ALABAMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], 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 identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “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 reports, surveys, schedules, lists, or data.”

Executive Summary

The Alabama Department of Transportation (ALDOT) through the Design Bureau, Traffic Design Division, and Traffic & Safety Operations Section (TSOS) is responsible for the administration of the Highway Safety Improvement Program (HSIP). The goal for the TSOS is to provide the tools, processes and guidance necessary to promote highway safety efforts that lead to a reduction in the number and severity of crashes on all public roads in Alabama.

The HSIP projects are consistent with the Alabama Strategic Highway Safety Plan (SHSP) 3rd Edition which was updated in July 2017. The 3rd Edition of the Alabama SHSP focuses on implementing regional SHSPs following the Rural/Regional Planning Organizations (RPOs) as the geographical boundaries for each region. Specific emphasis areas will be identified by local stakeholders to develop performance measures with proven countermeasures. Four regions were selected to represent various geographical areas of the state and ensure a mix of urban and rural traffic and safety challenges. Regional coalitions were established to convene a diverse group of stakeholder participants representing all facets of the 4 "E"s (Engineering, Enforcement, Education, and Emergency Response) ranging from industry to community civic groups. The Alabama SHSP, 3rd Edition included four Regional Safety Coalitions Planned Emphasis Areas and Strategies. The other eight Regional Safety Coalitions not represented in the 3rd Edition are currently being developed and will be completed in 2018.

The current focus of Alabama's SHSP is the "Toward Zero Deaths" initiative. Additionally, Alabama has adopted the goal of reducing fatalities by 50% within a 20-year time period. Fatal crashes had dropped significantly over the past decade from 2003 to 2012. Alabama had seen a steady decline in the number of fatalities and the fatality rate during this same period, but has recently seen an uptick in fatalities over the past couple of years.

The SHSP 3rd Edition has four key emphasis areas: High-Risk Behavior, Infrastructure and Operations, At-Risk Road Users, and Decision and Performance Improvement. The SHSP was developed in conjunction with the Alabama Department of Economic and Communities Affairs (ADECA) and multiple agencies and organizations. ADECA is responsible for the implementation of the National Highway Traffic Safety Administration (NHTSA) programs. The human behavioral aspects of the SHSP incorporate ADECA'S Statewide Highway Safety Plan which addresses the safety program behavioral elements related to occupant restraint use, impaired driving, distracted driving, speed, young drivers, motorcycles, and pedestrians.

HSIP projects have generally focused on (3) three areas: Infrastructure Countermeasures (construction/supportive programs), Driver Behavior (safety outreach campaigns and overtime enforcement efforts), and Traffic Safety Information Systems (crash data analysis).

HSIP Infrastructure projects are developed through safety and operational analysis using crash data statistics, crash patterns, and benefit-cost engineering analysis. The projects have been more systemic in recent years and target more specific needs identified through data analysis such as Interstate Median Barrier, Shoulder Widening Program, Rumble Strips, and Horizontal Curve Safety Programs. Electronic ball bank equipment and training were provided to the ALDOT Regions/Districts/Counties to reduce roadway departure crashes. The HSIP program also launched the Roadway Departure Focus State Program which included an in-depth evaluation of roadway departure crashes and a set of roadway departure countermeasures such as the Horizontal Curve Resigning Program. A Roadway Safety Assessment Manual, HSIP Management Manual, Alabama Roundabout Guide, Red Light Running Camera Criteria, and Speed Management Manual were also developed to aid in project development for infrastructure and operations. The ALDOT HSIP Program continued its implementation of the Section 130 Rail-Highway Crossing Safety Program and is currently undertaking a program to update all passive devices at each public crossing in the state.

To enhance Decision and Performance Improvement, the ALDOT HSIP has strengthened its traffic safety

information systems by increasing its electronic citations and electronic crash reporting. The Emergency Medical Services Information System (EMSIS) has also been deployed and it electronically collecting data from all licensed EMS agencies.

The ALDOT is also continuing its efforts to enhance its safety culture by making safety a priority in all aspects of planning, project development, and performance evaluation. A study was completed that allowed the ALDOT to assess the role of safety across bureaus and identify which bureaus play critical roles in advancing safety across the state. Peer roundtables were conducted with experts from across the country to determine what safety related skills are needed for various roles in the ALDOT. and developed what coursework would provide the proper training.

HSIP Infrastructure Projects/Tool Development

The Interstate Median Barrier program and the Shoulder Widening Program are safety programs which were established in 2002 and 2006, respectively. The Interstate Median Barrier program addresses median cross over crashes by installing median cable along selected sections of interstate with a high pattern of median cross over crashes and also in cases where a narrow median warranted the installation. The shoulder widening program addresses the addition of two (2) feet of shoulder during maintenance resurfacing along two-lane state routes (where feasible).

In 2015, the Horizontal Curve Safety Program (HCSP) was the next systemic HSIP project developed and implemented. This program is evaluating horizontal curves on state maintained roads and is developing recommendations for traffic signing and pavement marking in accordance with the MUTCD 2009. In addition, high crash sites and roadway departure locations are undergoing road safety assessments (RSAs) to determine appropriate safety enhancements and countermeasures.

TSOS collaborates with various University Research Centers to identify and develop data and analytical tools and manuals such as ALSAFE: Development of an Alabama Specific Planning Level Safety Tool, and the Alabama Roundabout Guide.

ALSAFE will be a safety forecasting tool for analysis at the Traffic Analysis Zone level which is a common metric used by planners. ALSAFE will be a statewide planning level safety software tool which will aid ALDOT, Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations (RPOs). These tools will be vital in the planning and selection process of addressing potential safety problems and countermeasures for human factors or needs that are identified.

In the past few years, Alabama has been implementing conceptual designs for roundabouts. In order to maintain design consistency and to provide guidance, there was a need for the development of guidance for Alabama roundabouts. The Alabama Roundabout Guide will serve as a guide to the planning, design, construction, operation, and maintenance of roundabouts in Alabama.

Alabama is developing a process and procedures to implement the Highway Safety Manual (HSM) to provide a tool to assist in selecting and evaluating safety projects. The Center for Advanced Public Safety (CAPS) is contracted to develop Safety Performance Factors (SPF) for state route segments and intersections while the University of South Alabama has a project to develop SPFs for rural roads. The SPFs will be specific for Alabama by applying Highway Safety Manual (HSM) methodology during their development. By using these tools, the project selection and evaluation process will be enhanced.

Local Roads

Local roads safety programs are included in the HSIP program of projects. The Alabama Local Technical Assistance Program (LTAP) through Auburn University provides both training and practical application of safety principles to educate local entities. Other tools and equipment, such as the HSIP Manual provides guidance on how to apply for HSIP funds.

TSOS in conjunction with FHWA also hosted the first annual Rural Road Safety Conference in 2014, with the

4th conference scheduled for October, 2018. The Conference focuses on local safety issues and provided training on various roadway safety topics.

The Safety Technical Assistance for Counties and Cities (STACC) Program was also authorized to address issues on Alabama's local roadways. It's objective is to provide technical support to owners, operators and maintainers of Alabama local roads through a cooperative agreement between ALDOT and the Auburn University Engineering Continuing Education Office. The STACC program will focus on low-cost safety countermeasures, including training and road safety reviews, to strengthen the Alabama safety culture and ultimately reduce fatalities and serious injuries. It will be coordinated with the Alabama Strategic Highway Safety Plan (SHSP) and the Alabama Toward Zero Deaths (TZD) initiative. Reduction of local road roadway departure, intersection, and pedestrian fatalities and serious injuries along with facilitating local road peer to peer assistance, networking, technical assistance and the dissemination of safety related resources to the local roads community are STACC's objectives.

Non-Infrastructure Safety Efforts

Prior to adoption of the FAST Act, Non-Infrastructure Safety Efforts of Driver Behavior and Traffic Safety Information Systems areas of Alabama’s current SHSP are managed by the Design Bureau, Traffic Design Division, Safety Management Section (SMS).

Law enforcement agencies are invited to participate in HSIP development committees such as the development of the Speed Management Manual and Road Safety Assessments (RSA) Manual. Their perspective and experience plays an important role in targeting effective countermeasures for the safety of the traveling public.

Safety outreach initiatives are coordinated with the ALDOT's Media and Community Relations Bureau, the Alabama State Law Enforcement Agency (formerly the Alabama Department of Public Safety), and ADECA. “Driver Sober or Get Pulled Over”, “Click It or Ticket it” and “Work Zone Safety” are examples of the safety campaigns implemented annually. This partnership is effective in providing safety information to the public. Its focus is to reduce the number of fatalities and serious injuries that occur, especially during various holiday seasons.
ALDOT Media and Community Relations conducted a safety public education and awareness program that addressed the behavioral safety elements related to seatbelts, speeding, impaired and distracted driving, work zones, rail crossings and motorcycles. Working with the Governor’s Office, May was proclaimed Motorcycle Safety Awareness Month, and July was proclaimed Distracted Driving Awareness Month by Alabama Governor Robert Bentley. Using varied communication channels and events, the ALDOT public education programs reached across the state of Alabama and generated news articles, advertisements and other marketing pieces that were viewed by our target audiences more than 35 million times.

Alabama crash data is maintained and accessed through the Critical Analysis Reporting Environment (CARE) software and its supporting data is maintained by the Center for Advanced Public Safety (CAPS) at the University of Alabama. This interface is used for crash analysis by both ALDOT and local agencies. This data system is used to assist in the preparation of this report as well as the SHSP. The CARE program is critical in the development of the HSIP for assessing safety information.

ALDOT has made great strides to develop and implement safety programs and provide public awareness but more efforts are needed to continue the efforts to meet the “Toward Zero Death” Initiatives. This is a corporative effort through partnerships with other agencies and addressing safety elements through the SHSP to reduce fatalities and serious injuries throughout the state of Alabama.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Alabama Department of Transportation's Traffic & Safety Operations Section (TSOS) is responsible for monitoring the availability and use of all federal HSIP funding available to our state. In order to make HSIP funding decisions, the TSOS has the responsibility of developing a prioritized list of proposed HSIP projects for funding consideration. HSIP project funding decisions can be based on a safety cost-effectiveness using a benefit/cost ratio or also by focusing on site specific project locations which may benefit from a particular safety countermeasure such as a roundabout or where pedestrian safety is lacking.

Potential HSIP projects may come from a variety of sources, including the analysis by ALDOT of crash data, field observations by ALDOT and/or local governments, law enforcement agencies, emergency response organizations, and others. These proposed projects must address a stated goal(s) of the Alabama Strategic Highway Safety Plan, including the reduction of crashes, fatalities, injuries or property damage in support of the State's established safety performance measures. There must also be a documented description of the safety issue(s) along with supporting data and quantitative and/or qualitative information on the proposed safety countermeasures. The TSOS will then review and/or approve the HSIP project application if it is confirmed that the project is eligible for funding, is consistent with SHSP and its focus areas, is based on sound technical engineering analyses, and has non-federal matching funds available for the project.

Once a project is approved for funding the TSOS will work with the project sponsor on how best to proceed with the project including (1) confirming the project schedule and letting date; (2) confirming the project budget; (3) confirming the either systemic or non-systemic safety improvement(s) to be implemented; (4) complying with plan preparation requirements; and (5) complying with project delivery requirements. The TSOS will also serve as a technical advisor to ALDOT Regional Offices and other project sponsors on HSIP program requirements, and will approve/disapprove requests for HSIP project schedule revisions in coordination with the Region Offices. A project's status will be continually monitored by the TSOS. If there are significant project delays it will be determined whether to cancel an HSIP project, require the project sponsor to take corrective actions, and/or reprogram the HSIP funding to other eligible project(s).

Where is HSIP staff located within the State DOT?

Design

Enter additional comments here to clarify your response for this question or add supporting information.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process
SHSP Emphasis Area Data

Enter additional comments here to clarify your response for this question or add supporting information.

Describe how local and tribal roads are addressed as part of HSIP.

Local Roads are addressed through the HSIP by using crash data analysis and safety and operations analysis. Alabama is proactive in the development of safety tools and manuals for use of the analysis of local roads.

ALDOT has updated the HSIP Manual which provides an overview of the HSIP program. This manual provides aid for local agencies, MPOs/RPOs, and local ALDOT Region Personnel with a focus on the eligibility and funding requirements for HSIP projects. HSIP funds are available to local agencies for low cost safety improvements such as striping, markings, signage, traffic signal upgrades, etc. Project selections are based upon a benefit to cost analysis. Training has been provided on the HSIP manual and HSIP application process.

Other local tools under development are the United States Road Assessment Program (usRAP). usRAP is intended to encourage highway agencies to make safety decisions in the management of road networks based on national assessment of risk as well as to develop roadway Star Ratings and Safer Road Investment Plans. usRAP can be used for risk mapping of crashes, safety performance tracking, and provides a star rating. Star Ratings in usRAP are based on the presence or absence of specific safety-related road features and their effect on the likelihood of crashes occurring and the severity of crashes that do occur.

The development of Safety Performance Functions (SPFs) for rural two-lane roads of the HSM will assist in the analysis process for local roads. ALDOT developed a Road Safety Assessments (RSAs) program. A RSA is a formal safety performance examination of existing and proposed roadways by an independent and multi-disciplinary team. This program will be available to both state and local government projects.

ALDOT's Safety Management Section (SMS) provides cities, counties and other municipalities with annual crash data summaries, high crash information locations, individual crash reports, and other crash-related information as needed. This crash data provides information to help identify immediate or potential safety needs. This data is also helpful in the selection process for safety program funding.

State and local agency personnel are presented opportunities to receive crash analysis training for the Critical Analysis Reporting Environment (CARE) program. CARE provides an analytical process to assess crash data for trends and use as needed. CARE training is provided several times during the year.

