

# A SAFETY UPDATE...

From the Federal Highway Administration – New Jersey Division Office



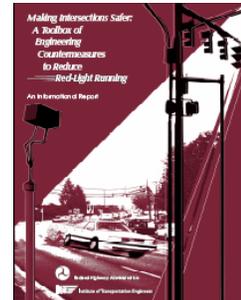
Volume 10

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## Field Guide for Inspecting Signalized Intersections to Reduce Red-Light Running

The FHWA recently published a “Field Guide for Inspecting Signalized Intersections to Reduce Red-Light Running.” This report provides information on how to conduct an investigation of a specific intersection that has been identified as a red-light running problem site. The investigation of the site would identify possible engineering deficiencies that could contribute to violations and crashes, and to form initial opinions as to possible countermeasures. The field inspection guide is prepared in connection with the Intersection Field Inspection Form, which can be downloaded at the following website:

<http://safety.fhwa.dot.gov/intersections/fieldinspectionform.pdf>



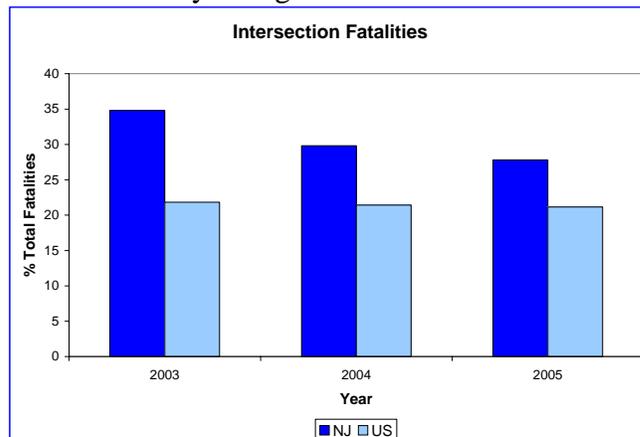
## Signal Timing on a Shoestring

Research and experience has shown that retiming traffic signals is one of the most cost-effective tasks that an agency can do to improve traffic flow and safety. This report examines various cost effective techniques that can be used to generate good signal timing plans that can be employed when there are insufficient financial resources to generate the plans using conventional techniques. View the report at:

[http://ops.fhwa.dot.gov/publications/signal\\_timing/signaltimingshstrg.pdf](http://ops.fhwa.dot.gov/publications/signal_timing/signaltimingshstrg.pdf)

## Safety Snapshot

Intersection fatalities as a percentage of all fatalities on NJ's roadways are greater than that of the nation.



## Road Safety Audit Guidelines

A Road Safety Audit (RSA) is a formal safety performance of an existing or future road or intersection by an independent audit team. The RSA team considers the safety of all road users, qualitatively estimates and reports on road safety issues and opportunities for safety improvement.

These guidelines provide a foundation for public agencies to draw upon when developing their own RSA policies and procedures to conduct RSA's within their community. They include:

- General RSA information
- How to implement an RSA program
- Overview of the RSA process
- Stages of an RSA
- Different types of audits (i.e., design, construction, pre-opening and existing roads)
- RSA Tools (i.e., prompt lists)

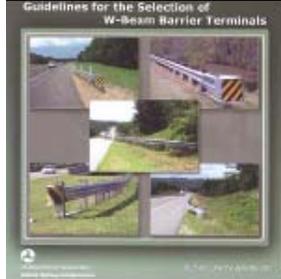
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### Guidelines for the Selection of W-Beam Barrier Terminals

Terminals for W-beam guide rail are classified as energy-absorbing, non energy absorbing, or buried-in-backslope designs. While each of these types is considered crashworthy, they have different performance characteristics, making some a better choice than others at specific sites.

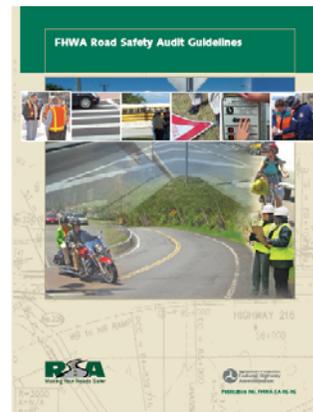
FHWA prepared a presentation to provide information to designers and to construction/maintenance personnel responsible for selecting and properly installing the most appropriate terminal design at any site. In addition to showing the actual crash performance of each terminal type, this presentation provides guidance on proper site grading and presents real world examples of both appropriate and inappropriate installations.

Email [nj.safety@fhwa.dot.gov](mailto:nj.safety@fhwa.dot.gov) for a copy of the presentation.



### RSA Guidelines (cont'd)

Limited hard copies are available through [nj.safety@fhwa.dot.gov](mailto:nj.safety@fhwa.dot.gov) or you can download via <http://safety.fhwa.dot.gov/rsa/rsaguidelines/html/index.htm>



We are available to provide technical assistance to get RSA's started in your community. For more information, email [nj.safety@fhwa.dot.gov](mailto:nj.safety@fhwa.dot.gov).



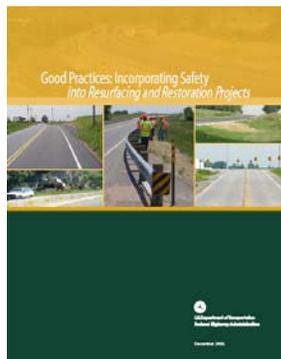
### Good Practices: Incorporating Safety into Resurfacing and Restoration Projects

While it is recognized that agencies have multiple objectives and limited resources, and that programs and projects are developed to balance competing needs and limited funds, integrating safety improvements into resurfacing is a resource efficient method of pursuing both infrastructure and safety goals. Incorporating selected, cost-effective safety improvements in resurfacing and restoration projects can provide extended public benefits.

A scan tour was conducted to identify and subsequently observe good practices in incorporating safety into resurfacing and restoration projects. The scan team visited six states and reported good practices within institutional and technical categories.

For additional information, visit:

[http://safety.fhwa.dot.gov/roadway\\_dept/pubs/sa07001/fhwsa07001.pdf](http://safety.fhwa.dot.gov/roadway_dept/pubs/sa07001/fhwsa07001.pdf)



### Low Cost Treatments for Horizontal Curve Safety

This report examines practical information on low-cost treatments that may be applied at horizontal curves to address identified or potential safety problems. The report describes the treatment, shows examples, suggests when a treatment might be applicable, provides design features, and provides information on the potential safety effectiveness and costs when the information is available.

Download this report at:

[http://safety.fhwa.dot.gov/roadway\\_dept/pubs/sa07002/horizontalcuves.pdf](http://safety.fhwa.dot.gov/roadway_dept/pubs/sa07002/horizontalcuves.pdf)

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