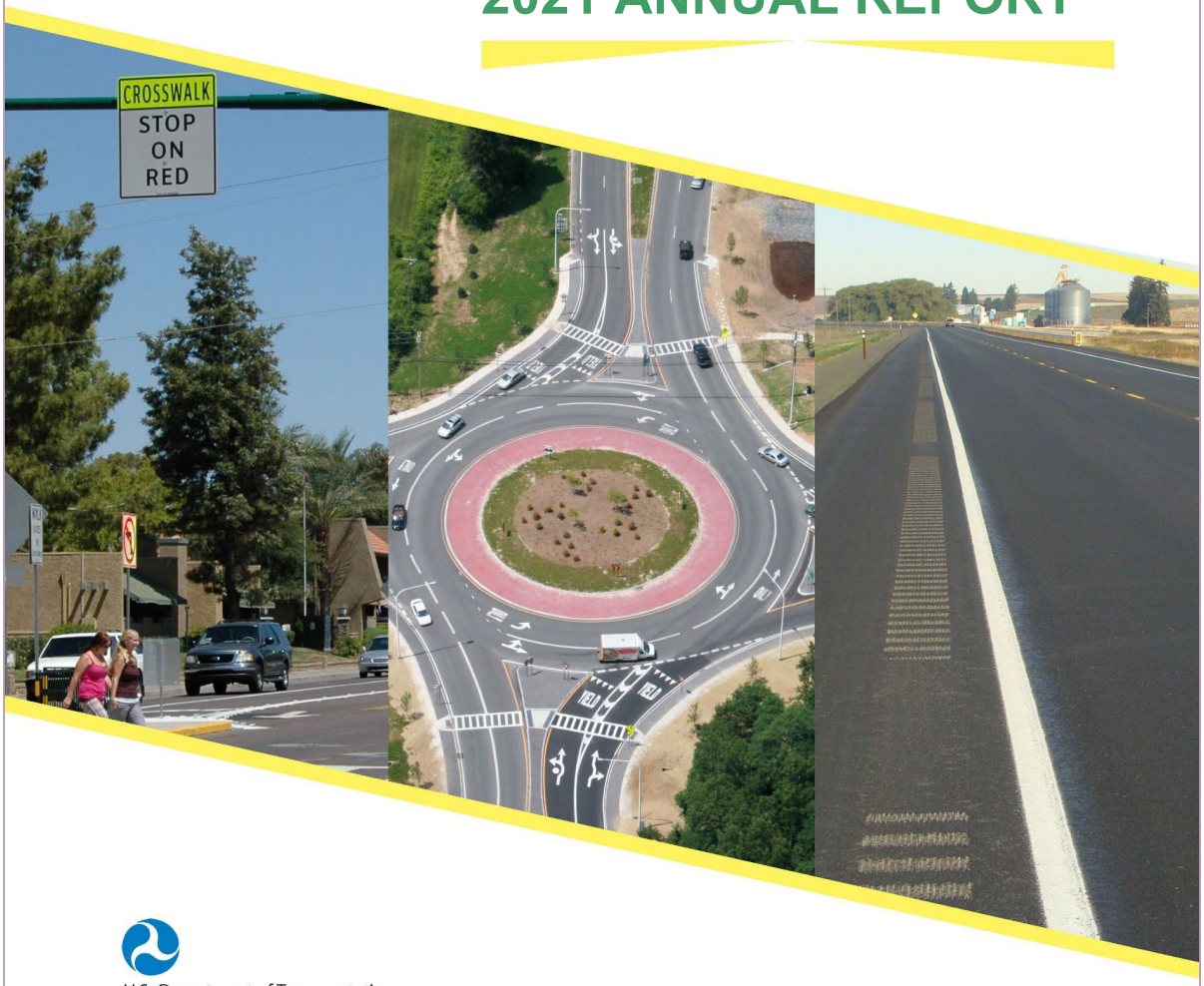
ALABAMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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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. 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 Engineering 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 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 were 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 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 2005 to 2015. 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. ALDOT failed to meet 2019 targets, so an Implementation Plan is being developed for FY 2022.

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. The ALDOT implemented targeted marketing and media campaigns focused on High-Risk Driver Behavior. Public information campaigns using social media, radio, and outdoor advertising focused on distracted driving, seatbelt safety, speeding, and driving under the influence. In addition, our CARE Program (Critical Analysis

Reporting Environment) identified impaired driving hotspots which resulted in our stakeholders implementing focused enforcement, educational programs and engineering fixes at these locations.

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 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. The shoulder widening program addresses the addition of two (2) feet of shoulder during maintenance resurfacing along 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 serves 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, provide guidance on how to apply for HSIP funds. TSOS in conjunction with FHWA also hosted the first annual Rural Road Safety Conference (now the Alabama Roadway Safety Conference) in 2014, with the 8th conference scheduled for October 2021. The Conference focuses on safety issues and provides 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. The objective is to provide technical support to owners, operators and maintainers of Alabama's local roads through a cooperative agreement between the ALDOT and the Auburn University Engineering Continuing Education Office. The STACC program focuses on low-cost safety countermeasures, including training and road safety reviews to strengthen the Alabama safety culture and ultimately reduce fatalities and serious injuries. STACC is 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 play 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, December was proclaimed Slow Down Move Over Awareness Month, by Alabama Governor Kay Ivey. 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.