In September 2014, ALDOT in cooperation with FHWA and LTAP hosted its first annual Local Rural Road Safety Workshop and Conference. Subsequent to this first conference, we have had three additional conferences that have emphasized the implementation of the safety process through all stages of roadway planning, design and operations through practical guidance specifically geared to local/rural roads. The 5th Annual Local Rural Road Safety Workshop and Conference is scheduled for October 2018. We have averaged 125 participants per conference who have learned from various subject matter experts including the Road

Safety 365 workshop, which was a one-day training session designed to provide local and rural agencies with practical and effective ways to implement safety solutions into their day-to-day activities and project development process. Participants also learned how to use the CARE system, to develop countermeasures for Stop-Controlled Intersections, Work Zone Safety for Local Roads, etc. The workshop and conference was very successful.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Traffic Engineering/Safety
Design
Planning
Maintenance
Districts/Regions
Local Aid Programs Office/Division
Other-ALDOT County Transportation

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

Traffic & Safety Operations Section (TSOS) has several safety program partnerships with the ALDOT Maintenance Bureau. The initial safety program was developed between the TSOS and ALDOT's Maintenance Bureau to implement the statewide shoulder widening projects on resurfacing projects. The program addresses road departure crashes along rural state routes. This program coordinates with the state's resurfacing program and provides two (2') foot shoulders along routes with shoulder scoring, where feasible. HSIP funds are utilized to implement the improvements. The ALDOT Maintenance Bureau administers the program and assists TSOS in the identification of state routes that are being widened.

Additionally, ALDOT's Maintenance Bureau has been given the task of upgrading signage to meet the current MUTCD (Manual on Uniform Traffic Control Devices). As an effort to improve safety, TSOS is collaborating by identifying high crash horizontal curve locations for enhanced signage upgrades. HSIP funding will be used to implement this portion of the overall program.

In 2012, TSOS initiated a pilot project for a potential statewide inventory of traffic control devices at signalized intersections. The pilot provided a mixture of urban and rural collections of traffic data inventory. The purpose of this study would be to collect data at each location for both the TSOS and the ALDOT Maintenance Bureau. TSOS is using this database to develop Safety Performance Functions (SPFs) for use with the Highway Safety Manual. Additionally, the Maintenance Bureau will be using the data to advance maintenance, operations, and financial management of the State's Traffic Signal Inventory. The project has now expanded statewide and ALDOT Computer Services will develop a database for the use of ALDOT Region personnel also. To date, approximately 1/3 of the signalized intersections along the state-maintained system have been inventoried.

TSOS has had other similar partnerships with ALDOT's County Transportation Bureau. This partnership was initially developed with the High Risk Rural Roads Program (HRRRP) and has expanded. Now ALDOT's County Transportation Bureau is active in the HSIP review committee of county applications and provides valid input on the development of other efforts to educate locals on safety issues. For instance, ALDOT's County Transportation Bureau assisted and participated in the Local Rural Roads Conference which was held in

September 2014 and has been actively involved in subsequent conferences. This "hands on" approach has been successful in addressing Alabama's local roads safety needs and is beneficial in obligating HRRR and HSIP funds.

Another essential partnership is with the ALDOT's development of an Enterprise GIS (EGIS) system. ALDOT's Enterprise GIS (EGIS) is comprised of a Linear Referencing System for all the roads in the state of Alabama and its associated data attributes. EGIS's primary function has been to help process inventory data required for FHWA's Highway Performance Monitoring System's (HPMS) submittal. TSOS has a representative on the EGIS committee who gives a perspective on Safety Data related needs. TSOS has submitted an extensive list of Model Inventory of Roadway Elements (MIRE) data elements to the committee for consideration in the ALDOT's Light Detection and Ranging (LIDAR) data collection process.

Also, ALDOT is converting its current Link-Node system to GPS coordinates. Theses coordinates will be put into the CARE system and will allow past crash reports to have a GPS coordinate. The University of Alabama is leading this project and were initially tasked with translating ALDOT's digital copies of the Link Node maps drawn in MicroStation into a GIS format. Now that ALDOT's Enterprise GIS (EGIS) Linear Referencing System (LRS) has come into being, the university has been tasked with conflating the Link Node data to the new LRS system. Four counties have been selected for the development of the conflation process and then the university will then complete the final 63 counties. Lastly, the university has also been charged with developing an interactive Viewer/Editing program for the Links and Nodes and future changes to the data.

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
Governors Highway Safety Office
Local Technical Assistance Program
Academia/University
FHWA
Other-County and Local Govt
Other-Ala Dept of Public Health
Other-Ala Dept of Public Safety
Other-Ala Dept of Education
Other-Alabama Department of Economic and Community Affairs

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

ALDOT maintains a close relationship with its safety partners, including (1) Academia/University, (2) FHWA, (3) Alabama Governors Highway Safety Office, (4) Alabama Local Technical Assistance Program, (5) Regional Planning Organizations (MPOs, RPOs, & COGs), (6) County and Local Governments, (7) Alabama Department of Public Health, (8) Alabama Department of Public Safety (aka ALEA), (9) Alabama Department of Education, and (10) Alabama Department of Economic and Community Affairs (ADECA).

The universities and the Alabama LTAP help advance the implementation of the HSIP through valuable research, data management, and data collection, and by providing training and support to ALDOT and its partners in the areas of roadway safety. The Planning Organizations, and the county/local government agencies apply and receive funding for safety projects through the HSIP. Although not directly funding through

HSIP efforts, ALDOT maintains a close working relationship with Public Health, Public Safety, Education, and ADECA to advance safety throughout the state through a 4-E approach.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

Describe other aspects of HSIP Administration on which the State would like to elaborate.

Traffic & Safety Operations Section's vision is to develop and provide tools, processes, and guidance necessary to focus on reducing the number and severity of crashes for all public roads in Alabama. TSOS provides infrastructure road safety initiatives and strategies and provides rapid review, response, and resolution to roadway safety concerns.

TSOS administers the HSIP program by developing innovative and progressive programs consistent with the Alabama Strategic Highway Safety Plan (SHSP). The programs are planned by fiscal year with available HSIP funding. TSOS works closely with the FHWA Division Office Safety personnel to expedite obligating HSIP funds in a timely manner.

Implementing a proactive approach in administration, planning and coordinating HSIP projects, TSOS manages HSIP funds in a more progressive manner.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

To upload a copy of the State processes, attach files below.

File Name:
ALDOT HSIP Program Management Manual_02 03 16.pdf

Select the programs that are administered under the HSIP.

Median Barrier
Intersection
Horizontal Curve
Bicycle Safety
Roadway Departure

2018 Alabama Highway Safety Improvement Program
Sign Replacement And Improvement
Pedestrian Safety
Shoulder Improvement
HRRR
Wrong Way Driving

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Bicycle Safety

Date of Program Methodology: 1/1/2014

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.
Local projects are identified but are not addressed in this program.

How are projects under this program advanced for implementation?

Other-Recently authorization project for Vulnerable Users Handbook

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 2
Available funding : 1

Program: Horizontal Curve

Date of Program Methodology: 1/2/2012

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Horizontal curvature
Fatal and serious injury crashes only		Functional classification
		Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
Local projects are identified but are not addressed in this program.

How are projects under this program advanced for implementation?

2018 Alabama Highway Safety Improvement Program

Other-B/C Analysis

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding : 50
Ranking based on net benefit : 50

Total Relative Weight : 100

Program: HRRR

Date of Program Methodology: 8/1/2005

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Horizontal curvature Functional classification Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Intersection

Date of Program Methodology: 1/2/2000

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification
Fatal and serious injury crashes only	Volume	Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

Other-Safety and Operations Analysis
Other-ALDOT Region selection of Candidates

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 1
Available funding : 2

Program: Median Barrier

Date of Program Methodology: 7/29/2003

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Median width Functional classification Roadside features Other-Use of HSM methodology

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

Other-Crash Analysis

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 50

Other-Projects are ranked by priority : 50

Program: Pedestrian Safety

Date of Program Methodology: 1/1/2014

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Program: Roadway Departure

Date of Program Methodology: 1/2/2006

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic Volume Lane miles	Horizontal curvature Roadside features Other-Existing Shoulder if applicable

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

Other-In conjunction with Resurfacing Maintenance Program
Other-Crash Analysis, Road Safety Assessments, HSM Methodologies

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding : 50
Cost Effectiveness : 50

Total Relative Weight : 100

Program: Shoulder Improvement

Date of Program Methodology: 1/2/2006

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes **Exposure** **Roadway**

All crashes	Traffic Volume	Horizontal curvature
Fatal and serious injury crashes only	Lane miles	Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

Other-Crash Analysis, Road Safety Assessments, HSM Methodologies
Other-In conjunction with Resurfacing Maintenance Program

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 1
Cost Effectiveness : 2

Program: Sign Replacement And Improvement

Date of Program Methodology: 1/1/2006

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Horizontal curvature Functional classification Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

Other-HRRRP
Other-MUTCD REQUIREMENT

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 1
Cost Effectiveness : 2

Program: Wrong Way Driving

Date of Program Methodology: 5/1/2014

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

2018 Alabama Highway Safety Improvement Program

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Other-Wrong Way Crashes		Functional classification Other-Interchange Form

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Other-HSM Methodologies

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.
State roads are ineligible.

How are projects under this program advanced for implementation?

Other-Crash Analysis

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 1
Available funding : 2

What percentage of HSIP funds address systemic improvements?

50

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Cable Median Barriers
Rumble Strips
Pavement/Shoulder Widening
Install/Improve Signing
Upgrade Guard Rails
Clear Zone Improvements
Horizontal curve signs
High friction surface treatment
Wrong way driving treatments

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Crash data analysis
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Stakeholder input

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The HSM is currently used in Design Exception analyses and occasionally in the evaluation of alternative analyses for new or reconstructed roadways on an as needed or requested by the Office of Safety Operations. The HSM, and in particular Part A, B & D are used in the evaluation of individual projects for HSIP funding, as well as, the overall management of the Safety Programs within the department.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$36,728,000	$35,817,000	97.52%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$101,393	$101,363	99.97%
State and Local Funds	$3,974,000	$3,865,000	97.26%
Totals	$40,803,393	$39,783,363	97.5%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

5%

How much funding is obligated to local or tribal safety projects?

5%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding is programmed to non-infrastructure safety projects?

5%

How much funding is obligated to non-infrastructure safety projects?

5%

Enter additional comments here to clarify your response for this question or add supporting information.

Traffic Safety & Operations Section has used HSIP funding for a number of non-infrastructure projects. TSOS works in conjunction with universities and consultants to update it's SHSP, target setting for HSIP, developing a Vulnerable Road Users Guide, and developing a County Safety Plan & Guidance Document for use by all Alabama Counties to name a few.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$22,627,745

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

Identification and prioritization of project sites through network screening has been an issue, thus impacting the ability to obligate HSIP funds. ALDOT is taking a proactive approach to improve our internal business practices, data collection and management, and crash databases to reduce this impediment to obligating HSIP funds.

Does the State want to elaborate on any other aspects of it’s progress in implementing HSIP projects?

No

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
WRONG-WAY DRIVING CRASHES PREDICTIVE MODELS AND COUNTERMEASURES EVALUATION FY-2017 AND FY2018	Non-infrastructure	Non-infrastructure - other			$76475.34	$76475.34	HSIP (23 U.S.C. 148)		0	0	State Highway Agency	Systemic	Data	Data
STATE SAFETY PERFORMANCE TARGET SETTING AND COORDINATION	Non-infrastructure	Non-infrastructure - other			$101460	$101460	HSIP (23 U.S.C. 148)		0	0	State Highway Agency	N/A	Data	Data
ALABAMA STRATEGIC HIGHWAY SAFETY PLAN, 3RD EDITION FY 2017-2018	Non-infrastructure	Non-infrastructure - other			$300849	$300849	HSIP (23 U.S.C. 148)		0	0	State Highway Agency	N/A	Data	Data
SAFETY TECHNICAL ASSISTANCE FOR COUNTIES AND CITIES (STACC) PROGRAM	Non-infrastructure	Non-infrastructure - other			$400000	$400000	HSIP (23 U.S.C. 148)		0	0	State Highway Agency	Systemic	Data	Data
DEVELOPMENT OF USRAP (PHASE IV); COVERING THE STATE	Non-infrastructure	Data/traffic records			$373301	$373301	HSIP (23 U.S.C. 148)		0	0	State Highway Agency	Systemic	Data	Data
RESURFACING I-759 FROM THE I-59 INT TO THE E. END OF COOSA RIVER BRIDGE	Roadway	Roadway - other	4.935	Miles	$664483	$7360202.02	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	25,870	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL INT. MEDIAN SAF. GUIDERAIL ON I-59 FROM SR-117 @ MP 231.40 TO THE GA STATE LINE @ MP 241.20	Roadside	Barrier - cable	9.8	Miles	$1106679.1	$1106679.1	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	14,170	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SAF. IMPROVEMENTS ON SR-53 FROM S. OF I-565 TO S. OF INT. W/ MASTIN LAKE ROAD MP 318.7 TO MP. 322.8	Access management	Access management - other	4.379	Miles	$279472.21	$279472.21	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	30,010	50	State Highway Agency	Spot	Intersections	Intersections
RESURFACE & 2' SAF. WIDENING ON SR-3 (US-31) FROM INT. OF 7TH STREET SW TO THE CULLMAN CITY LIMITS	Roadway	Roadway - other	3.62	Miles	$404423	$3110942.64	HSIP (23 U.S.C. 148)	Rural Minor Arterial	21,780	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
RESURFACE & 2' SAF. WIDENING ON SR-7(US-11) FROM N. BRIDGE END OVER I-59 TO N. FORT PAYNE CITY LIMIT	Roadway	Roadway - other	2.44	Miles	$134869	$1037454.42	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,540	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE & 2' SAF. WIDENING ON SR-74(US-278) FROM E. OF SR-69 INT. TO END C&G .25 M E. OF CR-747	Roadway	Roadway - other	3.1	Miles	$153000	$2185709.87	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	11,840	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS AND 2' SAF. WIDENING ON SR-2 (US-72) FROM INT. OF SR-1(US-231/431 MEMORIAL PKWY) TO INT. OF I-565	Roadway	Roadway - other	1.52	Miles	$132271	$734840.27	HSIP (23 U.S.C. 148)	Rural Minor Arterial	18,420	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
CORRIDOR STUDY SR-35 FROM JUST EAST OF I-59 (M.P. 23.924) TO BURT HILL DRIVE	Access management	Access management - other	0.976	Miles	$200000	$200000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	20,160	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ. CURVE ROADWAY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (NORTH REGION - GUNTERSVILLE AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	717	Signs	$474153	$474153	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ADDITION OF LEFT TURN LANE ON SR-69 AT CR-1545 (GOLD RIDGE ROAD)	Roadway	Roadway widening - add lane(s) along segment	0.5	Miles	$703280.28	$703280.28	HSIP (23 U.S.C. 148)	Rural Minor Arterial	10,260	55	State Highway Agency	Spot	Intersections	Intersections
INSTALL INT. MED. SAF. GUIDERAIL & REM. GR ON I-59 FROM 1 MILE S. OF SR-211 TO SR-35 IN FT PAYNE	Roadside	Barrier - cable	31.745	Miles	$1107236.81	$1107236.81	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	19,980	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INST. INT. MED. SAF. GUIDERAIL & REM. GR ON I-59 FROM SR-35 IN FT PAYNE MP 218.7 TO SR-117 MP 231.4	Roadside	Barrier - cable	12.655	Miles	$1675248.72	$1675248.72	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	19,130	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORIZONTAL CURVE ROADWAY SIGNING IMPROVEMENT PROGRAM (NORTH REGION - TUSCUMBIA AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	290	Signs	$300847	$300847	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INTERSECTION IMPROVEMENTS ON	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	0.5	Miles	$500000	$500000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	11,050	45	State Highway Agency	Spot	Intersections	Intersections

