

Date: March 17, 2004

To: All HQ Directors, Highways, Transportation Planning & Policy, Partnerships
All Regional Directors
All District Managers Transportation
All Regional Managers, Directors, Project Delivery
All Project Managers
All Regional Managers, Engineering
All Regional Design Managers
All Regional Paving Managers

cc: RSA workshop attendees

RE: CLARIFICATION ROAD SAFETY AUDIT (RSA) POLICY
Technical Circular T-02/04

There have been a number of questions regarding the application of the Road Safety Audit (RSA) to external, development related projects that affect MoT right-of-way. Initial response was that these projects would require an RSA where the cost of the "on right-of-way" related work exceeded \$100,000 and the Decision Guide score exceeded 10. This is the message Jay Dunbar was carrying to the various RSA presentations currently underway around the province.

On further consideration, it has been decided that application of the RSA process to development related projects affecting MoT right-of-way is premature. More work is being carried out to determine the potential impact on the development community if the RSA process is applied to this class of projects. Work will also be carried out on the most appropriate way to apply the principles of an RSA to these projects. It is also felt that consultation with the development community must be undertaken prior to applying the RSA process to development related projects that affect MoT right-of-way.

Therefore I am advising you that the RSA process does not currently apply to development related projects that affect MoT right-of-way.

Please advise if you have any questions or comments.



Dirk Nyland, P. Eng.
Chief Engineer

copy John Dyble, Assistant Deputy Minister, Highways Department