The 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

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data

The TSOS accepts and approves or disapproves HSIP project applications for federal HSIP funding throughout the year to program eligible, cost-effective HSIP projects. To be eligible to use HSIP funds, projects must be consistent with the Alabama Strategic Highway Safety Plan and must correct or improve a hazardous road location or address a highway safety problem as required by federal legislation.

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. Any striping, marking or signing improvement must be a safety improvement and not routine maintenance. 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 four 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 8th Annual Alabama Roadway Safety Conference is scheduled for September 2021. We have averaged 125 participants per conference who have learned from various subject matter experts. Participants also learned how to use the CARE system, to develop countermeasures for Stop-Controlled Intersections, Work Zone Safety for Local Roads, Measures to Improve Roadside Safety etc. The workshops and conferences have all been very successful for both internal and external outreach focusing on creating and maintaining a safety culture in our state.

The ALDOT has also implemented a project called Safety Technical Assistance for Counties and Cities (STACC) Program which ALDOT has funded to assist the locals. A consultant was hired to assist the counties with their plans. The effort was initiated from participation in the EDC-5 Reducing Rural Roadways Departure initiative. STACC provides technical support to Alabama counties and cities to reduce rural roadway fatalities and serious injuries and grow the safety culture.

The Local Road safety Initiative (LRSI) is available to cities and counties for both rural and urban non-state maintained roadways with significant safety risks. All projects submitted must be in accordance with the SHSP and applicable Local Road Safety Plans if one has been developed for that County. The LRSI provides funding for local agencies when the HRRR rule is not triggered.

Alabama triggered the HRRR Special rule for FY 2019 and FY 2020, and Alabama was informed that the rule had been triggered for FY 2021 as well, however, in early spring/ late winter of 2021 we were informed that we had in fact not triggered the rule. The ALDOT made the decision to continue forward with the funding since projects had been approved and awarded. Beginning in FY 2022, Alabama will provide approximately $4 Million in funding annually from the HSIP program to local agencies regardless of whether or not the HRRR Special Rule is triggered.

The ALDOT is also sponsoring the development of Local Road Safety Plans for all 67 counties. One county is complete, ten are currently under development, and ten are expected to be initiated every year until all 67 have LRSPs.

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

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

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 horizontal curve signage on state roads 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 located on ALDOT maintained highways. The purpose of the inventory was to collect the type of equipment and infrastructure at each intersection, including approaches, for use by 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, while the Maintenance Bureau will be using the data to advance maintenance, operations, and financial management of the State's Traffic Signal Inventory. The pilot originally was to inventory traffic signals in Shelby County, which provided a mixture of urban and rural locations. Funding remaining from the pilot was then used to inventory signal locations in Grove Hill Area, a very rural part of Alabama. The project was then expanded statewide while ALDOT Computer Services developed a

database for the use by selected ALDOT personnel. The inventory was completed in Spring of 2020, along with training of ALDOT users.

TSOS has had other similar partnerships with ALDOT's Local Transportation Bureau. This partnership was initially developed with the High Risk Rural Roads Program (HRRRP) and has expanded. Now ALDOT's Local 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 Local 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. We have had four additional conferences (2015-2018) that have emphasized the implementation of the safety process through all stages of roadway planning, design and operations through practical guidance with a track for local roads. The 5th annual Alabama Safety Conference was an all roads conference and the 6th annual will be the same, but virtual. 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. TSOS is working with the University of Alabama to collect data on off system routes in the state.

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. Currently the Link and Node features have been fully migrated to reference the ALDOT eGIS LRS. Link and Node now reside in the eGIS production database and are registered as internal events against the production LRS at ALDOT. This allows for the events (Link and Node) to always be in sync with any route updates. 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.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- 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

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.

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

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Horizontal Curve
- HRRR
- Intersection
- Local Safety
- Median Barrier
- Pedestrian Safety
- Roadway Departure
- Shoulder Improvement
- Sign Replacement And Improvement
- Wrong Way Driving

Program: Bicycle Safety

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Roadside features

What project identification methodology was used for this program?

- 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?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- 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

How are projects under this program advanced for implementation?

- Competitive application process

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:5/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- 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

How are projects under this program advanced for implementation?

- Competitive application process

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: Intersection

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

- 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

How are projects under this program advanced for implementation?

- Other-ALDOT Region selection of Candidates
- Other-Safety and Operations 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:2
Available funding:1

Program: Local Safety

Date of Program Methodology:1/22/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- 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

How are projects under this program advanced for implementation?

- Competitive application process
- 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).

Rank of Priority Consideration

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

Program: Median Barrier

Date of Program Methodology:9/13/2011

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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?

- 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?

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?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic

Roadway

- Roadside features

- Volume

What project identification methodology was used for this program?

- 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

How are projects under this program advanced for implementation?

- Competitive application process

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: Roadway Departure

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Horizontal curvature
- Roadside features
- Other-Existing Shoulder if applicable

What project identification methodology was used for this program?

