

Office of Highway Safety

Road Safety Audit Review

Town:	Poultney	Date Reviewed:	<u>September 28, 2016</u>
Route:	VT 30	Mile points:	VT 30 MM 6.627-6.927

Location Map



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RSAR Process

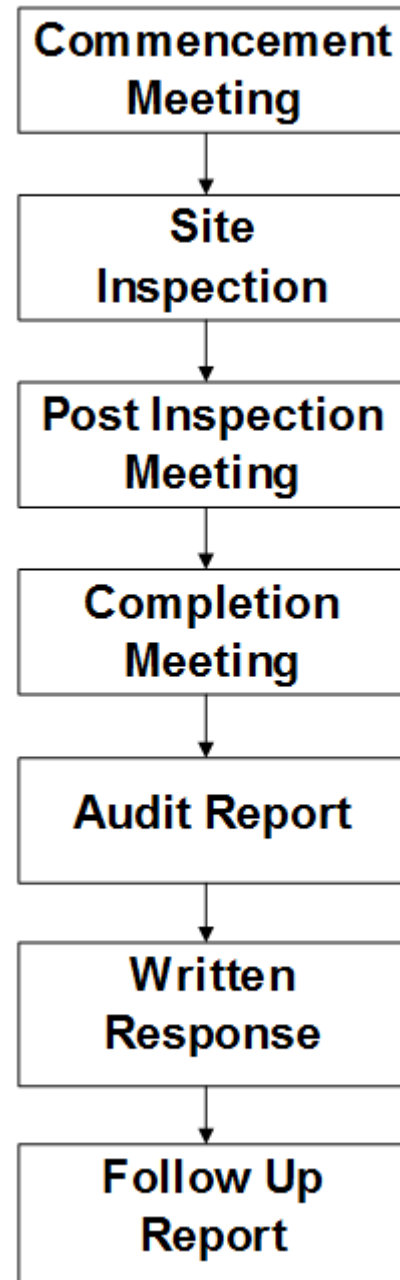
A **Road Safety Audit Review** (RSAR) is a formal examination of an existing road in which an independent, multi-discipline team (the Audit Team) reports on potential safety issues.

According to the Federal Highway Administration (FHWA), the purpose of a RSAR is to determine which elements of the road may present a safety concern, to what extent and under what circumstances as well as to identify opportunities to mitigate the identified safety concerns.

The RSAR process is composed of several steps as shown in Figure 1. The process starts with a **Commencement Meeting** during which the Audit Team reviews data and gathers community concerns. A **Site Inspection** is then performed by the Audit Team. 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 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. A RSAR report (Written Report) is prepared.

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

Figure 1 - Road Safety Audit Process



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ease of reporting. The **Responsible Entities** are any groups who own a roadway feature or who are responsible for making an improvement or for initiating further studies. These could include for example, the VTrans design section, the local town, the local police or the local RPC.

Location

The location of this RSAR is the section of road on VT 30 between mile points 6.627 and 6.927 in Poultney. This segment is located mostly south of the intersection of Farnham Road /Hannon Road (The intersection is within the segment of interest but at the northern end).

Purpose of the RSAR

This RSAR was conducted as part of VTrans Highway Safety Improvement Program (HSIP). The locations selected for this HSIP effort were originally identified as high crash locations and subsequently ranked in terms of fatal and injury crash rate.

The RSAR herein has sought to identify potential safety hazards and physical features which may affect road user safety. However, it is possible that not every deficiency has been identified. It should further be recognized that the implementation of the guidance in this report may contribute to improve the level of safety of the facility reviewed but not necessarily remove all the risks.

RSAR Participants

Mario Dupigny-Giroux from the Office of Highway Safety, VTrans, was the RSAR coordinator.

The other participants were:

Sommer Bucossi,	Planning, VTrans
Robert Faley,	District 3, VTrans
Tom Fields,	OHS, VTrans
Joe Kelly,	TSMO, VTrans
Pat McManamon,	DMV, VTrans
Brian Sanderson,	District 3, VTrans
Jonas Rosenthal,	Town of Poultney Village
Kitt Shaw,	Rutland Regional Planning Commission

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Dale Kerber,
Doug Norton,

Poultney constable
VSP

Information Reviewed

Geometry

This section of VT 30 is a two-lane road with eleven-foot lanes and two-foot shoulders.

The specific section is bounded between mile points 6.627 and 6.927. According to the VTrans route log, there is an eleven percent downgrade starting from about the Hannon Road intersection.

Also, according to VTransparency, February 2017, the pavement surface of this section of VT 30 is rated as good south of the Hannon Road intersection (with year of last work being 2014). The pavement surface is rated as fair north of the intersection (with the year of last work being 1998).

The intersection of VT 30, Farnham Road and Hannon Road is a four-way intersection controlled with stop signs on the two side roads. This intersection is located at mile marker 6.862.

Speed Limit

The posted speed limit on VT 30 is 50 mph. The posted speed limit on Hannon Road is 25 mph.

