator, Local Input Team and Responsible Entities.

The **Local Coordinator** is either a representative of the Town/City or the local regional planning commission. His/her role is to put a Local Input Team together, aggregate traffic and safety

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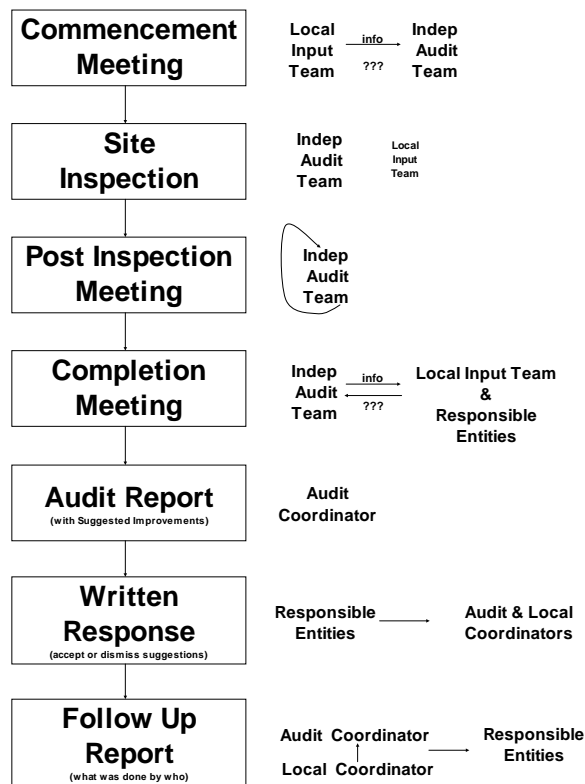
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information, lead the commencement meeting and follow-up with local responsible entities. The role of the **Local Input Team** is to provide a local perspective at the commencement meeting. It is composed of representatives from the community such as Selectboard Members, Police, EMT, VAOT District, and Other Local People. The **Audit Team** is responsible for performing a site visit, identifying safety issues and coming to a consensus with respect to possible guidance. **Responsible Entities** are any groups who own a roadway feature or who are responsible for making an improvement or initiating further studies. These could include for example, the VTRANS Design Section, the Local Town, the Police or the Local RPC/MPO. The role of the Responsible Entities is to assess the viability of the suggestions provided by the Audit Team and provide a written response to the Audit Coordinator, to schedule and/or perform the improvements if deemed necessary and to follow-up with the audit or local coordinator when the project is completed. Finally, the **Audit Coordinator** is the person responsible for setting up the audit and other meeting dates, to put the audit team together, to facilitate the post inspection meeting and the completion meeting, and to prepare the audit report.

### RSAR Process

**Figure 1. ROAD SAFETY AUDIT PROCESS**



The RSAR process is composed of several steps as shown in Figure 1. The process starts with a **Commencement Meeting** between the Local Input Team and the Audit Team. The purpose of the meeting is for the Local Input Team to present community concerns to the Audit Team. A **Site Inspection** is then performed by the Audit Team. Members from the Local Input Team can

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accompany the Audit Team to further explain concerns. The site visit involves the identification of safety deficiencies as seen in the field. The Audit Team will usually drive through the location of interest to “get a feel” for the area, traveling through each approach in the case of intersections. The team is to then drive at a slower posted speed to make observations. If needed, the team will also walk the location. Following the site inspection, the Audit Team holds a **Post Inspection Meeting**. It is during this meeting that the team members discuss their observations and identify safety issues. The team is to reach a consensus on the importance of each safety issue mentioned. Only those issues for which a consensus is reached are included in the RSAR findings. The final RSAR report (Written Report) is finalized following the Completion Meeting during which the issues identified by the audit team are discussed with the Local Input Team and Responsible Entities. The meeting is to be constructive and foster dialogue between the parties involved. The **Written Report** identifies safety concerns and proposes guidance. These issues and solutions are presented in a tabular format associated to each Responsible Entity for ease of reporting. The Responsible Entities are to provide a Written Response on every finding of the Written Report as to its implementation. The Responsible Entity is not obliged to implement the findings in the Written Report. However, the reasons for not implementing a finding should be documented (e.g. physical constraints, excessive cost, environmental constraints, etc.).

