



INDIANA ROAD SAFETY AUDIT GUIDELINES

For State and Local Governments in Indiana

Prepared By
Taylor Ruble, PE, RSP₁
Laura Slusher, PE

INDOT Office of Traffic Safety &
Indiana LTAP HELPERS Program

Updated March 2026





Table of Contents

What is a Road Safety Audit?.....	3
Introduction.....	3
Legal Concerns.....	4
Preparing for Road Safety Audit.....	4
Who to Invite to a Road Safety Audit.....	6
The Road Safety Audit Process.....	7
Identification of Road Safety Audit Locations.....	7
Pre-site Meeting.....	7
Site Visit.....	7
Post-site Meeting.....	8
Road Safety Audit Report.....	9
Near-Term Improvements.....	9
Long-Term Improvements.....	9
Agency Response.....	10
Attachments.....	11
1. Example RSA Report	
2. Example Response Letter	
3. Example Prompt List	

WHAT IS A ROAD SAFETY AUDIT?

Introduction

A Road Safety Audit (RSA) is a formal safety examination of a future or existing roadway or intersection, conducted by an independent and multidisciplinary team. The RSA team reviews traffic data and visits the site (existing) or completes an audit on a set of plans (future) to determine any potential safety concerns that could be addressed. Potential concerns for all road users should be considered. All RSAs result in a formal RSA report distributed to the RSA team and the facility owner, documenting the findings of the RSA. The report lists low-cost, near-term improvement opportunities and higher-cost, long-term improvement opportunities.

There are several common misconceptions related to RSAs:

1. Practitioners think an RSA is simply a field visit by the project development team. RSAs require a multidisciplinary team and result in a formal report of findings.
2. Practitioners think an RSA is simply a check for compliance with design standards. RSAs evaluate the substantive safety of the location for all road
3. user experiences. A location that follows all standards can still have safety concerns.
4. Practitioners think an RSA is just a box to check to obtain funding. This thinking often results in incomplete reports that do not address all potential safety concerns for all road users.
5. Practitioners often rely solely on existing crash data and crash patterns when determining mitigation strategies, not considering risk factors that may produce a future serious crash. While data driven decisions are important when completing an RSA, identifying risk factors and applying proactive safety countermeasures should also be considered when reviewing a site. Use of FHWA's Proven Safety Countermeasures should be a part of the study for a more proactive look to match the nature of the facility to the context of the location and align with the Safe System Approach.



The aim of an RSA is to answer the following questions:

1. What elements of the facility may present a safety concern to any road user?
2. What opportunities exist to eliminate or mitigate the identified safety concerns?
3. Does user behavior match expectations of the roadway and surrounding environment?



RSAs are required by INDOT to receive federal Highway Safety Improvement Program (HSIP) funds for spot improvement projects.

Legal Concerns

Some government officials are concerned that identifying safety concerns and documenting them in a formal report puts the agency at legal risk. The United States legislature has established protections for state and local governments so they can evaluate safety concerns on the roadway with the goal of making safety improvements without the fear of legal liability as a result. 23 U.S.C § 407 protects data and documents used in the development of Highway Safety Improvement Program (HSIP) funding from discovery or admission as evidence. Practitioners should coordinate with agency legal teams on details.

Note: The information provided here is not legal advice but is meant to assist public agencies in discussions with their attorneys on developing a policy for the implementation of Road Safety Audits.

Preparing for a Road Safety Audit

Before conducting an RSA, the following steps should be taken in the office.

1. A multidisciplinary RSA team should be identified and invited.

A successful RSA requires more than just the project development team. Different perspectives and independent voices are needed to identify various safety concerns that may not be readily obvious to the project development staff. The RSA team should ideally include designers, safety engineers, people with local knowledge, and law enforcement among others. Multiple knowledge areas can be covered by the same person. The specifics of the RSA location may necessitate additional experts brought into the team. For example, a signalized intersection should ideally include someone familiar with signal design. Possible team member considerations are provided below.

2. Ideally, a vehicle large enough to transport the entire RSA team should be reserved.

RSAs are most effective if the team can drive and walk through the site together. Bringing a van to transport the RSA team can help facilitate valuable conversation and idea sharing. If this is not feasible, all participants should be asked to drive through the site from all approaches before the pre-site meeting.