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
SR-160 AT THE I-65 INTERCHANGE RAMP AND AT SR-3 (US-31)														
HORZ. CURVE RDWY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (EAST CENTRAL REGION - BIRMINGHAM AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	400	Signs	$397557	$397557	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
I-59 INT. MED. X-OVER PROTECTION, BRIDGE RAIL RETROFIT, GR & GR E.A. FROM SR-7 (US-11) TO CR-10	Roadside	Barrier- metal	8.39	Miles	$2084813.54	$2084813.54	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	65,490	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INT. IMPROVEMENTS ON SR-34 @ CROPWELL DRIVE & HARDWICK ROAD (CR-45), INCLUDING ROUNDABOUT CN IN PELL	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$62500	$250000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	10,760	35	State Highway Agency	Spot	Intersections	Intersections
MED. X-OVER, GR & GR E.A. ON I-20 FROM 0.448 M W. OF OPORTO-MADRID BLVD TO W. OF SR-4 (US-78)	Roadside	Barrier - concrete	7.78	Miles	$660534.44	$660534.44	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	73,050	60	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
I-459 INT. MED. X-OVER PROTECTION, GR & GR E.A. FROM CHAPEL LANE TO SR-38 (US-280)	Roadside	Barrier- metal	8.6	Miles	$226304	$754347.23	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	122,260	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
BRIDGE RAIL RETROFIT, GUARDRAIL AND GUARDRAIL END ANCHORS ALONG I-459 FROM ALTON DR TO I-59	Roadside	Barrier end treatments (crash cushions, terminals)	0	End Anchors	$303951	$892913.39	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	63,270	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE AND 2' SAFETY WIDENING ON SR-22 FROM SR-9 TO WEST OF THE TALLAPOOSA COUNTY LINE MP 109.732	Roadway	Roadway - other	5.64	Miles	$625565	$3292447.25	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,360	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE AND 2' SAFETY WIDENING ON SR-21 FROM SR-275 SOUTH MP 227.953 TO SR-275 NORTH MP 234.713	Roadway	Roadway - other	6.76	Miles	$257837	$2864854.61	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,950	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
RS, STRIPE, & 2' SAF. WID. SR-9 FROM MAD INDIAN CREEK BRIDGE MP. 193.927 TO CLEBURNE CO. MP. 203.16	Roadway	Roadway - other	9.241	Miles	$573432	$2867162	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,230	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, STRIPE, & 2' SAF. WID. SR-1(US-431) FROM N. OF WEDOWEE MP 195.573 TO CR-29 MP 203.849	Roadway	Roadway - other	8.276	Miles	$535429	$3149581.93	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, STRIPE, & 2' SAF. WID. SR-49 FROM N. END OF BRIDGE OVER SOUGAHATCHEE CREEKTO NORTH OF SR-50	Roadway	Roadway - other	6.024	Miles	$391635	$2175748.25	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,210	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE, STRIPE AND 2' SAFETY WIDENING SR-50 FROM SR-49 (MP 10.955) TO SR-38 (US-280) MP 22.280	Roadway	Roadway - other	11.325	Miles	$709426	$3547130.57	HSIP (23 U.S.C. 148)	Rural Major Collector	1,700	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, STRIPE & 2' SAF. WID. SR-15 (US-29) FROM LEE CO. LINE TO S. OF JUDGE BROWN ROAD	Roadway	Roadway - other	3.312	Miles	$173477	$963763.35	HSIP (23 U.S.C. 148)	Rural Major Collector	6,500	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ. CURVE RDWY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (EAST CENTRAL REGION - ALEX CITY AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	484	Signs	$442443	$442443	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
PLANING, PATCHING, LEVELING, RESURFACING, AND 2 FT SAFETY WIDENING ON SR-116 FROM SR-17 TO SR-39	Roadway	Roadway - other	9.482	Miles	$1011393	$4214139.12	HSIP (23 U.S.C. 148)	Rural Major Collector	1,330	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. SR-3 (US-31) FROM JEMISON N. CITY LIMITS TO THE SHELBY CO. LINE	Roadway	Roadway - other	6.335	Miles	$198729	$2484110.84	HSIP (23 U.S.C. 148)	Rural Minor Arterial	6,170	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACING AND 2FT SAFETY WIDENING ON SR-28 FROM SR-17 (MP 0.000) TO SR-7 (MP 7.666)	Roadway	Roadway - other	7.666	Miles	$723065	$3615325.6	HSIP (23 U.S.C. 148)	Rural Major Collector	4,800	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
RESURFACE AND 2FT SAFETY WIDENING ON SR-14 FROM GREENSBORO EAST CITY LIMITS TO THE PERRY COUNTY LINE	Roadway	Roadway - other	6.505	Miles	$1004724	$3864322.56	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,780	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ. CURVE RDWY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (WEST CENTRAL REGION - TUSCALOOSA AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	313	Signs	$378368	$378368	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ROUNDABOUT CONSTRUCTION AT SR-5 AND CR-58 INTERSECTION	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$266187.41	$266187.41	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	7,950	45	State Highway Agency	Spot	Intersections	Intersections
GUIDE RAIL ON I-85 FROM EAST OF SR-271 TO THE MACON COUNTY LINE	Roadside	Barrier - cable	6.5	Miles	$81155.43	$81155.43	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	67,360	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SCRUB SEAL, MICRO-SURFACING PVMT & 2' SAF. WID. ON SR-22 FROM JUNCTION OF CR-63 TO CHILTON CO. LINE	Roadway	Roadway - other	10.413	Miles	$481476	$2006151.2	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,170	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE AND 2' SAFTEY WIDENING ON SR-1 (US-431) FROM COLUMBUS PARKWAY TO THE CHAMBERS COUNTY LINE	Roadway	Roadway - other	8.994	Miles	$480553	$4004608.2	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	21,530	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE AND 2' SAFTEY WIDENING ON SR-14 FROM THE JUNCTION OF CR-21 TO SR-6 (US-82)	Roadway	Roadway - other	9.496	Miles	$623088	$3894301.2	HSIP (23 U.S.C. 148)	Rural Minor Arterial	8,500	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SAFETY IMPROVEMENTS ON I-85 AT EXIT 58 AND EXIT 60	Roadway	Roadway - other	2.5	Miles	$151500	$151500	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	54,610	70	State Highway Agency	Systemic	Intersections	Intersections
RS, 2' SAF. WID. & BRIDGE RAIL RETROFIT ON SR-6 (US-82) FROM E. OF SR-14 TO W. OF SR-3 (US-31)	Roadway	Roadway - other	2.595	Miles	$175478	$1595255.01	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	17,000	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
GUIDE RAIL INSTALLATION ON I-65 FROM THE CONECUH CL TO 0.5	Roadside	Barrier - cable	15.3	Miles	$358091.05	$358091.05	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	38,320	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
MILE NORTH OF CR-28														
RESURFACE AND 2' SAFTEY WIDENING ON SR-14 FROM THE JUNCTION OF SR-41 TO THE JUNCTION OF CR-21	Roadway	Roadway - other	23.959	Miles	$389072	$3890718.27	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	21,170	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE AND 2' SAFTEY WIDENING ON SR-15 (US-29) FROM JUST WEST OF I-85 TO THE CHAMBERS COUNTY LINE	Roadway	Roadway - other	8.629	Miles	$392224	$2801601.1	HSIP (23 U.S.C. 148)	Rural Major Collector	5,770	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACE AND 2' SAFTEY WIDENING ON SR-51 FROM THE BARBOUR COUNTY LINE TO SR-6 (US-82)	Roadway	Roadway - other	5.75	Miles	$420596	$2474094.41	HSIP (23 U.S.C. 148)	Rural Major Collector	910	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
TRAFFIC SIGNAL SAF. IMPROVEMENTS ON SR-8 FROM SR-219 (LANDLINE RD) TO SR-41 (10 INT.) IN SELMA	Advanced technology and ITS	Advanced technology and ITS - other	10	Signal heads	$100000	$100000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	23,980	40	State Highway Agency	Spot	Intersections	Intersections
HORZ. CURVE RDWY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (SOUTHEAST REGION - MONTGOMERY AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	670	Signs	$496885	$496885	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. ON SR-245 FROM SR-10 TO SR-185 AND RS SR-10 FROM W. OF S. COLLEGE ST TO BOLLING ST	Roadway	Roadway - other	2.586	Miles	$242185	$2421846.31	HSIP (23 U.S.C. 148)	Rural Minor Arterial	11,730	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ROAD SAFETY ASSESSMENT FOR I-85 FROM MP 16.000 TO MP 26.000			10	Miles	$59064.8	$59064.8	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	43,500	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
GUIDE RAIL ON I-85 FROM EAST OF SR-271 TO THE MACON COUNTY LINE	Roadside	Barrier - cable	6.5	Miles	$791151.13	$791151.13	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	67,360	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
GUIDE RAIL INSTALLATION ON I-65 FROM 0.5 MILE NORTH OF CR-28 TO CATOMA CREEK	Roadside	Barrier - cable	46.7	Miles	$2935784.35	$2935784.35	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	70,250	60	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
RESURFACING AND 2' SAFETY WIDENING OF SR-131 FROM SR-10 TO SOUTH OF CR-53 AT TEXASVILLE	Roadway	Roadway - other	8.043	Miles	$449600	$2248001.61	HSIP (23 U.S.C. 148)	Rural Major Collector	730	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. ON SR-9 FROM 0.3 MI N. OF RODNEY J EVANS DR TO THE N. CITY LIMITS OF FLORALA	Roadway	Roadway - other	2.04	Miles	$142554	$791963.91	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,980	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. ON SR-1 (US-431) FROM S. OF SR-131 TO N. OF SR-6 (US-82)	Roadway	Roadway - other	5.467	Miles	$34089	$34089	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	25,990	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACING AND 2' SAFETY WIDENING ON SR-55 FROM SR-15 (STANLEY AVENUE) TO THE BEGIN OF CURB AND GUT	Roadway	Roadway - other	2.065	Miles	$188210	$784209.67	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,640	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS 2' SAF. WID. ON SR-52 FROM E. OF CR-69 TO W. OF N. REX STREET IN SLOCOMB	Roadway	Roadway - other	3.738	Miles	$312872	$1158784.57	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,710	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACING AND 2' SAFETY WIDENING ON SR-27 FROM THE DALE COUNTY LINE TO SR- 1 (US-431)	Roadway	Roadway - other	9.69	Miles	$590931	$2462212.21	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,370	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACING AND 2' SAFETY WIDENING OF SR-189 FROM COFFEE COUNTY LINE TO SR-9 (US-331)	Roadway	Roadway - other	4.37	Miles	$368938	$1676990.46	HSIP (23 U.S.C. 148)	Rural Minor Arterial	970	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORIZONTAL CURVE ROADWAY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (SOUTHEAST REGION - TROY AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	467	Signs	$493115	$493115	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INTERSECTION IMPROVEMENTS (ROUNDABOUT) AT CAMPBELLTON HIGHWAY (CR-203) AND TAYLOR ROAD (CR-64)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$100000	$100000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,740	40	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. ON SR-134 FROM OPP BYPASS SR-9 (US-	Roadway	Roadway - other	12.306	Miles	$1196638	$4602453.78	HSIP (23 U.S.C. 148)	Rural Major Collector	4,280	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
331) IN COVINGTON CO. TO SR-87 IN COFFEE CO.														
SCORING 2 FT PAVED SAFETY SHOULDER ON SR-167 FROM THE FLORIDA STATE LINE TO SR-123 (M.P. 7)	Roadway	Rumble strips - edge or shoulder	7	Miles	$8832.26	$8832.26	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,470	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RESURFACING AND 2' SAFTEY WIDENING OF SR-52 FROM GENEVA EAST CITY LIMITS TO INTERSECTION SR-167	Roadway	Roadway - other	8.85	Miles	$442101	$2456117.37	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,200	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2 FT SAFETY WIDENING, RESURFACING SR-41 FROM THE NORTH END OF GRAVEL CREEK BRIDGE TO SR-10	Roadway	Roadway - other	7.769	Miles	$508012	$2116716.05	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,880	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2' SAF. WID. & RS ON SR-25 FROM 1.2 MI N. OF CR-32 TO S. OF THE RAIL ROAD TRACKS IN THOMASTON	Roadway	Roadway - other	10.905	Miles	$796740	$2845499.65	HSIP (23 U.S.C. 148)	Rural Major Collector	1,350	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2 FT SAFETY WIDENING AND RESURFACING ON SR-69 FROM SR-10 TO SOUTH OF SR-114	Roadway	Roadway - other	10.452	Miles	$696346	$2901440.39	HSIP (23 U.S.C. 148)	Rural Major Collector	720	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2' SAF. WID. & RS SR-21 FROM 0.08 MI S. OF OVERPASS BRIDGE IN TUNNEL SPRINGS TO 0.67 MI S. OF SR-265	Roadway	Roadway - other	6.298	Miles	$482439	$1855536.35	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,590	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2 FT SAFETY WIDENING AND RESURFACING ON SR-47 FROM 0.364 MILE NORTH OF SR-83 TO SR-10	Roadway	Roadway - other	10.459	Miles	$614576	$2194914.82	HSIP (23 U.S.C. 148)	Rural Major Collector	380	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
LIGHTING SR-8(US-80) AT SR-25	Lighting	Continuous roadway lighting	17	Lighting	$312892.97	$312892.97	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,970	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ. CURVE RDWY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (SOUTHWEST	Roadway signs and traffic control	Curve-related warning signs and flashers	517	Signs	$360342	$360342	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
REGION - GROVE HILL AREA)														
2' SAF. WID. (PARTIAL) & RS ON SR-21 EAST OF CR-59 TO 1.1 MILES EAST OF WOLF CREEK BRIDGE	Roadway	Roadway - other	4.051	Miles	$113023	$1027484.28	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,020	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2 FT SAFETY WIDENING AND RESURFACING ON SR-265 FROM SR-21 TO WILCOX COUNTY LINE	Roadway	Roadway - other	7.925	Miles	$475639	$1902554.96	HSIP (23 U.S.C. 148)	Rural Major Collector	1,250	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL INTERSTATE MEDIAN CABLE BARRIER FROM MP 75.5 TO MP 105.5 IN CONECUH COUNTY	Roadside	Barrier - cable	30	Miles	$60000	$60000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	25,060	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORIZONTAL CURVE ROADWAY SIGNING IMPROVEMENT PROGRAM FY 201/2018 (SOUTHWEST REGION - MOBILE AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	489	Signs	$344658	$344658	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
I-65 INSTALL INTERSTATE MEDIAN CABLE BARRIER FROM SR-59 MP 33.7 TO RAILROAD BRIDGE MP 75.5	Roadside	Barrier - cable	41.8	Miles	$197007	$250000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	31,240	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL INTERSTATE MEDIAN CABLE BARRIER ON I-10 FROM SR-181 TO PERDIDO RIVER BRIDGE	Roadside	Barrier - cable	27.6	Miles	$30000	$30000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	50,870	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL INT. MED. CABLE BARRIER ON I-65 FROM MP 13.0 (SR-158) TO MP 16.9 (N. OF CR-41) IN MOBILE CO.	Roadside	Barrier - cable	3.9	Miles	$50000	$50000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	70,360	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS SR-159 FROM MP 12.900 AT RAYMOND ROBERTSON ROAD TO FAYETTE COUNTY LINE AT MP 17.378	Roadway		4.478	Miles	$618921	$2578835.95	HSIP (23 U.S.C. 148)	Rural Major Collector	530	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. ON SR-17 FROM N. OF MCCAA BOTTOM RD @ MP 185.890 TO S.	Roadway	Roadway - other	4.94	Miles	$264376	$2403414.95	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,870	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
OF MURPHY AVE @ MP 190.830														
RS & 2'SAF. WID. SR-18 FROM LAMAR CR-49 @ MP 16.304 TO THE FAYETTE CO. LINE AT MP 19.528	Roadway	Roadway - other	3.22	Miles	$183697	$2296208	HSIP (23 U.S.C. 148)	Rural Major Collector	1,610	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & SCORE EXIST. SHLDS ON SR-74(US-278) FROM MP 34.832 E. OF CR-20 TO W. OF CHILCOAT RD @ MP 40.464	Roadway	Pavement surface - miscellaneous	5.63	Miles	$7992	$1598415.05	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,650	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. SR-124 FROM MP 0.000 @ SR-118 (US-78) TO MP 10.896 @ THE INT. WITH SR-69	Roadway	Roadway - other	10.896	Miles	$42232	$1407744.31	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,100	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ. CURVE RDWY SIGNING IMPROVEMENT PROGRAM FY 2017/2018 (WEST CENTRAL REGION - FAYETTE AREA)	Roadway signs and traffic control	Curve-related warning signs and flashers	851	Signs	$406632	$406632	HSIP (23 U.S.C. 148)	All Types	0	0	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. SR-171 FROM N. OF INT. W/ SR-159 @ MP 34.501 TO MP 41.59 N. OF THE JNCT W/ SR-102	Roadway	Roadway - other	7.09	Miles	$65771	$6577126.89	HSIP (23 U.S.C. 148)	Rural Minor Arterial	14,100	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. SR-18 (US-43) FROM MP 42.10 @ INT. SR-13 TO W. OF CR-125 @ MP 49.200	Roadway	Roadway - other	7.1	Miles	$558906	$4657551.94	HSIP (23 U.S.C. 148)	Rural Major Collector	3,100	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WID. SR-18 FROM LAMAR CO. LINE @ MP 19.530 TO W. OF SR-107 @ MP 24.046	Roadway	Roadway - other	4.78	Miles	$484839	$2851991.91	HSIP (23 U.S.C. 148)	Rural Major Collector	2,210	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