The RSAR herein covers physical features which may affect road user safety and it has sought to identify potential safety hazards. However, the audit team points out that no guarantee is made that every deficiency has been identified. Further, it should also be understood that the adoption of the guidance in this report should improve the level of safety of the facility but not necessarily remove all the risks.

### **Location**

The location of this RSAR is the intersection of Leicester-Whiting Road and Old Jerusalem Road in Leicester.

### **Purpose of the RSAR**

This RSAR was conducted at the request of the Addison County Regional Planning Commission with the intent of determining if guardrail was required on the northeast corner of the intersection.

### **RSAR Team**

The independent, multi-disciplined Road Safety Audit Review Team included the following individuals:

Matthew Bogaczyk,	Traffic Design, VAOT
Spencer Palmer,	Traffic Design, VAOT

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## **Road Safety Audit Review**

### **RSAR Team Coordinator**

The road safety audit review coordinator was:

Mario Dupigny-Giroux, Traffic Ops, VAOT

### **Local Coordinator**

The local coordinator was:

Daryl Benoit, Addison County Regional Planning Commission (ACRPC)

### **Local Input Team**

The following individuals from the local community were present at the Commencement Meeting:

Ronald Fiske, Selectboard  
Arlan Pidgeon, Road Foreman

### **Information Reviewed**

#### *Speed and Traffic Volume*

The 2013 Average Annual Daily Traffic (AADT) was 1200 vehicles per day on this section of road.

#### *Past Projects*

This intersection was part of the High Risk Rural Roads project that was constructed in the spring of 2014. The sketch for the work done in the vicinity of the intersection is available for review in Appendix A.

This area was also reconstructed following "Irene".

#### *Future Projects*

The Town talked about relocating the approach of Old Jerusalem Road to the east.

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### *Current Local Concerns*

The following issues were brought forward by the local team during the commencement meeting.

- There have been three undocumented/unreported crashes at this intersection in the last 18 months, where vehicles ended up in a ditch.
- The crashes seem to occur only with eastbound vehicles turning left onto Old Jerusalem Road and overshooting the road.
- The Town is considering guardrail to remediate this issue.

### **Potential Safety Concerns**

This section lists the areas of safety concern identified by the audit team during the field visit and from their analysis of available data along with potential remedial actions. The concerns are not listed in order of importance. These safety concerns are also summarized on the observations table presented at the end of this section. The observations table lists the group most likely to be responsible for making the improvements.

### **Problem #1**

Some motorists are overshooting the intersection while making an eastbound left turn. Some of these motorists have been ending up in the ditch.

### **Actions**

#### **Immediate to Short Term Actions (within 6 months)**

Install a side road sign with a street name plaque below it for approaching eastbound traffic.

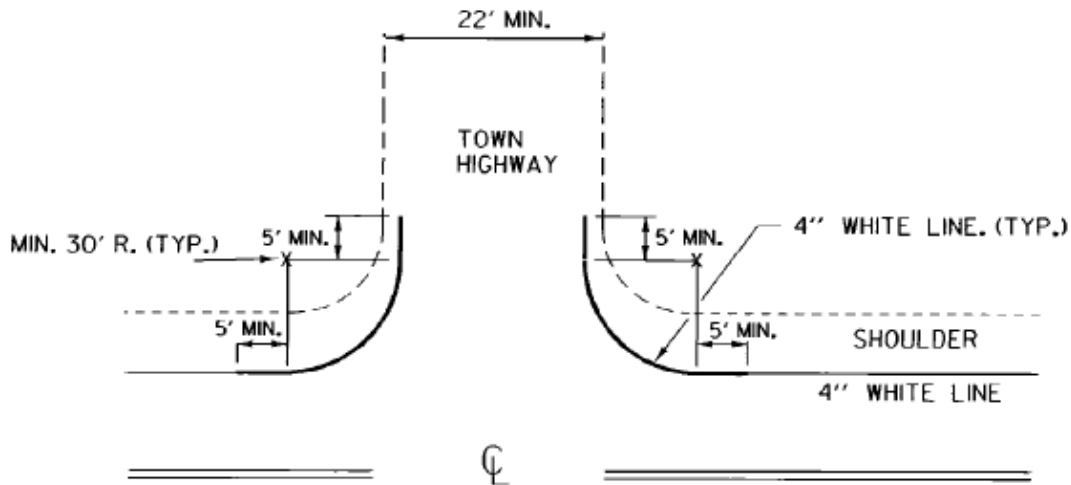
*The rationale for this is that unfamiliar motorists may not be aware that the intersection is coming up and that consequently they may be making their turn at the last minute.*



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Consider installing white edgeline markings on the approaches to the intersection to better delineate the corner.