3. A safe and convenient location should be identified for the pre- and post-site meetings.

This can be a nearby indoor location (e.g., office, library, etc.) or outdoor location.

The on-site meetings should not take place on the shoulder of the roadway. Identify a parking lot or other place where people can safely park and talk without risk of being struck by a vehicle or becoming sight-distance problems for motorists. The impact of weather and road noises should be considered if an outdoor meeting site is selected.

4. Three to five years of crash data should be collected and summarized for the location.

Review the history of crashes at the location. Identify any obvious crash patterns. Prepare a collision diagram(s) for the location.

5. If possible, collect and analyze traffic data for the location.

Conduct a traffic count in advance to identify predominant movements. Evaluate the intersection in analysis software to understand how it is operating. Develop a traffic forecast to determine potential future traffic volumes.

6. Handouts should be prepared and emailed to the RSA team at least one week prior to the RSA date.

Also print enough copies for each participant and bring them to the site visit.

7. Prompt lists can be utilized during the site visit as reminders of what types of items should be evaluated by team members.

Team members should be reminded at the pre-site meeting that this is not simply a checklist, items not on the list should also be reviewed, as applicable.

8. The following supplies may be needed:

Relevant printouts, pens/pencils, clipboards, extra safety vests, measuring wheel, measuring tape, level, ball bank indicator, signal cabinet keys, etc.

WHO TO INVITE TO A ROAD SAFETY AUDIT

The RSA team should consist of an independent group who are mostly unfamiliar with the location in question. Project owners, local agency roadway owners, and designers/consultants with prior, in-depth knowledge of the site can attend as resources, but should not officially be team members. A multidisciplinary team is needed to capture different perspectives. Team size will vary by location and how many Subject Matter Experts (SMEs) are needed. A team size of around 4-6 team members is typically adequate.

The following people should be considered for invitation to an RSA, as applicable. Those listed as resources can be invited to assist with background and local agency specific information but should not be listed as team members or push for pre-determined outcomes to maintain the true independence of the team.

- *Project Development Team (resource)*
- *Roadway Owner or Representative (resource)*
- *Law Enforcement Representative*
- *Fire/EMS Representative*
- *Local Government Elected Officials*
- *Local Government Engineering Representative*
- *State Government Engineering Representative*
- *LTAP/HELPERS Engineering Representative*
- *MPO/RPO Representative*
- *Public Transit Agency Representative*
- *School Administration and Transportation Officials*
- *Community Liaison (e.g. neighborhood association, non-profit, etc.)*
- *Transportation SMEs (e.g. design, maintenance, hydraulics, signals, structures, etc.)*



THE ROAD SAFETY AUDIT PROCESS

Identification of Road Safety Audit Locations

RSAs take time to set up and conduct and there is only so much funding available to address safety concerns. All locations in a jurisdiction cannot possibly be evaluated each year. As such, a network screening and safety prioritization process should be used to identify which locations should be evaluated. Customer concerns/complaints can also be utilized to identify locations for RSAs.

Pre-site Meeting

The first step during the RSA is to conduct an informational meeting prior to the team site visit. This meeting should not take place on the roadway shoulder. Rather, a safe location away from traffic should be utilized. During this meeting, the RSA team leader should distribute the printed material to all participants and describe the crash history and relevant traffic data and analysis results.

The group should discuss any relevant background information about the site and surrounding areas that may impact the location, including previous countermeasures installed, recent roadwork, future development, and upcoming projects. Participants should avoid side conversations with a subset of the RSA team as these may not be properly recorded in the notes.

At the pre-site visit meeting, people should be identified for team roles as detailed below. Roles may be split between people or multiple roles can be managed by one person.

1. *Team leader* – Facilitates discussions
2. *Notetaker* – Captures all discussion notes and field measurements
3. *Photographer* – Takes photos of possible safety concerns during site visit
4. *Field Measurer* – Takes relevant measurements during the site visit
5. *Report writer* – Writes and submits the draft and final reports

Site Visit

The safety of the RSA group is paramount. Team leaders should ensure all team members are wearing agency-appropriate safety gear, or at a minimum a Class 2 or 3 safety vest. Law enforcement should position vehicles where appropriate. Care should also be taken to not adversely impact traffic operations during the site visit. Vehicles should be parked so they do not block sight distance.