Traffic Volumes

The 2014 Average Annual Daily Traffic on VT 30 was 3300 vehicles per day.

Traffic Signs

Other than the stop signs at the intersection of Farnham Road and Hannon Road, there are no other traffic signs in this section of VT 30.

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At Reed Road, there is a stop sign and a legal load sign. There are also two Reed Road street name signs that are installed on either side of the utility pole at the corner.

Past Projects

VT 30 south of the Hannon Road intersection was paved in 2014.

Future Projects

No future projects were identified for this area.

Crash History

The crash history was reviewed along this segment for the five-year period covering the years 2011 to 2015. A total of five crashes were reported during this period.

Losing control of the vehicle type of crashes are more prominent (3 out of 5, 60%).

Identified Safety Concerns

This section lists the areas of safety concern identified by the audit team during the site inspection and from the analysis of available data. This section also reports the potential safety enhancements suggested by the audit team. The concerns are not listed in order of importance.

Concern: Lack of Adequate Shoulders

The shoulders on VT 30 are very narrow.

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Safety Enhancements:

Long Term

Consideration should be given for widening the shoulders on the entire length of VT 30.

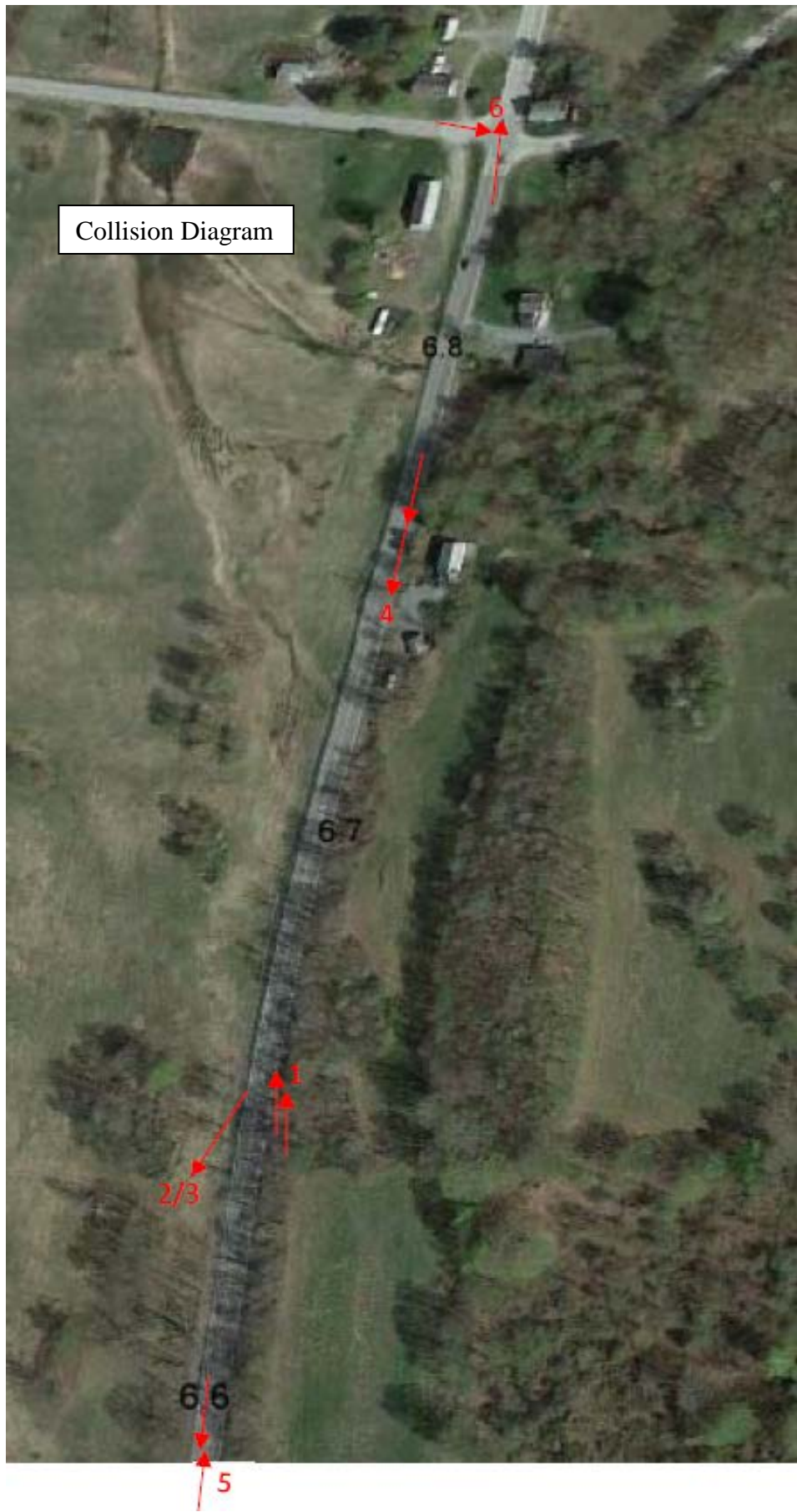
Summary of Safety Enhancements

The safety concerns and potential actions that were identified in the previous sections are further summarized in the next table. These potential enhancements will be presented to the respective parties for further consideration.