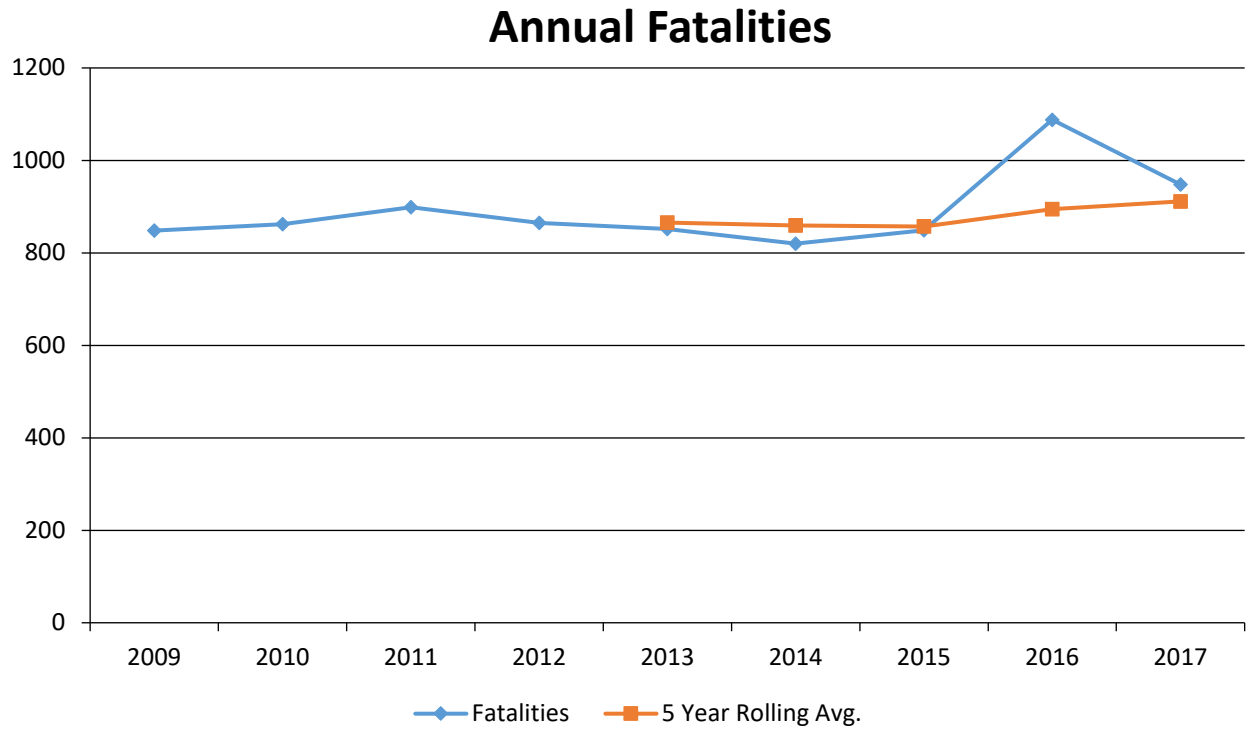
Enter additional comments here to clarify your response for this question or add supporting information.