A critical part of an RSA is to traverse the location from all directions and in relevant modes, as feasible. The group should ride together in the same vehicle, if possible. If pedestrians are present at the location, the RSA team should also walk through the site on foot. During this time, the RSA team should identify and document observations of elements that present possible safety issues.



Post-site Meeting

After the site visit, the team should return to the initial meeting location to discuss findings and possible solutions. This post-site team discussion is an important part of the RSA process and should be more than just the collection of notes from team members. The team leader should facilitate discussion, asking team members what they noticed about the site and what concerns they have. The team should also brainstorm possible near-term and long-term alternatives to address these concerns. Ideally, all concerns should be noted and discussed before the team starts to discuss possible solutions. This should be a brainstorming session, with all team members contributing to the discussion. The notetaker should record the conversation, including rejected ideas and reasons for rejection.

ROAD SAFETY AUDIT REPORT

An RSA always results in a formal report. The report should document the site visit, noting the date, time, weather, and attendees. The report should summarize and include the printed information that was distributed to the RSA team. The report should identify any safety concerns and risk factors for any road user as well as near-term and long-term improvement options to address identified concerns. The report can list multiple potential countermeasures. All identified concerns should be addressed. The RSA report is an initial planning document and should not evaluate costs or select a preferred alternative. The RSA report is not a scoping report, but it is also more than just field check notes.

The report-writer should develop a draft report and send it to the RSA team for their review and edits. Once all edits have been completed, the report-writer should send the final report to the roadway owner.

An example report is included at the end of this document.

Near-Term Improvements

Near-term improvements are items that could be implemented immediately by the facility owner using in-house staff or a maintenance contract. These improvements typically involve changes to signs and markings, vegetation management, or roadway maintenance. Minor improvements or modifications to existing lighting and signal infrastructure can also be addressed in these recommendations.

Long-Term Improvements

Long-term improvements require an investment of funding and are larger than can reasonably be addressed by in-house staff. These improvements often take many years to plan and deliver. The RSA report can list several options for the location. The RSA report should not select the preferred alternative or prepare sketches or cost estimates for these improvements. The RSA report serves as the starting point for a future scoping report, which would go into these alternatives in greater detail.

AGENCY RESPONSE

The roadway owner should document a response to the RSA team report for their records and to include in any future funding applications. This response should note which option(s) are planned for implementation and any rejected option(s) with reason for rejection. Inadequate funding, issues with the proposed alternatives, right-of-way issues, environmental factors, or other competing priorities are examples of valid reasons for not taking action on an alternative.

Example response letters are included at the end of this document.



Example RSA Report



Road Safety Audit Report

Smith Pike Road at Forrest Park Drive

*Monroe County,
Indiana*

November 2015

Table of Contents

RSA Background	2
RSA Observations.....	3
RSA Recommendations.....	5
Appendix	7
<i>Vicinity Map</i>	8
<i>Crash Summary</i>	9
<i>Additional Pictures</i>	10

Table of Figures

Figure 1: Shoulder edge drop-off.....	3
Figure 2: At Forrest Park Drive looking south.....	4

**THIS DOCUMENT IS PROTECTED
UNDER THE PROVISIONS OF TITLE 23 UNITED STATES CODE SECTION 409 AS FOLLOWS:**

Title 23 U.S.C. § 409

Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144 and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such re-ports, surveys, schedules, lists or data.

RSA Background

Location: Intersection of Smith Pike Road and Forrest Park Drive

RSA Date: September 30, 2015

RSA Team Participants:

Nick Batta – Lochmueller Group
Andrew Cibor – City of Bloomington
Richard Condre - Crawford, Murphy & Tilly
Laura Slusher – Indiana Local Technical Assistance Program

Additional resources:

Allen Mullis, Monroe County Sheriff's Department
Lisa Ridge, Monroe County Highway Department (roadway owner)

Existing Conditions:

Audit Type: Existing Roads
Road Owner: Monroe County
Road Type/Classification: T-intersection with a two-lane urban minor arterial and a two-lane urban local road
Adjacent Land Use: Suburban residential, commercial
Terrain: Rolling
Climatic Conditions - Cold winter (freezing, icing possible); snow in winter

RSA Limits:

This Road Safety Audit investigated the intersection and approaches of Smith Pike Road and Forrest Park Drive outside Bloomington, IN. A vicinity map is included in the Appendix.