### Short Term to One Year Actions

Widen the shoulder on the northeast corner.



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*The rationale for this is that the geometry is tight when one is making an eastbound left turn. A wider shoulder would allow motorists the ability to possibly recover should they lose control.*

If the crashes are known to take place at night, then lighting of the intersection could be considered.

### **Problem #2**

At some point while approaching the Old Jerusalem intersection from the west, the street name sign is partially concealed by the 30 mph speed limit sign.

### **Immediate to Short Term Actions (within 6 months)**

The street name sign should be reset on longer posts so that it is visible above the speed limit sign.



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### **Problem #3**

There is no speed limit sign east of the intersection to let motorists that are entering Leicester-Whiting Road from Old Jerusalem Road know what the speed limit is.

### **Immediate to Short Term Actions (within 6 months)**

Relocate the 45 mph speed limit sign that is just west of the intersection to a location 50 ft east of pole 4S, east of the intersection.

### **Action Plans**

The safety concerns and potential actions that were just described in the previous section are further summarized in the next table. In this table, the safety issues of concern are listed in the first column. The second set of columns identifies the groups that are most likely capable of implementing a solution. For each safety issue, the audit team suggested the actions that are listed in the column titled "strategy" as possible remedial solutions. For each safety issue, the groups identified by an X are asked to review the proposed strategies and evaluate their ability to implement these strategies by indicating in the appropriate column if they agree to implement these measures and if not, by supporting their decision by writing a reason in the last column. The groups identified are not obliged to follow the findings of the RSAR report. However, the reasons for not implementing a finding should be documented (e.g. physical constraints, excessive cost, environmental constraints, etc.). Each group should return their completed table to the audit coordinator as soon as possible.