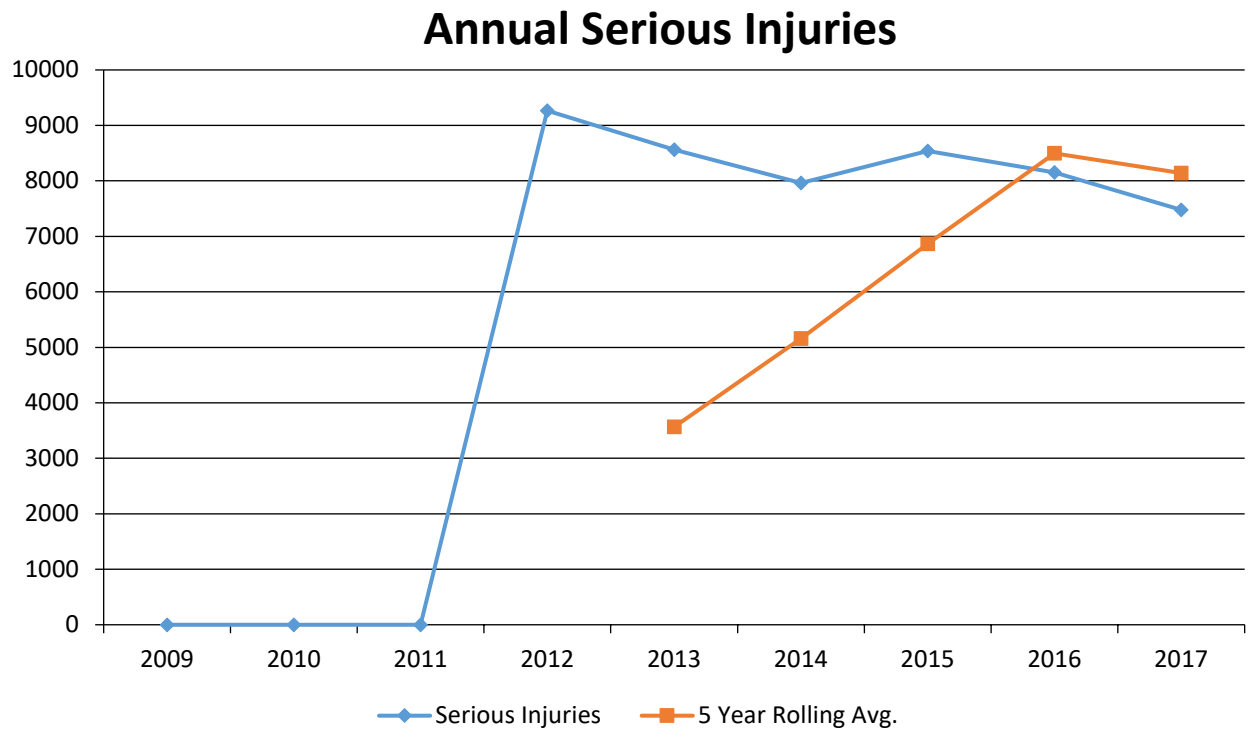
Safety Performance

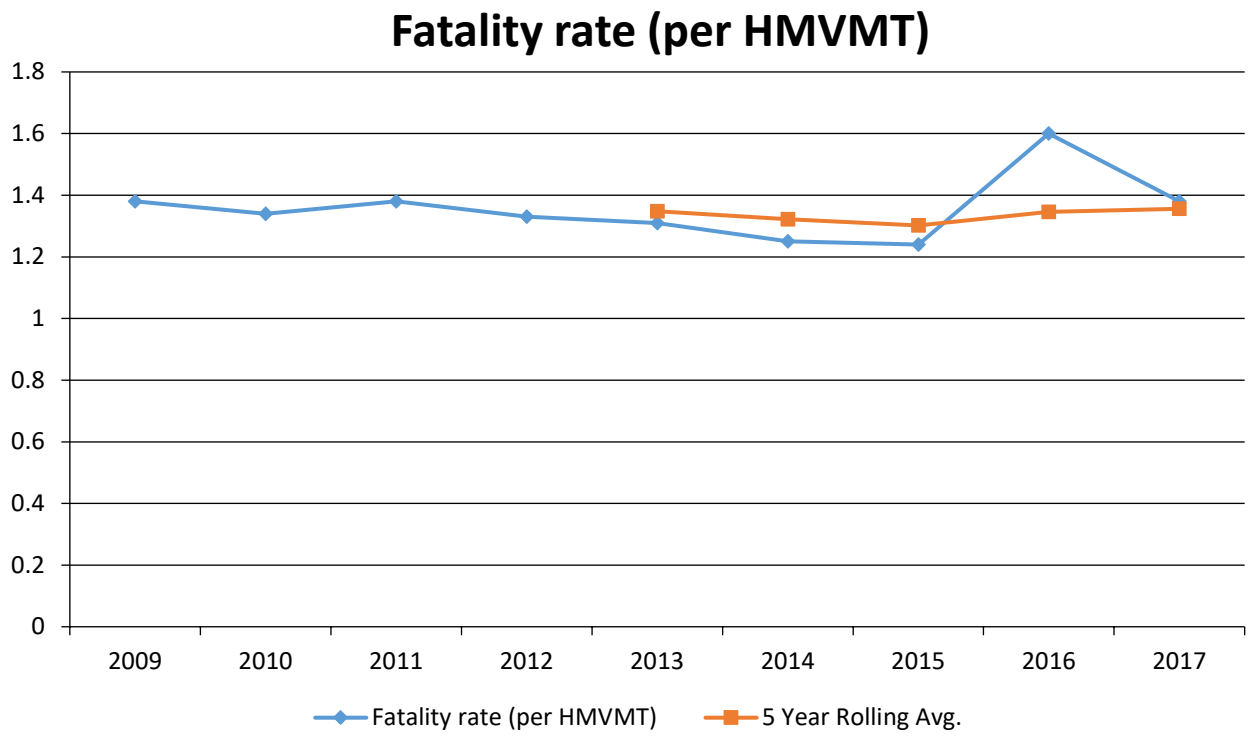
General Highway Safety Trends

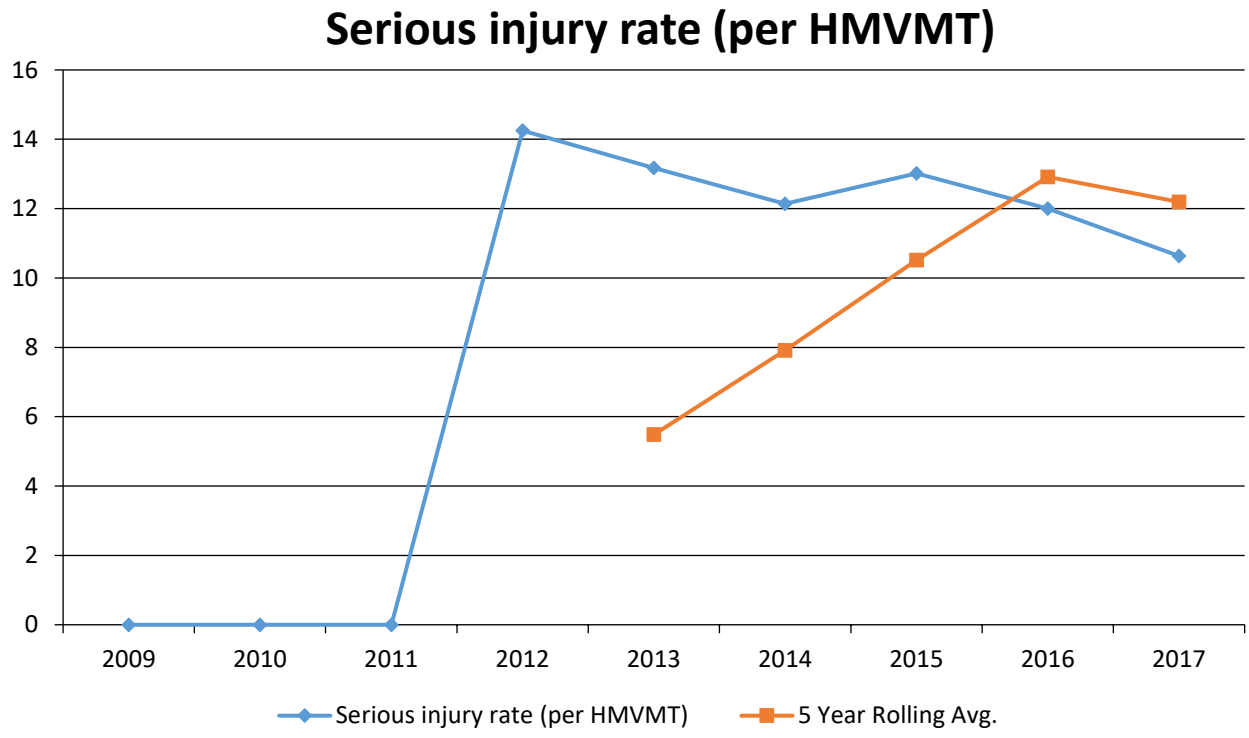
Present data showing the general highway safety trends in the State for the past five years.

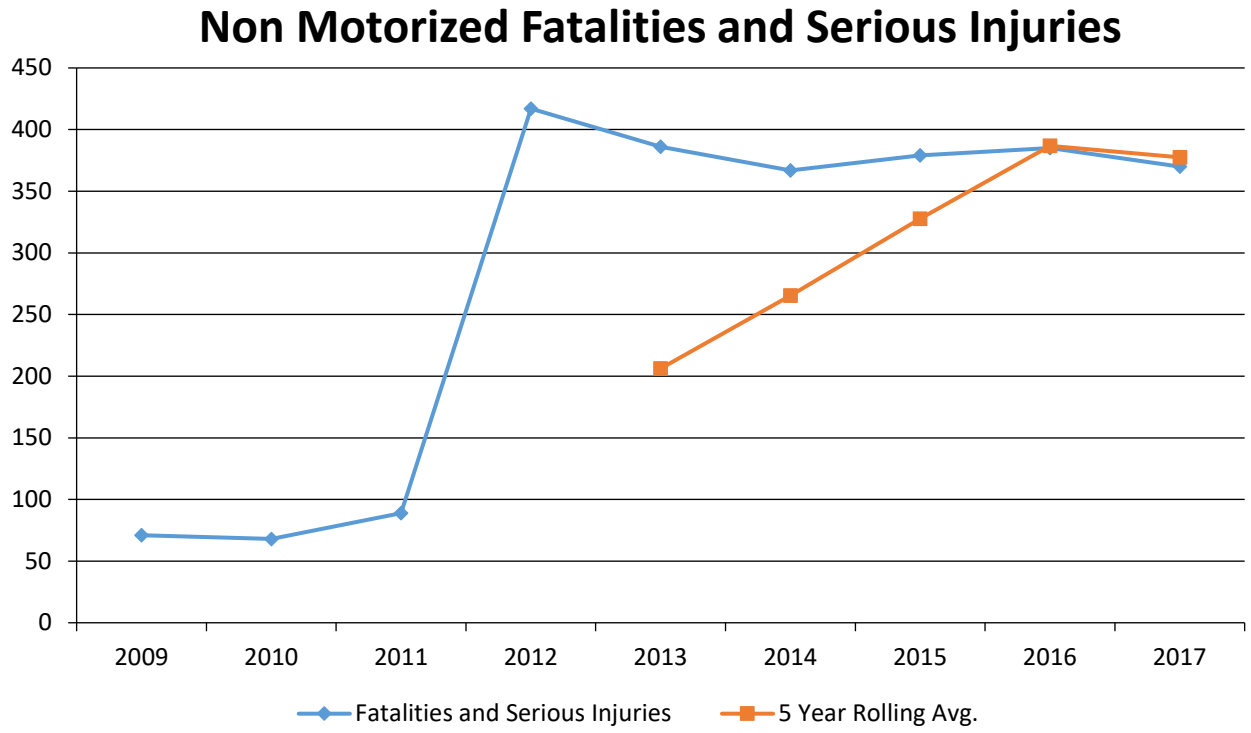
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	848	862	899	865	852	820	849	1,088	948
Serious Injuries	0	0	0	9,266	8,564	7,960	8,540	8,152	7,480
Fatality rate (per HMVMT)	1.380	1.340	1.380	1.330	1.310	1.250	1.240	1.600	1.380
Serious injury rate (per HMVMT)	0.000	0.000	0.000	14.250	13.170	12.140	13.020	12.000	10.640
Number non-motorized fatalities	71	68	89	86	64	103	105	127	121
Number of non-motorized serious injuries	0	0	0	331	322	264	274	258	249


Annual Fatalities
1200
1000
800
600
400
200
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
16
14
12
10
8
6
4
2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

At the time of this submittal, FARS has not reported it's data for 2017. ALDOT has entered its performance measure data which was pulled from the state's Critical Analysis Reporting Environment (CARE) for 2017.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2017

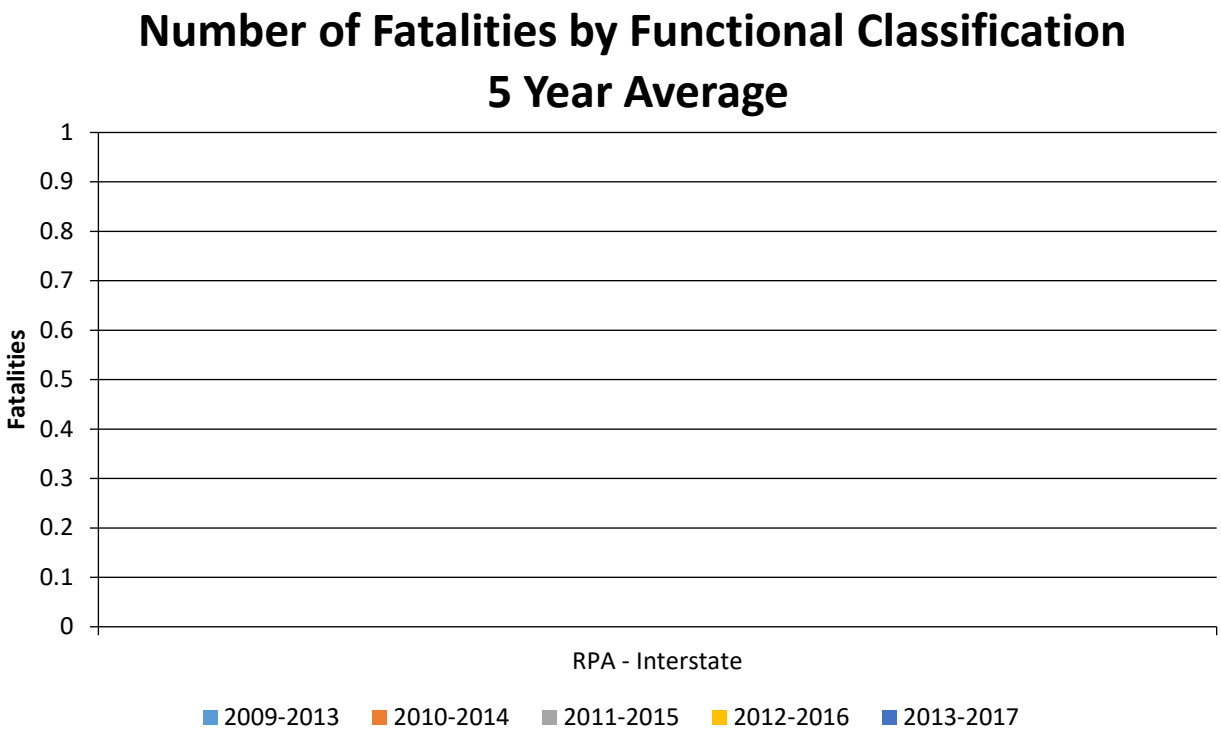
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	0	0	0	0
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other				
Rural Minor Arterial				

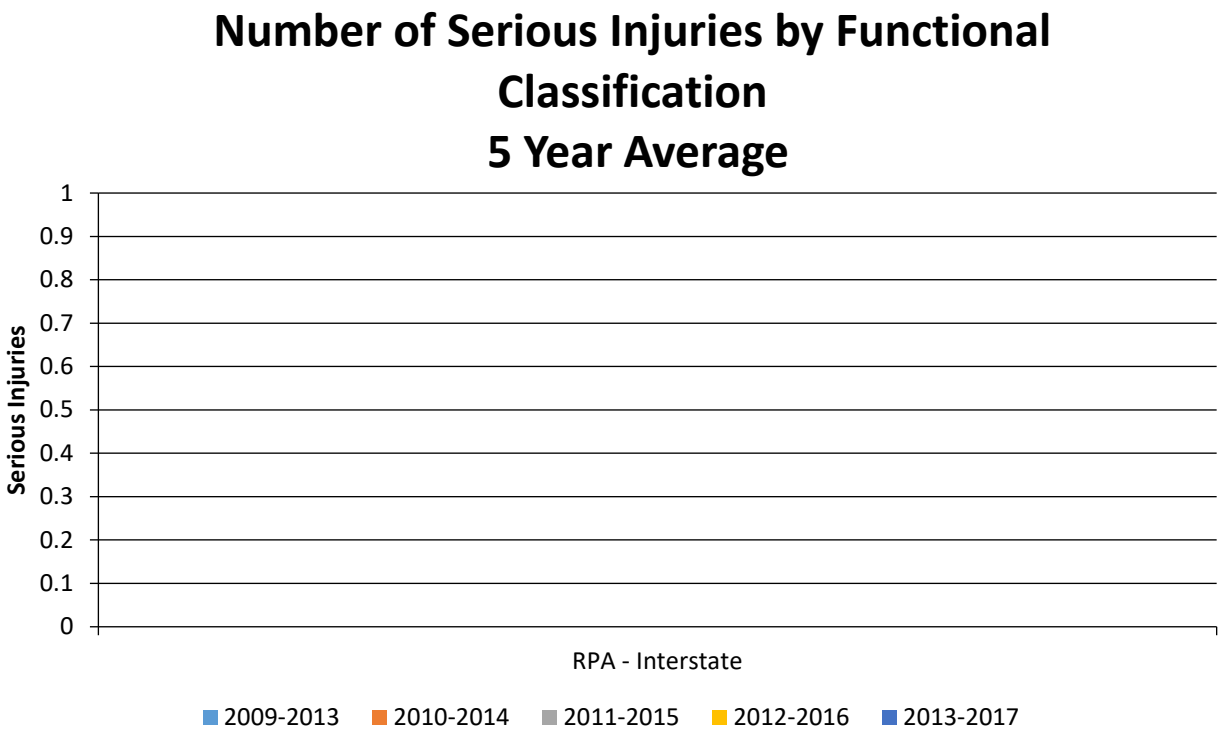
2018 Alabama Highway Safety Improvement Program