Crash History:

Smith Pike Rd has a history of rear-end crashes during wet weather in the vicinity of Forrest Park Drive in the northbound direction. This section of roadway has averaged six intersection-related crashes per year from 2010-2014. Of the 30 total intersection-related crashes reported, 17% were injury crashes, 80% were northbound rear-end crashes, and 87% were wet weather crashes (not including snow/ice). A summary of the crash data is included in the Appendix.

Despite previous safety projects, including the addition of warning signs, advisory speeds, and transverse rumble strips on the northbound approach, crashes have continued and increased in recent years.

Traffic Characteristics:

The traffic volume on Smith Pike Road is approximately 8,000 vehicles per day (vpd). Expected traffic usage of these roadways includes vehicles, trucks, and school buses. There is likely a significant percentage of traffic using Smith Pike Rd as a cut-through to SR 46. No pedestrian or bicycle usage has been noticed on Smith Pike Rd by the County. No speed data is available for these roads, but local law enforcement has noted speeding issues on Smith Pike Road.

RSA Observations

Smith Pike Rd is a two-lane roadway with a posted speed limit of 35 MPH and an average width of 23 feet in the analyzed section. Forrest Park Drive is a two-lane roadway with a posted speed of 25 mph and an average width of 19 feet near the intersection. Several driveways exist in the vicinity of the intersection. The analyzed intersection lies approximately 600 feet south of the signalized intersection of SR 46 and Smith Pike Road.

There is an intersection warning sign with an advisory speed of 20 mph on the northbound approach to the intersection. 35-mph speed limit signs are also present in the vicinity of the intersection. All of these signs appear to be in good condition. There are also transverse rumble strips on the northbound approach that help alert drivers to the upcoming intersection.

The roadway cross section is well-crowned and other than a few spots, the pavement appears to be in fair condition. There is some raveling and minimal wheel rutting in the northbound lane, which appears to be the product of the tree canopy over that side of the road. Some polishing is also present, lowering the pavement's skid resistance. This is consistent with the significant number of wet-weather crashes. Centerline and edgeline pavement markings are present, but appear worn and lacking sufficient retroreflectivity.

There is no roadway lighting present. There are hazards present within the clear zone, including power poles, trees, ditches, and drainage devices. There is a tree canopy present, mostly in the northbound lane, which may throw leaves in the roadway in fall and cause icing problems in winter.

There is not much usable or consistent shoulder in the analyzed section of Smith Pike Road. There is significant shoulder drop-off on both sides of the road, which can cause crashes if errant vehicles get a wheel off the pavement. Figure 1 shows the pavement edge drop-off.

Figure 1: Shoulder edge drop-off



The analyzed intersection is north of a crest vertical curve, which may limit stopping sight distance for northbound traffic. A northbound vehicle waiting to turn left onto Forrest Park Drive may surprise a northbound driver coming over the hill, especially when a queue is present. The SR 46 intersection may also cause a queue back to the analyzed intersection. This is consistent with the significant number of rear-end crashes occurring at the analyzed intersection. The operating speeds on Smith Pike Road also exacerbate the limited sight distance condition at the vertical curve. Figure 2 shows the view at the intersection looking south along Smith Pike Road.

Figure 2: At Forrest Park Drive looking south



In addition to the limited stopping sight distance approaching the intersection, there is a general lack of intersection recognition when approaching Forest Park on Smith Pike Road. With the presence of a driveway and power pole within the intersection sight triangle, it is difficult for drivers to recognize Forrest Park Drive. A field determination of the intersection sight distance looking south from Forest Park was measured at approximately 390 feet. Per AASHTO, this intersection sight distance is adequate for the posted speed limit, but can become an issue if vehicles are traveling at higher speeds or if a left-turn queue is present.

The roadway geometry also affects the drainage of Smith Pike Road. Due to the relatively steep slope of the vertical curve, storm water is carried down the roadway. There are drainage ditches present, but they are too shallow and in need of maintenance. A driveway drainage pipe in the ditch line on the east side of the intersection is clogged and damaged. This pipe was not installed by and is not currently maintained by the County; it is also sized too small. The uncontrolled storm water drainage has caused erosion issues along the roadside. Some crash reports noted water in the roadway as a contributing circumstance to the crash.