Potential Safety Enhancements Summary Table

Safety Concern	Safety Enhancement	Responsibility	Safety Payoff	Time Frame	Cost
Lack of Adequate Shoulders	Consideration should be given for widening the shoulders on the entire length of VT 30 (if there is an opportunity to do so)	VTrans (AMP)	18% ¹ reduction (1ft to 4 ft), 7% red (1ft to 2 ft)	Long	High

¹ HSM, page 13-11 (Note: cmf for 1 ft was interpolated)



Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
1	VT 30	6.64	05/12/2010	16:27	Clear	0	0	Single Vehicle Crash	On Wednesday, May 12, 2010, at approximately 1627 hours, two-vehicle motor vehicle crash, south of Hannon Road, on Vermont Route 30 in the Town of Poultney, VT. While Op 2's vehicle was broken down on Vermont Route 30 another vehicle sideswiped her vehicle and had left the scene: At the time of the crash the weather was clear with good visibility. The road surface was dry. Operator #2 advised she was traveling north on VT 30 in Poultney. Her vehicle's alternator went and she pulled as far off the left side of the road as possible. As she was about to exit the vehicle another vehicle traveling north struck her vehicle. Vehicle #1's passenger side mirror collided with Vehicle #2's driver's side mirror. Operator #2 was not able to move Vehicle #2 off the travel portion of the road because of the soft shoulder and the terrain.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
2	VT 30	6.65	01/02/2012	21:01	Snow	2	0	Single Vehicle Crash	On January 02, 2012, in the area south of Farnham Road, officer observed vehicle #1 at a position of uncontrolled rest facing north on the west side of the road approximately .2 miles south of Farnham Road, where the accident occurred. The weather was cold and snowing. The roadway was covered with ice and snow. STATEMENTS: Operator #1 advised she was traveling south at approximately 30 mph due to the slippery roads and snowstorm. As she was traveling down the hill, the rear of her vehicle began to spin around causing her to lose control of the vehicle. The vehicle was now facing north as she slid off to the west side of the road and collided with a tree. Point of impact occurred between vehicle #1 left quadrant and a tree on the west side of the road approximately .2 miles south of Farnham Road.
3	VT 30								This crash is the same as #2. It was listed twice in the crash database
4	VT 30	6.75	08/23/2010	15:23	Cloudy	1	0	Rear End	On 8/23/10, two-vehicle crash with injuries just south of the Hannon/Farnham Rd intersection. The weather was cloudy, with sporadic, light rain showers. The road surface was slightly wet. Op told that he was traveling southbound on Vt 30 pulling a trailer of small logs. Said that he observed a deer walk in front of his lane of travel, coming from west to east. He slammed on the brakes and slowed to 15 to 20 mph then advised that he slowed to nearly a stop, fearing that another deer would come out from the edge of the field. It was at

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
									this time, he was struck from behind. Op 1 said was traveling south on Vt 30 when "all of a sudden, I looked up and he stopped dead in front of me." Advised that she was traveling about 45 mph as she was running late. Said that it was not raining at the time of the crash. Upon investigation it was determined that operator #2 was traveling south on Vt 30, appx. .1 mile south of the Hannon Road.
5	VT 30	6.85	10/08/2014	12:23	Clear	1	0	Head-On	October 8, 2014, a single vehicle crash on VT30, south of Farnham Road, Witness 1 who witnessed the accident veh went off rdwy hit tree, oper slumped over wheel, passenger is out talking with people. Operator 1 advised that she was traveling at 50MPH in accordance with the posted speed limit. Operator 1 was unsure if she had fallen asleep, but advised it was possible that she had fallen asleep. Operator 1 advised that she was alert and awake as her vehicle struck the tree. The crash occurred in front of residence #4999. CONCLUSION: This investigation revealed that the V1 was traveling southbound, while V2 was traveling northbound on VT30. Based on the available evidence, V1 crossed over the center lane markings and into the northbound travel portion of the roadway.
6	VT 30	6.86	05/06/2013	16:23	Clear	1	0	Right Angle	On May 06, 2013, intersection of VT Route 30 and Hannon Road. At the time of the crash, the weather was warm and sunny and the road surface was dry. Operator #1 stated she was driving east on Farnham Road. She advised while

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
									approaching the intersection, she stopped due to a stop sign. She stated moments later she began driving easterly across VT Route 30 and struck Operator #2 causing a crash. The Investigation revealed Operator #2 was driving north on VT Route 30 approaching Farnham Road During this time, Operator #1 was stopped at the intersection of Farnham Road and VT Route 30. Moments later Operator #1 began driving easterly across VT Route 30 and struck Operator #2 causing a crash.