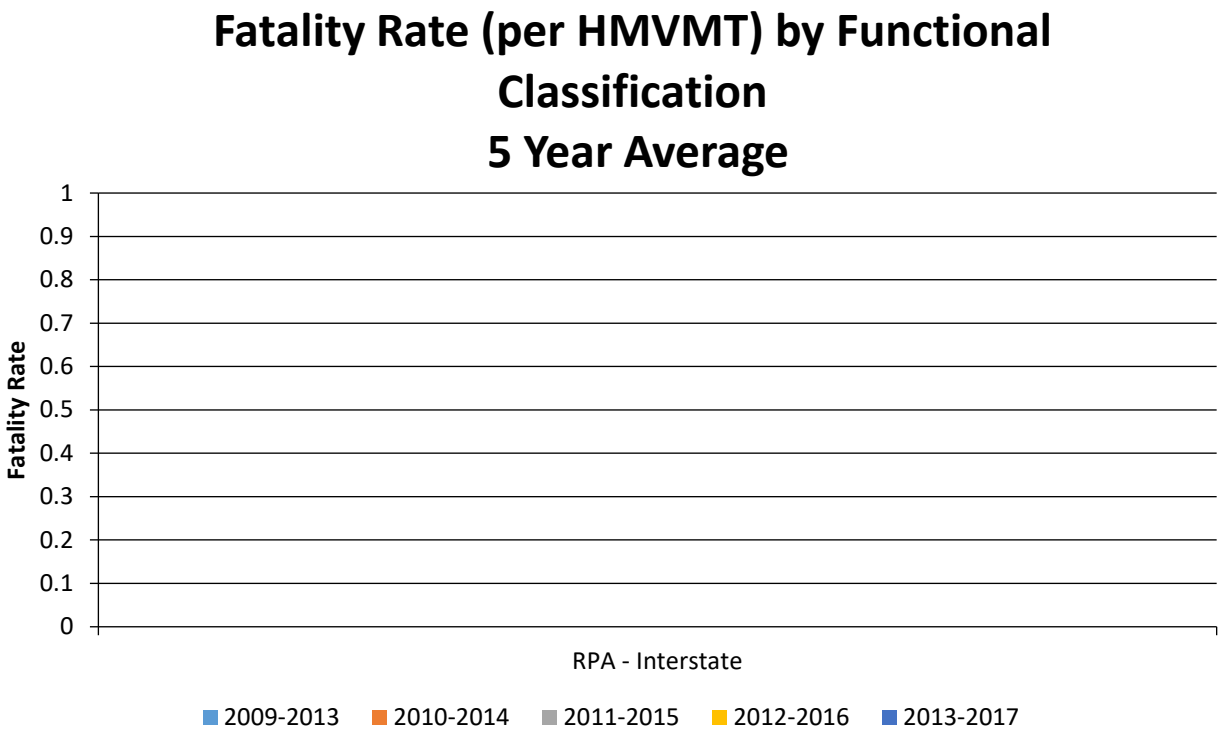
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector				
Rural Major Collector				
Rural Local Road or Street				
Urban Principal Arterial (UPA) - Interstate				
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other				
Urban Minor Arterial				
Urban Minor Collector				
Urban Major Collector				
Urban Local Road or Street				

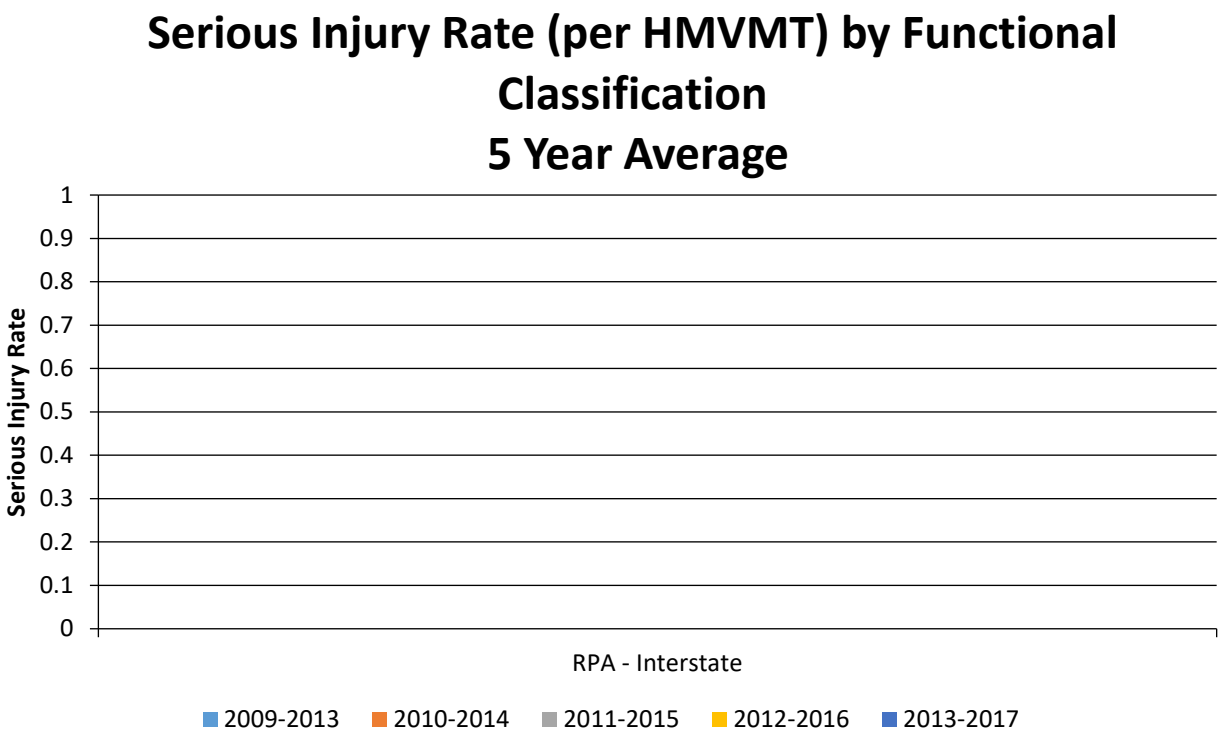
Year 2017

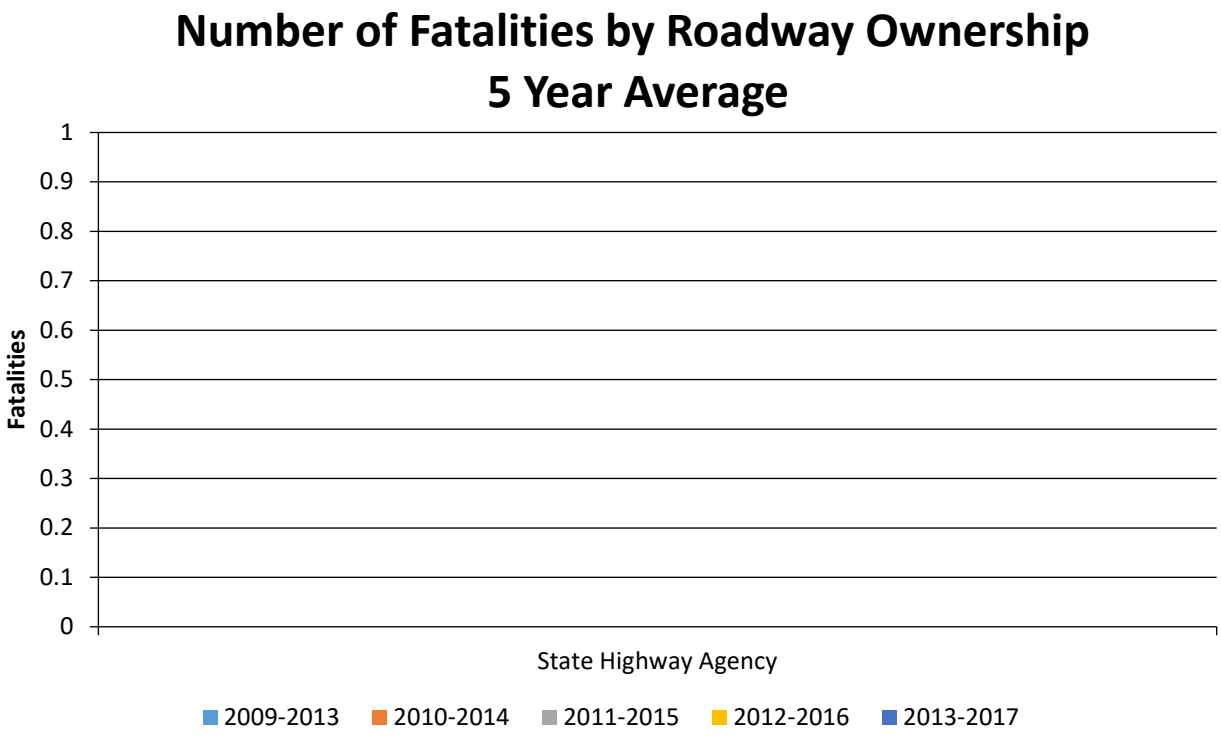
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	0	0	0	0
County Highway Agency				
Town or Township Highway Agency				
City of Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

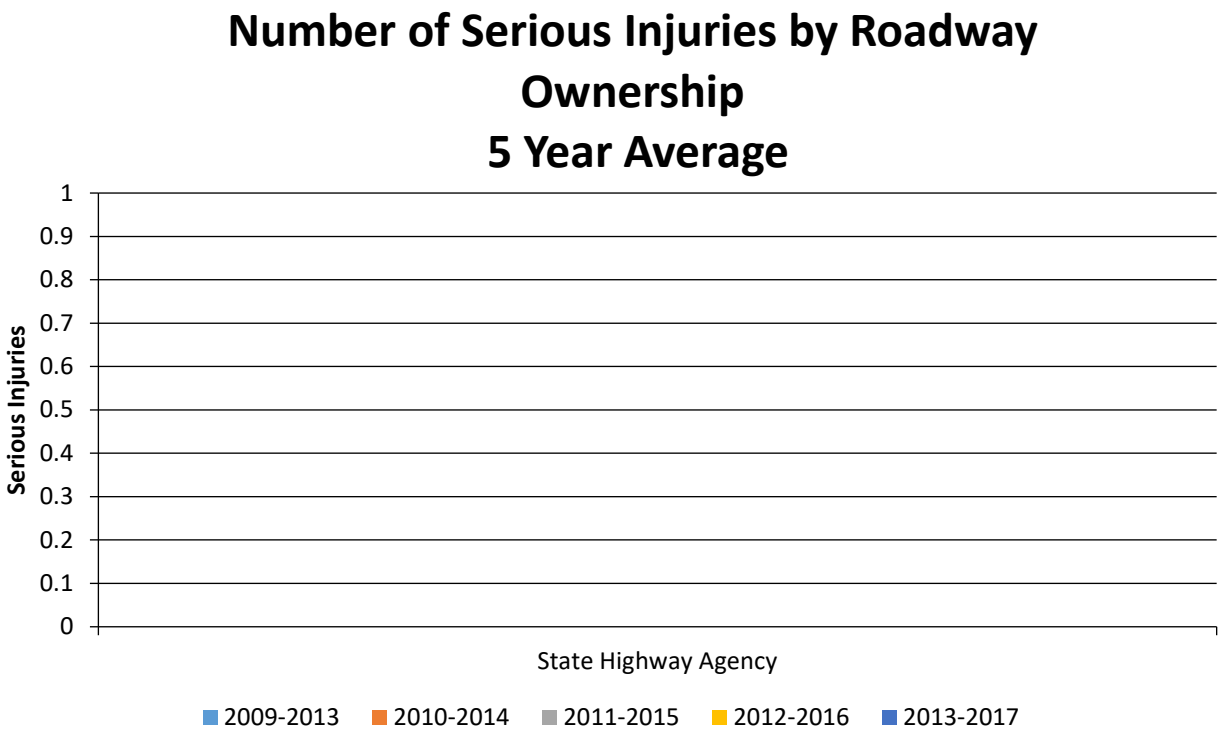

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
RPA - Interstate
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

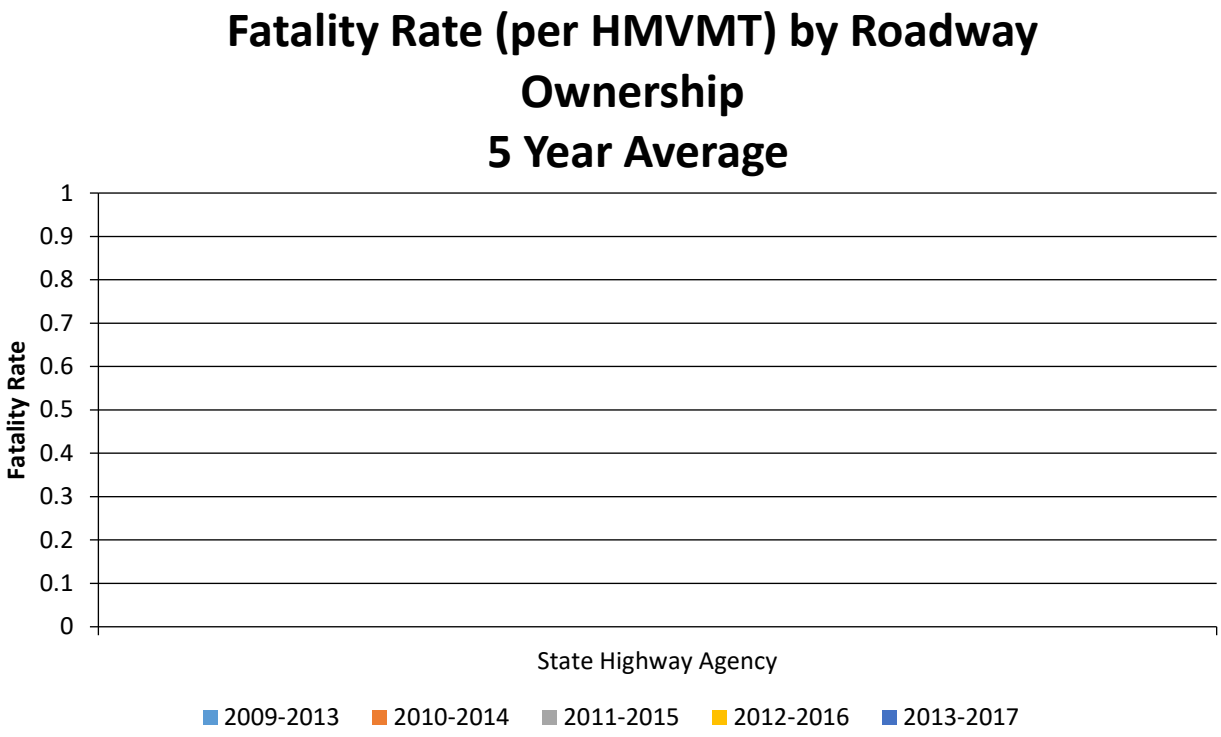

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
RPA - Interstate
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

