

**AASHTO Technology Implementation Group
Nomination of Technology Ready for Implementation**

Sponsoring DOT	1. Sponsoring DOT (State): Iowa, South Carolina, South Dakota			
Primary Technical Contact	2. Name: Louisa Ward			
	Organization: FHWA			
	Address: 400 7 th Street, Suite 4515, HSA-10			
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Technology Description	3. Name of Technology: Road Safety Audits			
	4. Briefly describe the technology. A road safety audit (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent team. The RSA concept is a proactive approach to save lives on new or existing roads and intersections. RSAs are an excellent tool to identify issues before roads or intersections are built or before crash patterns develop.			
	5. Briefly describe the history of its development. In the 1980s, the U.K. was the first country to conduct Road Safety Audits. Road safety audits next spread to Australia, New Zealand, Canada, and Europe. In 1996, FHWA conducted an international scan on road safety audits to bring this safety tool to the U.S. Road Safety Audits have been conducted in the U.S. since 1997. A workshop to promote RSAs was held in 1998 and several States participated in a pilot program to access the benefits of RSAs from 1998 – 1999. Since then road safety audits have been conducted in approximately 20 State and local agencies. FHWA is trying to increase the implementation and integration of RSAs into State and local safety programs.			
State of Development	6. For how long and in approximately how many applications has your organization used this technology? FHWA introduced road safety audits to the U.S. via a pilot program in 1998.			
	7. What additional development is necessary to enable routine deployment of the technology? None. However, it is most beneficial for State DOTs to take a training course on road safety audits to train those who will be on audit teams. The National Highway Institute has a 2-day course on road safety audits.			
	8. Have other organizations used this technology? If so, please list organization names and contacts.			
	Organization	Name	Phone	E-mail
	Iowa DOT	Tom Welch	515-239-1267	tom.welch@dot.state.ia.us
Maine DOT	Gerry Audibert	207-624-3315	gerry.audibert@maine.gov	
South Carolina DOT	Terecia Wilson	803-737-1161	wilsontw@dot.state.sc.us	
South Dakota DOT	Cliff Reuer	605-773-5361	cliff.reuer@state.sd.us	
Potential for Payoff	9. What benefits has your organization realized from using this technology? Include cost savings, safety improvements, transportation efficiency or effectiveness, environmental benefits, or other advantages over other existing technologies. South Carolina DOT saved thousands of dollars on their very first RSA when a design deficiency was identified and corrected before the road was built. Iowa DOT's engineers consistently look for ways to implement low-cost safety solutions on new projects based on what they learned in previous RSAs.			

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Implementation Potential	<p>10. Please describe what actions another transportation agency would need to take to adopt this technology. States need to learn the process and obtain management support for RSAs and a willingness to incorporate/implement changes based on the RSA findings.</p>
	<p>11. What is the estimated cost, effort, and length of time required for procurement or adoption by another transportation agency? The cost to conduct a RSA varies on the size of project and whether the DOT hires an outside consultant or uses agency staff independent of the project. An average estimate is \$2,000 - \$7,000 depending on the complexity of the project and number of consultants used. Other costs are unknown in terms of the improvements recommended as a result of a RSA.</p>
	<p>12. What organization(s) currently supply and provide technical support for this technology? FHWA Office of Safety has developed a brochure and a website on road safety audits (www.roadwaysafetyaudits.org). Work is underway on a Guidelines document and Checklists to use when performing RSAs. The Resource Center has a RSA team member who can provide technical assistance on RSAs. An NHI course is offered for RSA training.</p>
	<p>13. Please describe any legal, regulatory, social, intellectual property, or other issues that could affect ease of implementation. Some States perceive possible tort liability issues. But based on our experience giving the NHI course (where the State's attorney comes to speak to the class), the courts in many States see RSAs as a good faith effort and realize the State doesn't have unlimited resources to fix all of the suggestions immediately. States' Sovereign Immunity doctrines usually have an effect along with how the courts in their State interpret the protections from 23 U.S.C. 409 for RSA reports.</p>
Willingness to Champion	<p>14. Is the sponsoring DOT willing to promote this technology to other states, if partially supported by the AASHTO Task Force on Technology Implementation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
Date Submitted	<p>15. Date: 08/23/2004</p>

16. Please include image(s) of sketches or photographs, if available Image(s) are attached

<p>Please E-mail or Fax by August 27, 2004 to</p>	<p>Jeremy Fissel Program Manager for Engineering AASHTO</p>	<p>Phone: 202.624.3640 Fax: 202.624.5469 jfissel@ashto.org</p>
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