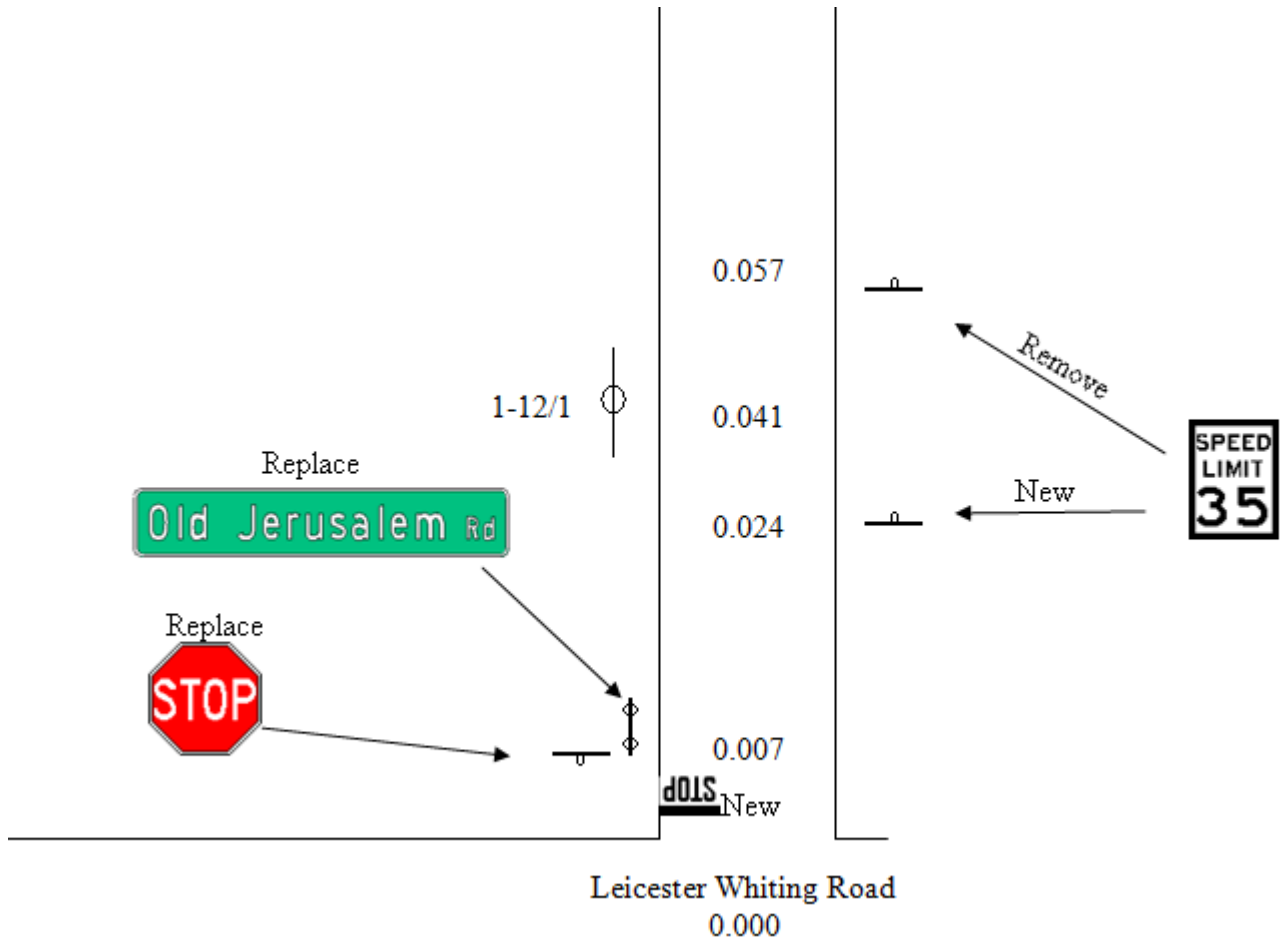
Observation	ACRPC	Town of Leicester	Contractor HRRR(19)	AOT Traf Ops				Strategy	Decision Agree Reject	Planned Completion Date	Comments
<p><b><u>Problem #1</u></b></p> <p>Some motorists are overshooting the intersection while making an eastbound left turn. Some of these motorists have been ending up in the ditch.</p>			X					<p><b>Immediate to Short Term Actions (within 6 months)</b></p> <p>Install a side road sign with a street name plaque below it for approaching eastbound traffic.</p>			
	X							<p>Consider installing white edgeline markings on the approaches to the intersection to better delineate the corner.</p>			
	X							<p><b>Short Term to One Year</b></p> <p>Widen the shoulder on the northeast corner.</p>			
	X							<p>If the crashes are known to take place at night, then lighting of the intersection could be considered.</p>			
<p><b><u>Problem #2</u></b></p> <p>At some point while approaching the Old Jerusalem intersection from the west, the street name sign is partially concealed by the 30 mph speed limit sign.</p>			X					<p><b>Immediate to Short Term Actions (within 6 months)</b></p> <p>The street name sign should be reset on longer posts so that it is visible above the speed limit sign.</p>			<p>This will be done by the Contractor for project HRRR(19) as the project has not been accepted yet.</p>

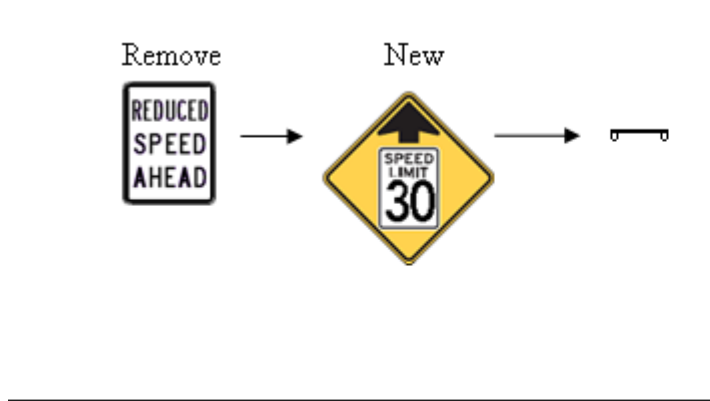
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Observation	ACRPC	Town of Leicester	HRRR(19) Contractor	AOT Traf Ops				Strategy	<u>Decision</u> Agree Reject	Planned Completion Date	Comments
<p><b><u>Problem #3</u></b></p> <p>There is no speed limit sign east of the intersection to let motorists that are entering Leicester-Whiting Road from Old Jerusalem Road know what the speed limit is.</p>			X					<p><b>Immediate to Short Term Actions (within 6 months)</b></p> <p>Relocate the 45 mph speed limit sign to a location 50 ft east of pole 4S, east of the intersection.</p>			