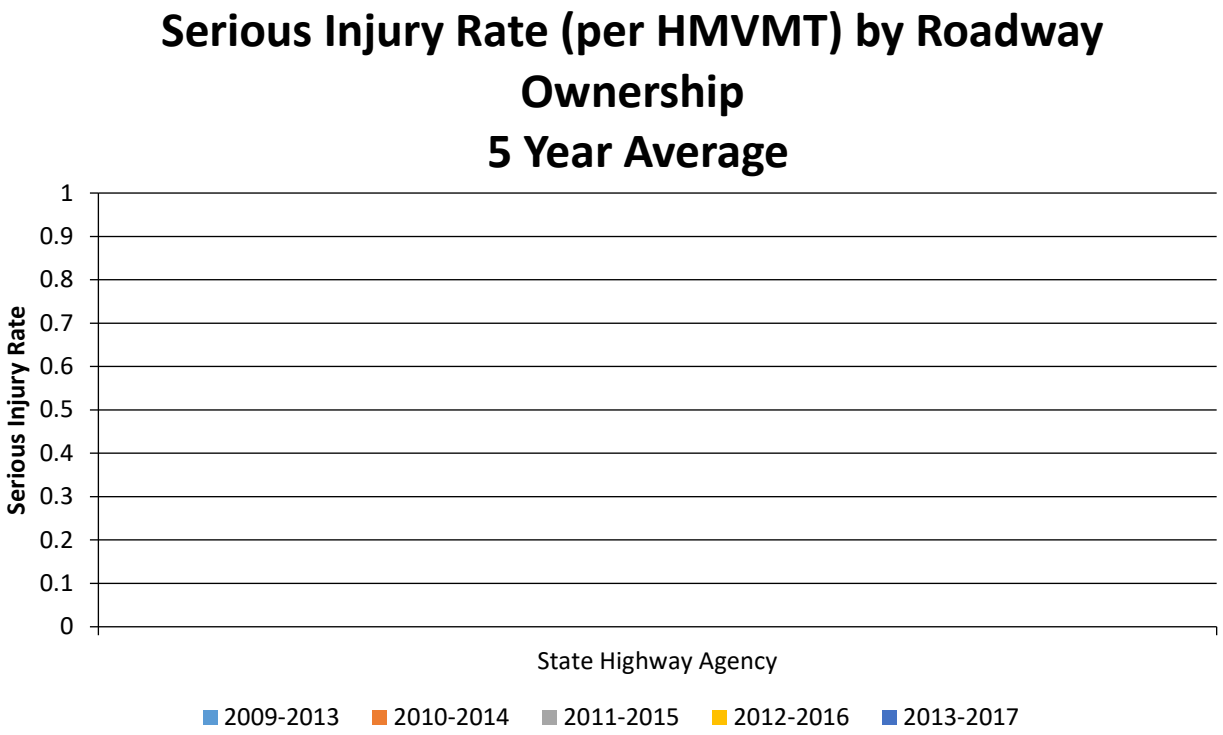

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Fatality Rate
RPA - Interstate
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
RPA - Interstate
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
State Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
State Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Fatality Rate
State Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

The breakdown of fatalities and serious injuries by Roadway Functional Class is not possible given the current crash database (CARE) structure. Due to personnel turnover, it is unknown how the previous numbers were derived. We further question the accuracy of the previous values provided and are working to resolve the issue for future report submittals. As the CARE database is improved, the ability to summarize crashes by functional class may be accessible in future years.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities	932.0

Describe the basis for established target, including how it supports SHSP goals.

This performance target was developed through a trend line analysis of the five-year

moving average for fatalities, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the fatality trend line plus a 1.7% increase associated with GDP correlated with the currently observed trends of fatal, serious injury, and non-motorized crashes. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term fatality trends.

Number of Serious Injuries 8469.0

Describe the basis for established target, including how it supports SHSP goals.

This performance target was developed through a trend line analysis of the five-year moving average for serious injuries, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the fatality trend line plus a 1.7% increase associated with GDP correlated with the currently observed trends of fatal, serious injury, and non-motorized crashes. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term serious injury trends.

Fatality Rate 1.330

Describe the basis for established target, including how it supports SHSP goals.

This performance target was developed using the fatality trend line plus a 1.7% increase associated with GDP and an estimated vehicle miles traveled (VMT) growth of 1%. The target represents the projected fatalities as a ratio to 100 million VMT. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term fatality rate trends.

Serious Injury Rate 12.080

Describe the basis for established target, including how it supports SHSP goals.

This performance target was developed using the serious injuries trend line plus a 1.7% increase associated with GDP and an estimated vehicle miles traveled (VMT) growth of 1%. The target represents the projected serious injuries as a ratio to 100 million VMT. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term serious injury rate trends.

Total Number of Non-Motorized Fatalities and Serious Injuries 394.0

Describe the basis for established target, including how it supports SHSP goals.

This performance target was developed through a trend line analysis of the five-year moving average for non-motorized fatalities and serious injuries, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the non-motorized fatalities and serious injuries trend line plus a 1.7% increase associated with GDP correlated with the currently observed trends of

non-motorized fatalities and serious injuries. This target supports the SHSP by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term non-motorized fatalities and serious injuries trends.

Enter additional comments here to clarify your response for this question or add supporting information.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

The Safety Performance Targets where developed through a complex series of negotiations with the SHSO. MPOs have been involved through training and workshops. Additionally, ALDOT staff has attended some MPO meetings with others to follow. Final targets will be sent to the MPOs, to include, estimates of what their targets would be, if they chose to develop their own set of safety performance targets.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

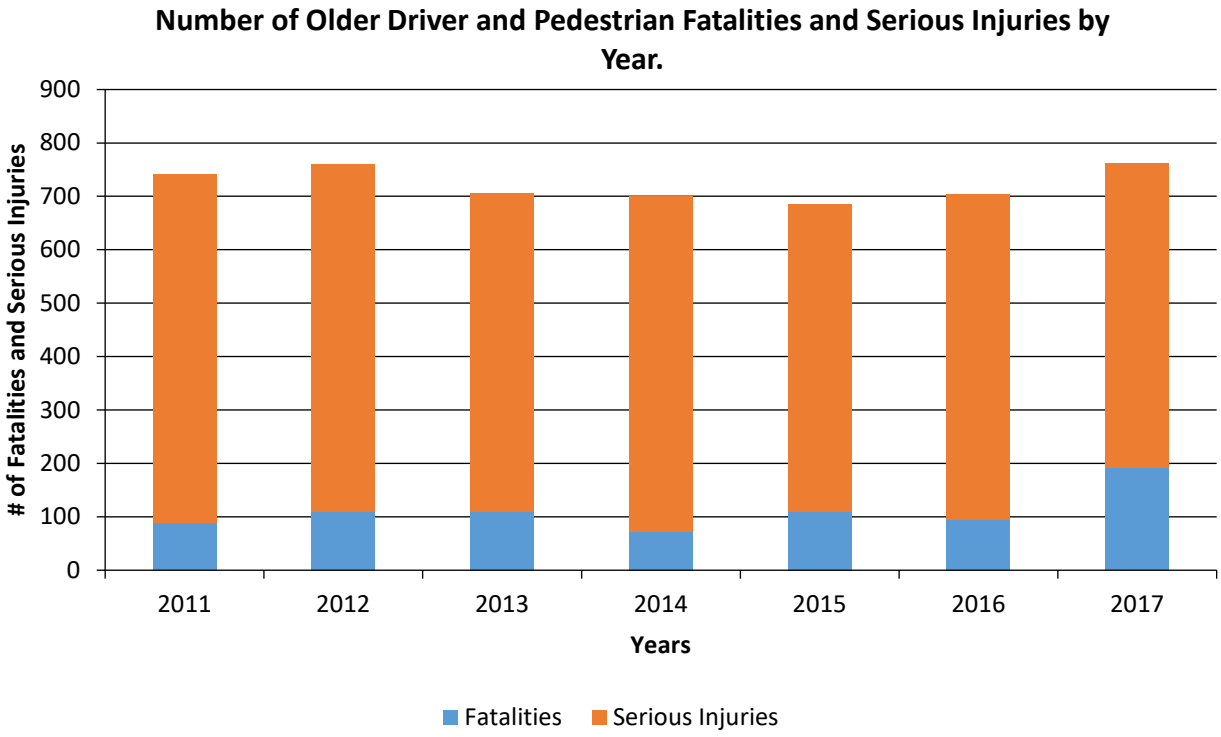
Does the HRRR special rule apply to the State for this reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	89	109	111	71	109	94	192
Number of Older Driver and Pedestrian Serious Injuries	652	650	595	629	576	609	571



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries
Benefit/Cost Ratio

Enter additional comments here to clarify your response for this question or add supporting information.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Following a 2016 spike in fatalities, this reporting year has shown a downward trend. Alabama Traffic Safety & Operations has continued to refocus its efforts based on previous years crash type trends to implement countermeasures to reduce the long-term trend for fatalities. Serious Injury crashes are trending downward and we anticipate that this trend will continue of start to flatten over the coming years.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

miles improved by HSIP
More systemic programs
RSAs completed
Policy change
Organizational change
Increased focus on local road safety

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

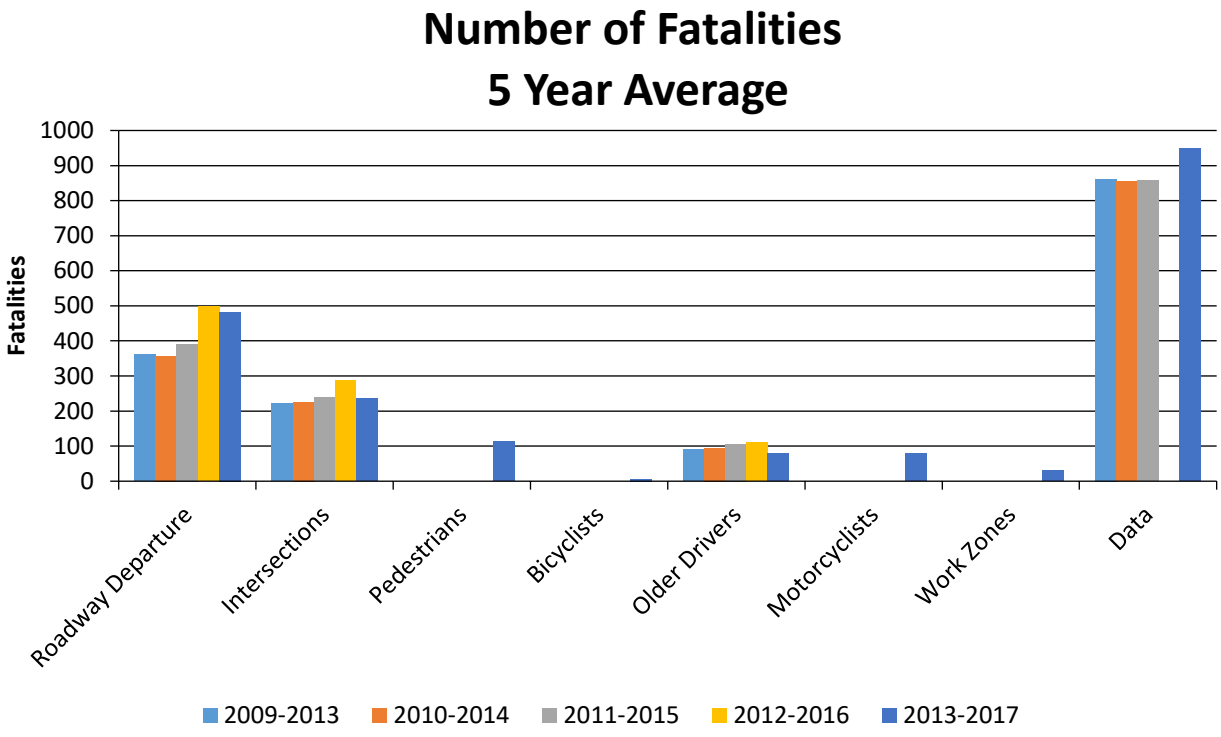
Effectiveness of Groupings or Similar Types of Improvements

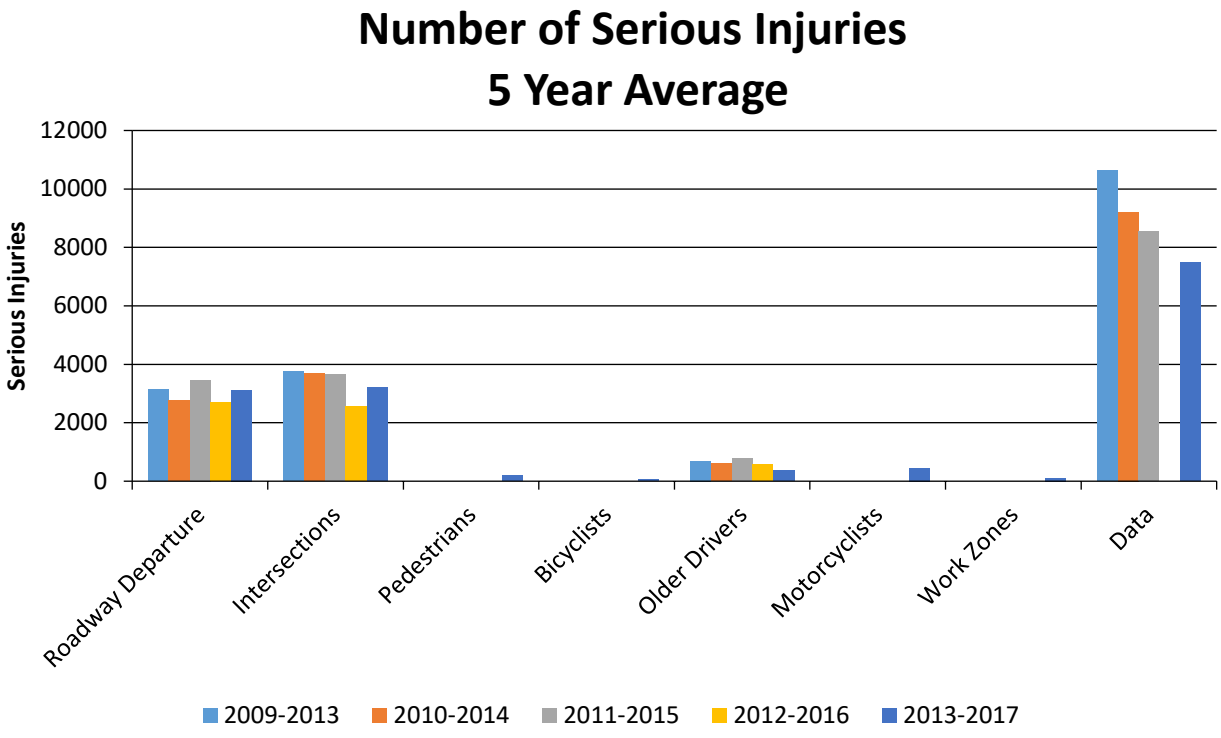
Present and describe trends in SHSP emphasis area performance measures.