In summary, five main issues were noted on the RSA field review:

1. Limited sight distance at intersection
2. Intersection recognition
3. Shoulder edge drop-off
4. Pavement condition
5. Drainage issues

The limited sight distance at the intersection, combined with the downhill grade, lack of apparent pavement friction, and drainage issues, is a potentially hazardous combination. All these issues challenge drivers and hinder their reaction ability, especially in wet weather conditions. This is evident by the significant number of northbound rear-end crashes on Smith Pike Road at Forrest Park Drive.

RSA Team Recommendations

The RSA team came up with the following recommendations for Monroe County to consider implementing in part or in whole to improve the safety of drivers at the intersection of Smith Pike Road and Forrest Park Drive. Both short-term, low-cost and long-term, higher-cost improvements are listed for the County's consideration based on their budget and overall need.

Limited Sight Distance: The County's options here include increasing the sight distance through geometric improvements and/or removing the left turn conflicts. These improvements should decrease the significant number of rear-end crashes at the intersection.

- Cut down hill
- Passing blister or left-turn lane
- Contact INDOT District to look at signal timing to address queues on Smith Pike Road

Intersection Recognition

- Warning sign plaque "X Feet Ahead" (W16-2P or W16-2aP) in lieu of an advisory speed plaque
- Overhead flashing beacon, with "Cross Traffic Does Not Stop" plaque (W4-4P)
- Lighting at intersection
- Enhance roadway striping visibility and break lines at the intersection
- Narrow lane width with striping (widen gap between double yellow) on intersection approaches
- Enhance faded rumble strips. Consider using pavement material for rumble strips.

Shoulder Edge Drop-off/Roadside hazards: Shoulder edge drop-offs can cause errant vehicles to lose control.

- Add shoulder stone
- Add safety edge as part of any pavement rehab project
- Install object markers for existing roadside hazards if vehicles do run off the road

Pavement: Increasing the pavement friction has been shown to significantly reduce wet weather crashes.

- Pavement overlay
- High Friction Surface Treatment (Calcined Bauxite); although a higher cost than a regular overlay, HFST will significantly increase the roadway friction when compared to conventional

methods and will last longer.

Drainage Issues: Controlling the storm water run-off will prevent erosion and reduce wet weather crashes.

- Add underdrain behind shoulder in ditch line, fill with stone
- Add curb and gutter with gutter turn-outs
- Pave driveways back to right-of-way line
- Clean out and deepen roadside ditches
- Resize and replace driveway drainage pipe on east side of intersection
- Contain driveway run-off to private properties

Discarded Suggestions

1. Prohibit left turns to/from Forrest Park Drive

Reasons for discarding:

- Alternate routes have other potential safety hazards that may be exacerbated by an increase in traffic; it would not be a low-cost solution to bring alternate routes up to standards
- Insufficient width on Smith Pike Road to add a median divider