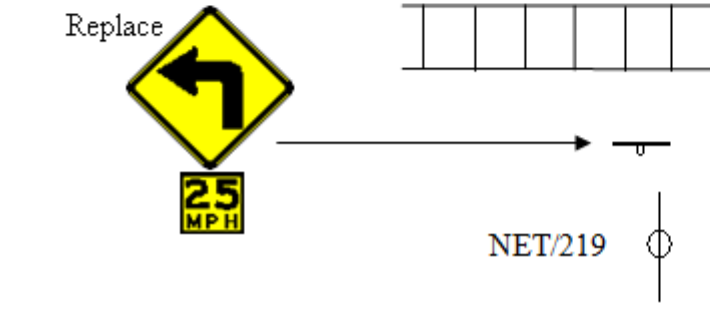
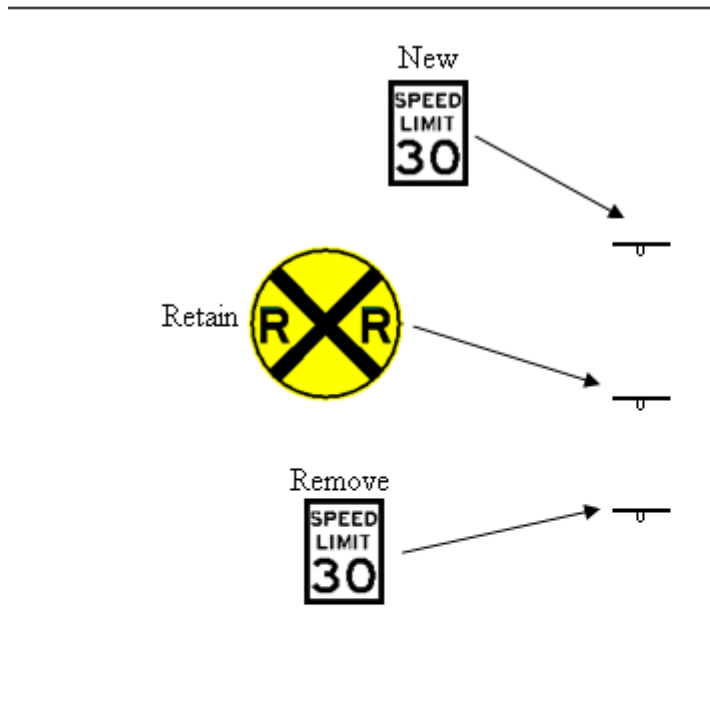
## **Appendix A**