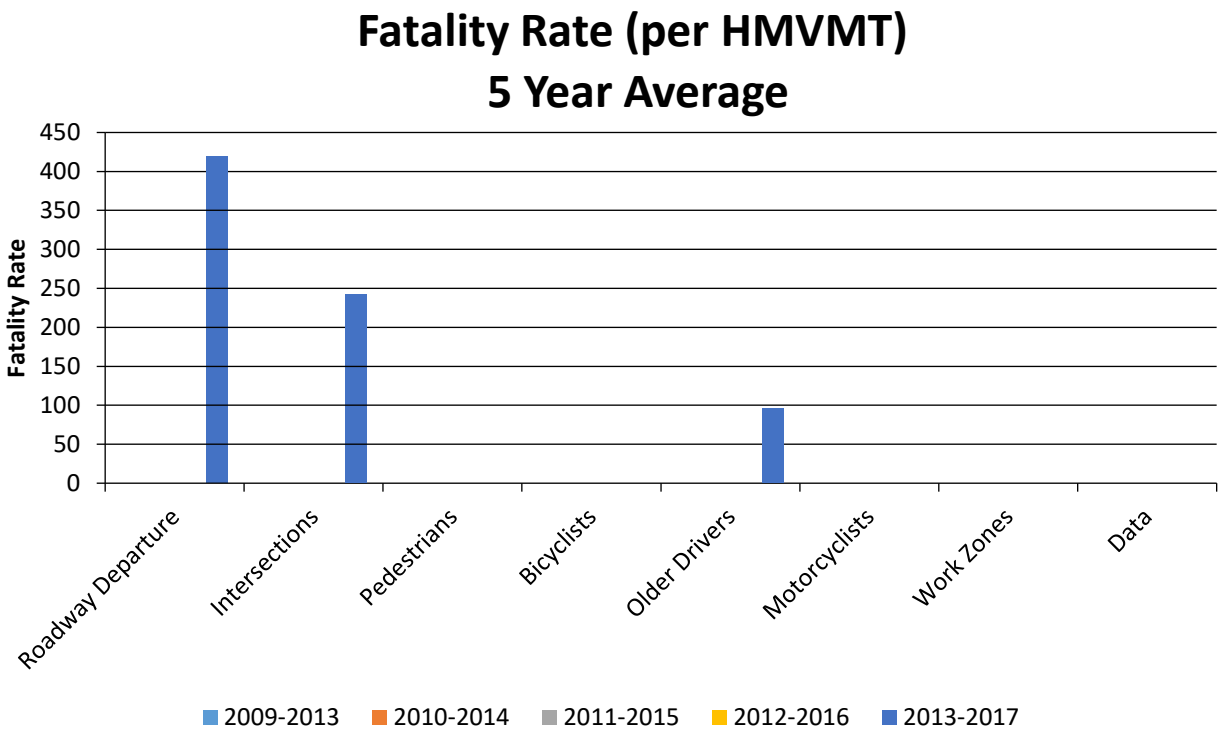
Year 2017

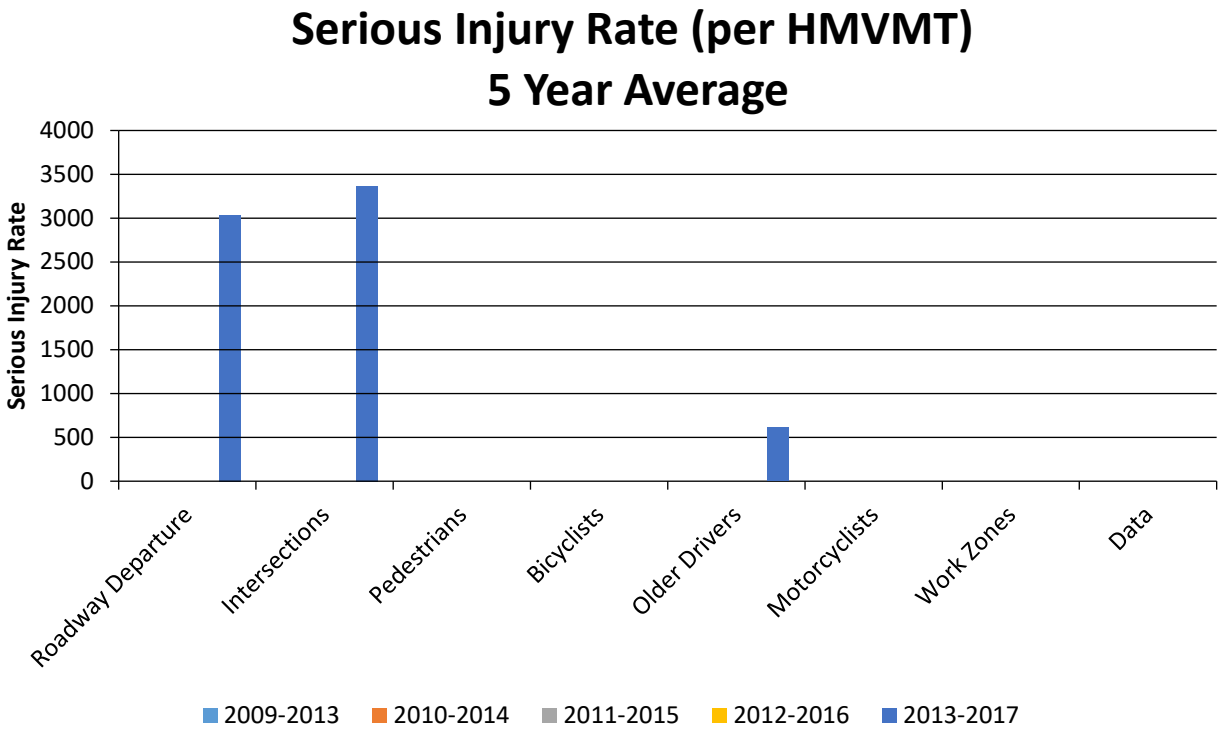
2018 Alabama Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	483	3,119	419	3,038
Intersections	Intersections	235	3,192	242	3,368
Pedestrians	All	113	197		
Bicyclists	All	6	48		
Older Drivers	All	79	374	96	610
Motorcyclists	All	79	447		
Work Zones	All	30	110		
Data	All	948	7,480		


Number of Fatalities
5 Year Average
Fatalities
1000
900
800
700
600
500
400
300
200
100
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
12000
10000
8000
6000
4000
2000
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
N/A														

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

07/18/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2022

When does the State anticipate completing it's next SHSP update?

2022

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	10	15					0	0	0	0
Route Number (8)	50	75								
Route/Street Name (9)	95	85								
Federal Aid/Route Type (21)	80	45								
Rural/Urban Designation (20)	50	50					0	0		
Surface Type (23)	100	15					0	0		
Begin Point Segment Descriptor (10)	75	80					0	0	0	0
End Point Segment Descriptor (11)	75	80					0	0	0	0
Segment Length (13)	75	80								
Direction of Inventory (18)	100	50								
Functional Class (19)	100	45					0	0	0	0
Median Type (54)	50	50								
Access Control (22)	60	65								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	75	80								
Number of Through Lanes (31)	60	80					0	0		
Average Annual Daily Traffic (79)	100	99					100	2		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	75	80					0	0	0	0
INTERSECTION										
Unique Junction Identifier (120)			0	0						
Location Identifier for Road 1 Crossing Point (122)			0	0						
Location Identifier for Road 2 Crossing Point (123)			0	0						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			0	0						
AADT Year (80)			0	0						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					0	0				
Location Identifier for Roadway at Ending Ramp Terminal (201)					0	0				
Ramp Length (187)					0	0				
Roadway Type at Beginning of Ramp Terminal (195)					0	0				
Roadway Type at End Ramp Terminal (199)					0	0				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					0	0				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					0	0				
Type of Governmental Ownership (4)					0	0				
Totals (Average Percent Complete):	**73.89**	**65.22**	**0.00**	**0.00**	**18.18**	**18.18**	**11.11**	**0.22**	**0.00**	**0.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

The Alabama Department of Transportation is in the process of collecting the MIRE fundamental data elements for all National Highway System (NHS) routes in our state, but this data is incomplete at this time. The department has not committed to any future projects that would collect this data on any non NHS routes.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

ALDOT representatives from the traffic Safety and Operations Section and Traffic engineering Section along with FHWA Alabama Division office representatives meet regularly to Discuss strategies and issues regarding ALDOT's transition to MIRE compliance. In addition, MIRE committee members are active with the Alabama Traffic Records Coordinating Committee. The TRCC goal is to move the state ahead effectively in applying information technology to its transportation systems. The most significant recent product of the TRCC is the DRAFT Traffic Safety Information System (TSIS) Five Year Plan. In this document, one of the goals or measurable performance metric, is for 20% of the data elements functional per year to be collected in regards to MIRE Fundamental Data collection.

Another essential partnership is with the ALDOT's development of an Enterprise GIS (EGIS) system. ALDOT's Enterprise GIS (EGIS) is comprised of a Linear Referencing System for all the roads in the state of Alabama and its associated data attributes. EGIS's primary function has been to help process inventory data required for FHWA's Highway Performance Monitoring System's (HPMS) submittal. TSOS has a representative on the EGIS committee who gives a perspective on Safety Data related needs. TSOS has submitted an extensive list of Model Inventory of Roadway Elements (MIRE) data elements to the committee for consideration in the ALDOT's Light Detection and Ranging (LIDAR) data collection process.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Incapacitating Injury	No	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Incapacitating Injury	No	See below.	Yes	See below.	Yes
Crash Database	Incapacitating Injury	No	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	Incapacitating Injury	No	See below.	Yes	See below.	Yes

Please describe the actions the State is taking to become compliant by April 15, 2019.

The University of Alabama Center for Advanced Public Safety (CAPS) maintains our Critical Analysis Reporting Environment (CARE) or crash database. CAPS has been working with the Alabama Law Enforcement Agency (ALEA) to get the revised serious injury definition out to State Patrol. CAPS is also working through the Alabama Department of Economic & Community Affairs (ADECA) Community Traffic Safety Coordinators (CTSPs) to get the same

information out to local agencies. FHWA and NHTSA have posted the definitions or requirements needed to identify suspected serious injuries. Serious Injury Tip Cards are available here:
https://www.transportation.gov/government/traffic-records/serious-injury-reporting-tip-cards
The Serious Injury code update will be in place by January 1, 2019.

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?

Yes

Describe the purpose and outcomes of the State's HSIP program assessment.

The scope of this review included an evaluation of the ALDOT HSIP Guidance Manual as well as a review of the HSIP program in each Region. The FHWA Alabama Division Office Safety Engineer reviewed the ALDOT HSIP Guidance Manual and came to the following conclusions:
HSIP Guidance Manual Review:
1.) The HSIP Guidance Manual is outdated and should be revised.
2.) The internal ALDOT guideline includes the existing HSIP application process, as well as an abbreviated HSIP application process for select systemic safety countermeasures including splitter islands, bypass lanes at t-intersections, smart channels, road diets, flashing yellow arrows, active detection dilemma zone system and high friction surface treatments (HFST). The abbreviated application should speed up the HSIP process and expand the use of HSIP funds.
3.) The external HSIP Application guideline requires the full HSIP application process.
HSIP Program review in ALDOT Regions:
1.) The review team developed and distributed a brief questionnaire to the Regions regarding the ALDOT HSIP Guidance Manual and HSIP implementation at the Region level.
2.) The questionnaire was distributed electronically to the five ALDOT Region Pre-Construction Engineers.
3.) the questionnaire included five multiple part questions regarding the use and familiarity of the Region Pre-Construction Sections with the ALDOT HSIP Guidance Manual.
4.) The questionnaires were reviewed and then a meeting was held with each Region to discuss how to better implement the HSIP at the Region level.

Optional Attachments

Program Structure:

ALDOT HSIP Program Management Manual_02 03 16.pdf

Project Implementation:

Q29 PROJECT TEMPLATE FY 2017_complete.xlsm

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.