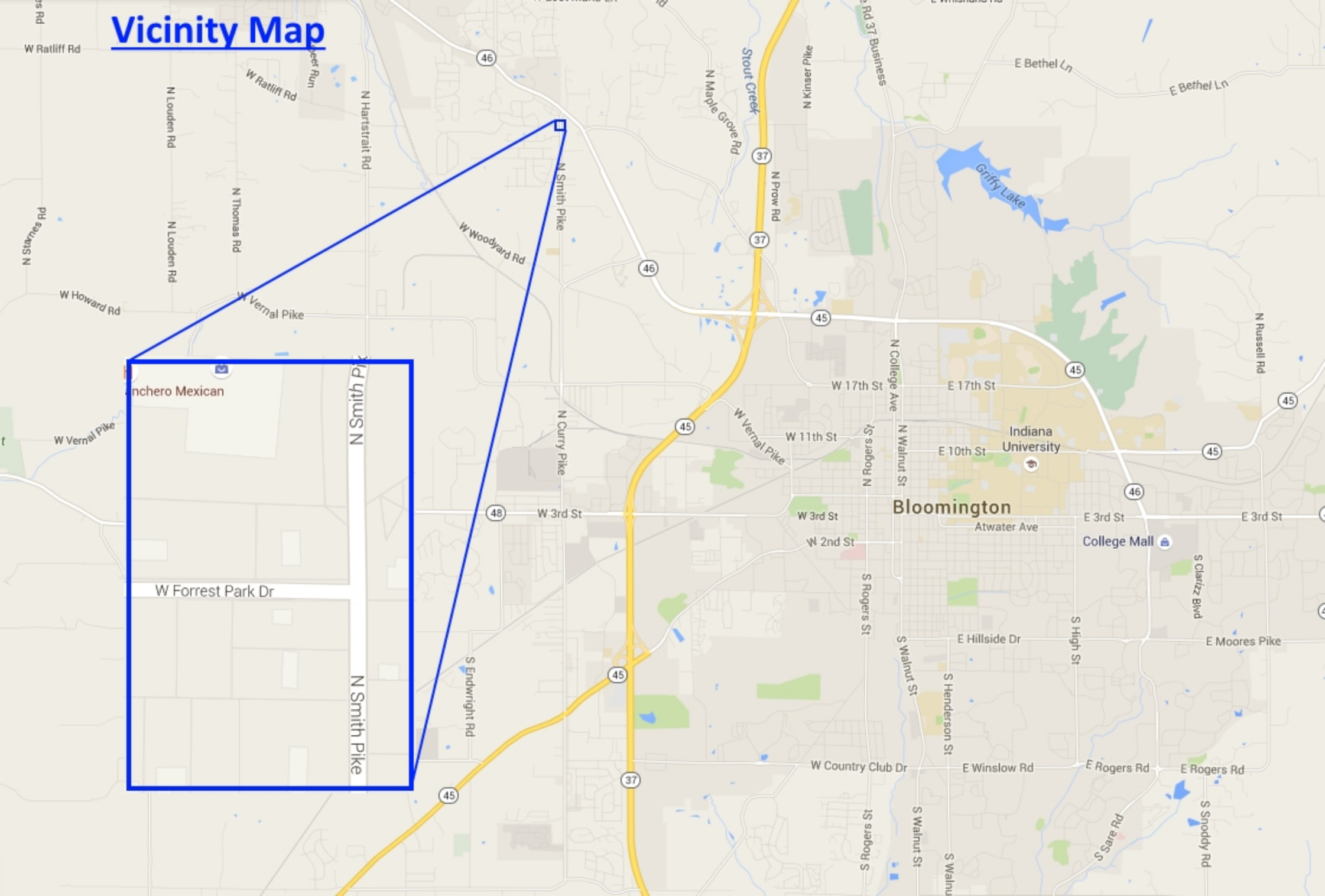
Appendix

Vicinity Map

Crash Summary

Additional Pictures

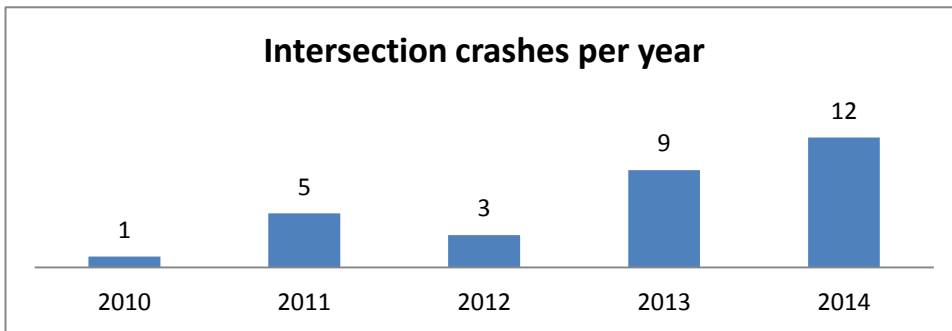
Vicinity Map



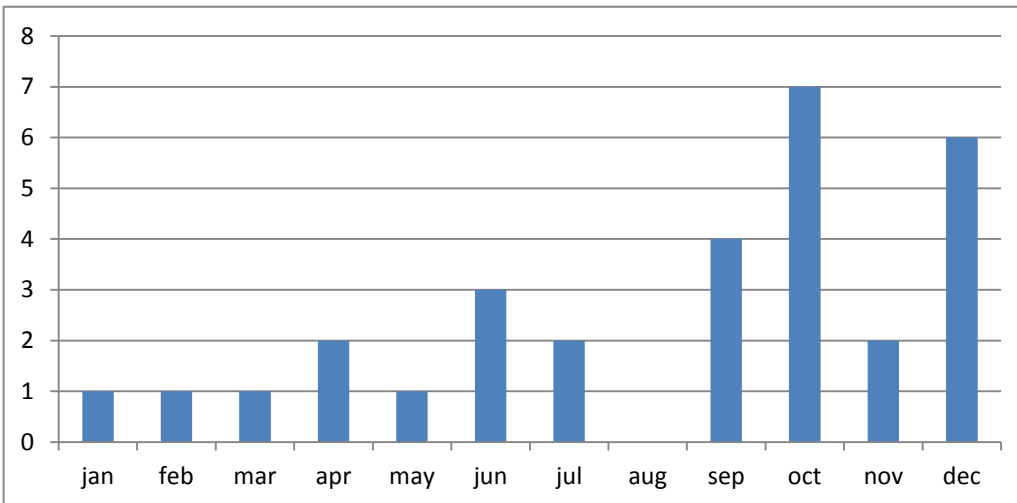
Smith Pike @ Forrest Park Intersection crash summary

2010-2014 (5 years)

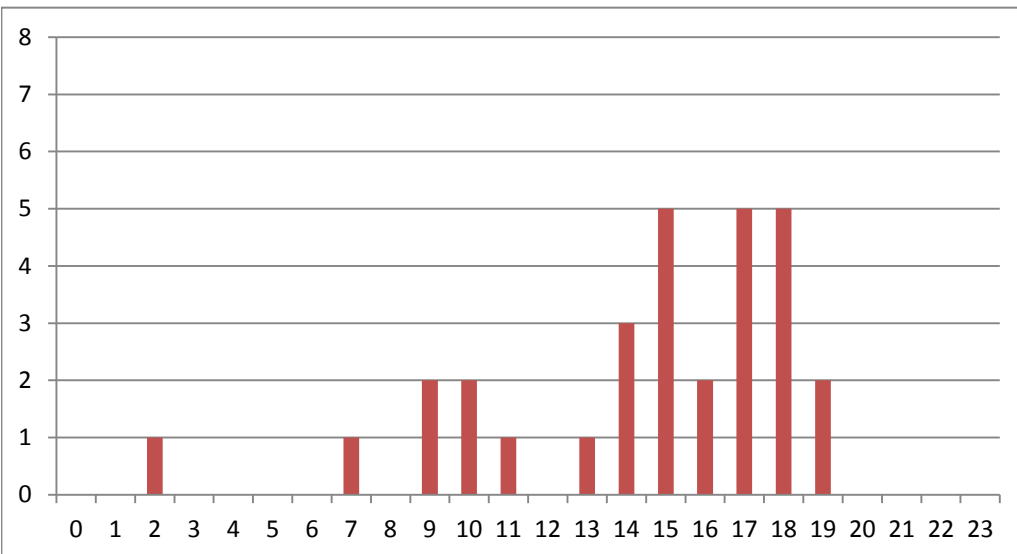
	# of crashes	% of total
Total crashes	30	
Injury crashes	5	17%
NB rear-end crashes (and ROR's to avoid RE's)	24	80%
Wet pvmt crashes (no snow/ice)	26	87%
Dark crashes	3	10%



Crashes by time of year



Crashes by time of day



Additional Pictures

Existing warning signs in good condition



Pavement condition and worn markings



Shallow roadside ditch



Tree canopy on Smith Pike Rd



Example Response Letter

Zachary S. Smith, P.E.
1118 E. Main Street
Albion, IN 46701
zsmith@nobleco.us

February 17, 2015

Laura Slusher
LTAP HELPERS Project manager - RSA Coordinator
3000 Kent Avenue, C2-118
West Lafayette, IN 47906

Re: Roadside Safety Audit Report - Baseline Road

Dear Mrs. Slusher,

The Noble County Commissioners and I have reviewed the Roadside Safety Audit Report for Baseline Road in Noble County, IN which was conducted on October 7, 2014. We are appreciative of the effort that all parties put into completing the report.

In the short-term, we will be relocating existing signs to the proper locations and adding additional advisory speed signs as prescribed in the RSA Report. We have also earmarked this area for improvements during our 2015 Road Improvements regarding pavement rehabilitation and striping. After careful consideration we do not believe that intersection flashers or an ITS warning system is an economical solution due to their high cost to install and maintain. We believe the a better solution is to correct the sight distance issue.