### **HRRR Project Constructed in Spring 2014**





Old Jerusalem Road, see attached for signage



0.740

0.729

0.724

0.651

0.638

0.631

Replace

~~R X R~~ 0.592

0.587

0.555

0.537

0.512

0.511

Remove



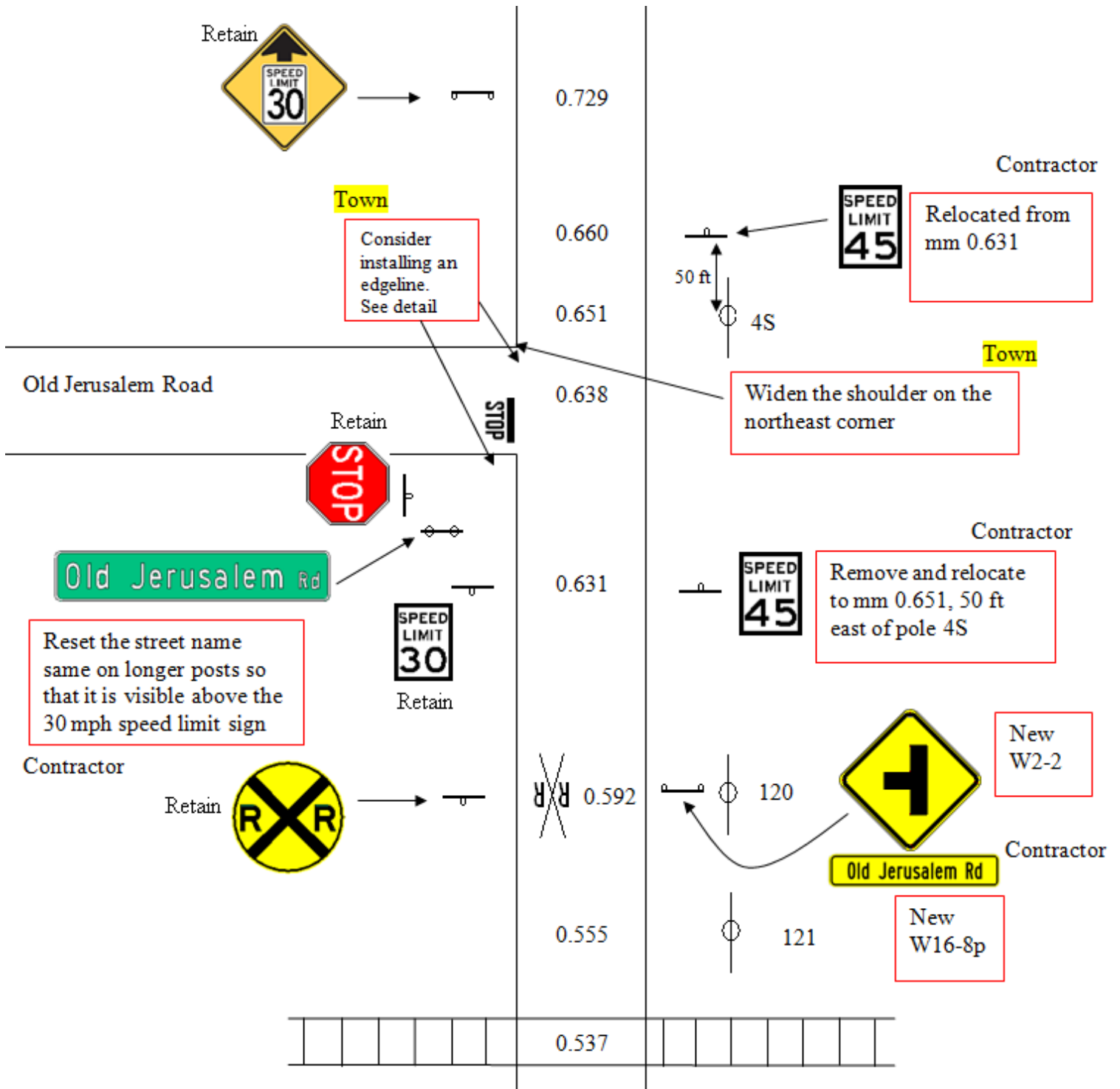
4S

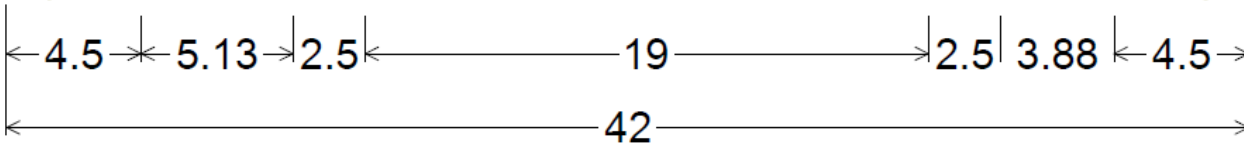
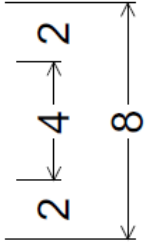
New



121

**Appendix B**  
**Proposed Improvements**





1.50" Radius, 0.38" Border, 0.38" Indent, Black on Yellow;  
 "Old Jerusalem Rd" B 61% spacing;

