

NORTH DAKOTA
LOCAL TECHNICAL ASSISTANCE PROGRAM



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UPPER GREAT PLAINS TRANSPORTATION INSTITUTE • NDSU

News Bulletin

No. 26 May 2013

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Real Solutions FREE Web Conference

Performing Pre-Construction Phase Road Safety Audits (RSAs)

Thursday, May 30, 2013, 1:00 - 3:00 pm EST

[Click here to register for the webinar today](#)

Course Description:

Planners, designers, and traffic engineers must anticipate potential driver errors and roadway elements that might contribute to crashes. One way to proactively identify these issues is performing a Road Safety Audit (RSA). An RSA is a formal safety performance examination of an existing or future

Resource

UGPTI YouTube Channel

[Click here to view the new YouTube Channel](#)

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road or intersection by an independent, multidisciplinary team. The RSA process can be used during any phase of a project, including the pre-construction phase. At this stage, one of the primary benefits of performing RSAs is that they can address significant safety issues and incorporate enhancements earlier in the project, which saves time, money and lives. The RSA suggestions at this stage may include major changes such as different route options, cross-section options, intersection/interchange treatments, pedestrian/bicycle routing, and facility options.

The webinar will provide Federal, State, and local agencies with examples and advice to assist in implementing design stage RSAs in their jurisdictions. Speakers will discuss the recommendations that came out of their design RSAs, changes to the actual projects that occurred, and how RSAs have ultimately improved safety.

Speakers:

- Rebecca Crowe, Transportation Specialist in the Federal Highway Administration Office of Safety. Ms. Crowe manages and provides guidance on matters related to Road Safety Audits (RSAs), older drivers, pedestrians, and motorcycle programs for the Office of Safety. Ms. Crowe works closely with Federal, State, local, tribal, and not-for-profit agencies to advance highway safety.
- Robert Rocchio, P.E., Managing Engineer of the Traffic Management and Highway Safety (TM&HS) Section at the Rhode Island Department of Transportation. The TM&HS Section consists of the Traffic Engineering/Design Unit, Traffic Planning Unit, Traffic Safety Infrastructure Improvement Unit, and the Office on Highway Safety (behavioral programs) Unit. Mr. Rocchio's Section is charged with the mission to increase the safety and efficiency of the State's highway system for all users. He serves as the State Traffic Engineer, the State Traffic Safety Engineer, and is a voting member on the RI State Traffic Commission.

- Daniel Nabors, P.E., Senior Transportation Engineer with more than 18 years of experience providing technical expertise in highway and safety research, traffic engineering, planning, roadway construction and design, and training. Mr. Nabors has led Road Safety Audits (RSAs) or managed RSA programs in nearly 20 states for FHWA, State departments of transportation, and local agencies.



Maintaining Traffic Sign Retroreflectivity

*updated in 2013 to reflect current MUTCD
compliance dates

FHWA-SA-07-020(Revised 2013)

This document is referenced in Section 2A.08 of the Manual on Uniform Traffic Control Devices (MUTCD). Please be sure to review the methods discussed on pages two and three, along with the related procedures that make each method reliable and meaningful in its use to maintain signs above the minimum retroreflectivity levels. A full report on these methods can be found at www.fhwa.dot.gov/retro.

[Click here to view the document](#)

This news bulletin produced by NDLTAP will be emailed on a regular basis to keep you informed of new transportation-related issues. Please share this publication with anyone who may benefit from this information.

If you have any comments or suggestions for this publication please contact NDLTAP.

Denise Brown
NDLTAP Training Coordinator
denise.brown.1@ndsu.edu
515 1/2 E Broadway, Suite 101
Bismarck, ND 58501
701-328-9856 (O) 701-220-0101 (M)

NDLTAP is a program within the Upper Great Plains
Transportation Institute, North Dakota State University.