With the support of our survey and engineering department we have scoped a roadway safety improvement project that would remedy all safety issues noted in the RSA Report. This project includes the following improvements:

- Improved Intersection sight distance via Cut/Fill.
- Road widening from 2 - 10 ft lanes to 2 - 11 lanes.
- Adding 2 ft shoulders and establishing side ditches.
- New Pavement and pavement marking for improved roadway friction and visibility.
- Intersection approach slope corrections.

The detailed project cost estimate for this project is \$865,000, see attached. As this cost is significantly larger than our annual Road Improvement budget, we would like to seek funding for this project through future INDOT LPA Call for Projects.

Respectfully,



Zachary S. Smith, P.E.
Noble County Engineer

Sent via Email.

Noble County - Baseline Road - Financial Plan

	Project Budget	HSIP Funding (90%)	Local Match (10%)
CONSTRUCTION COST (2019)	\$653,000	\$587,700	\$65,300
DESIGN ENGINEERING (2016/2017)	\$70,000	\$63,000	\$7,000
CONSTRUCTION INSPECTION (2019)	\$87,000	\$78,300	\$8,700
RIGHT OF WAY (2018)	\$30,000	\$27,000	\$3,000
UTILITY RECONSTRUCTION (2018)	\$25,000	\$22,500	\$2,500
TOTAL PROJECT COST	\$865,000	\$778,500	\$86,500

*Construction based 2019 build with 3% annual inflation.

**RoW - 4 Parcels, 2.7 Acres

Noble County Budget Schedule	Amount
2015	\$3,500
2016	\$3,500
2017	\$5,500
2018	\$74,000
Total	\$86,500

Example Prompt List

PROMPT LIST 6 (1 OF 2)

Existing Road Audit									
Road Function, Classification, Environment	Road Alignment and Cross Section	Auxiliary Lanes	Intersections	Interchanges	Signs and Lighting	Marking and Delineation	Barriers and Clear Zones	Traffic Signals	Pedestrians and Bicyclists
1 Visibility, sight distance	1 Tapers		1 Location	1 Visibility, sight distance	1 Lighting	1 General issues	1 Clear zones	1 Operations	1 General issues
2 Design speed	2 Shoulders		2 Visibility, sight distance	2 Lanes, shoulders	2 General signs issues	2 Centerlines, edge-lines, lane lines	2 Barriers	2 Visibility	2 Pedestrians
3 Speed limit/speed zoning	3 Signs and markings		3 Signing and marking	3 Signing, marking, delineation	3 Sign legibility	3 Guideposts and reflectors	3 End treatments /Crash cushions	3 Placement of signal heads	3 Bicyclists
4 Passing	4 Turning traffic		4 Layout and 'readability' (perception) by drivers	4 Pedestrians, bicyclists	4 Sign supports	4 Curve warning and delineation	4 Pedestrian railing		4 Public transport
5 'Readability' (perception) of the alignment by drivers			5 Pedestrians, bicyclists	5 Lighting			5 Visibility of barriers and fences		
6 Human factors			6 Lighting						
7 Widths									
8 Shoulders									
9 Cross slopes									
10 Side slopes									
11 Drains									
12 Combinations of features									

PROMPT LIST 6 (2 OF 2)

Existing Road Audit						
Older Drivers	Bridges and Culverts	Pavement	Parking	Provision For Heavy Vehicles	Floodways and Causeways	Other Safety Issues
1 Turning operations (receiving lane widths, radii)	1 Design features	1 Pavement defects		1 Design issues	1 Ponding and flooding	1 Landscaping
	2 Barriers	2 Skid resistance		2 Pavement/shoulder quality	2 Safety of devices	2 Temporary works
2 Channelization, opposing left turn lanes	3 Pedestrian and recreational facilities, delineation	3 Ponding/icing/snow accumulation				3 Headlight glare
3 Sight triangles		4 Loose stones/material				4 Roadside activities
4 Signing, marking and delineation		5 Manholes				5 Signs of possible problems (pavement, roadside)
5 Traffic signals						6 Rest areas
						7 Environment
						8 Median curbing