- 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

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).

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?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Horizontal curvature
- Roadside features

What project identification methodology was used for this program?

- 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

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:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- 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

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:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- 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

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?

66

HSIP funds are used to address which of the following systemic improvements?

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

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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 Highway Safety Manual (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 Traffic Safety and Operations Section. 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.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$36,057,000	$32,512,000	90.17%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$9,856,000	$7,083,000	71.86%
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)	$0	$0	0%
State and Local Funds	$4,511,000	$3,873,000	85.86%
Totals	$50,424,000	$43,468,000	86.2%

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

8%

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

8%

The High Risk Rural Roads and Local Road Safety Initiative programs are used to fund local safety projects.

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

5%

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

5%

The following non-infrastructure programs were funded for FY 2020 with HSIP funds:
Road Safety Reviews for various selected locations across the state for $250,000.00
Local Road safety Plan Development Phase I for $300,000.00
Local Road safety plan Development for Alabama Counties Phase II for $333,333.33
Sign Inventory and Assessment state route intersections in Sumpter County for $50,000.00
Feasibility Study For Roundabout at intersection of SR-167 and SR-87 in Springhill for $58,075.00

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?

$21,867,968

In FY 2019 $42,921,089 was transferred into HSIP funding for Alabama and the transfer out of HSIP funding for Alabama shown above in FY 2020 was from these additional funds.

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.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
ROUNDABOUT AT THE INTERSECTION OF SR-147 (NORTH COLLEGE ST) AND CR-72 (FARMVILLE RD)	Intersection geometry	Intersection geometry - other	1	Intersections	$2912871.48	$2956689.33	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,589	45	State Highway Agency	Spot	Intersections	Intersection
RESURFACE AND 2' SAFETY WIDENING SR-21 (US231) FROM MP 191.62 TO MP 197.43	Roadway	Roadway - other	5.810	Miles	$370908.36	$1854541.80	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,422	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROAD SAFETY REVIEWS FOR VARIOUS SELECTED LOCATIONS ACROSS THE STATE FOR FY 2020 AND FY 2021	Miscellaneous	Road safety audits			$250000.00	$250000.00	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Data	Data
LOCAL ROAD SAFETY PLAN DEVELOPMENT PHASE I	Non-infrastructure	Local road safety plans			$300000.00	$300000.00	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Data	Data
LOCAL ROAD SAFETY PLANS (LSRP) FOR ALABAMA COUNTIES PHASE II	Non-infrastructure	Local road safety plans			$333333.33	$458333.33	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Data	Data
RESURFACE ON SR-2 (US-72) IN GURLEY TO INCLUDE GUARDRAIL RESET (SAFETY REPLACEMENT OF STEEL BLOCK OUTS)	Roadside	Roadway - other	16.350	Miles	$84464.67	$14572145.43	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,474	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING ON SR-9 IN CENTRE TO INCLUDE GUARDRAIL RESET (SAFETY REPLACEMENT OF STEEL BLOCK OUTS)	Roadside	Roadway - other	5.020	Miles	$142979.49	$2341967.03	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,392	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROADWAY SIGNING IMPROVEMENTS ALONG THE CORRIDOR OF CR-89	Roadway signs and traffic control		5.100	Miles	$47130.94	$47130.94	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	4,423	50	City or Municipal Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS AT (BIN 001861) ON CR-17 OVER LIMESTONE CREEK	Roadside	Roadway - other			$68950.40	$68950.40	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	1,560	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
INSTALLING TRAFFIC CONTROL DEVICES ON CR-21 FROM MAPLE AVE TO CR-321	Roadway signs and traffic control		1.432	Miles	$58714.30	$58714.30	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	1,938	45	City or Municipal Highway Agency	Systemic	Signage	Roadway departure
GUARDRAIL END ANCHORS AT (BIN 000988) OVER DRY CREEK	Roadside	Roadway - other			$56724.29	$56724.29	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	9,392	45	City or Municipal Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION MODIFICATIONS AT THE INTERSECTION OF SR-2(US-72) AND SR-79	Intersection geometry	Intersection geometry - other	1	Intersections	$555346.30	$555346.30	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,648	65	State Highway Agency	Spot	Intersections	Intersection
WIDENING FOR CHICANES,HFST,PEDESTRIAN CROSSINGS, AND SIGNS ALONG CR-89	Roadway	Roadway delineation - other			$265481.56	$290892.27	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,086	45	County Highway Agency	Systemic	Multiple	Other
RESURFACING WIDENING AND TRAFFIC STRIPE ON CR-1297 FROM SR-67	Roadway	Roadway delineation - other	1.230	Miles	$272668.95	$272668.95	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	2,007	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-24,CR-36, AND CR-61	Roadside	Roadway - other			$129950.79	$136265.66	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Collector	530	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
WIDENING, EVELING, AND RESURFACING CR-65 (EASTER FERRY RD)	Roadside	Roadway widening - add lane(s) along segment	0.250	Miles	$205761.48	$205761.48	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	640	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION MODIFICATION ON CR-109 AND CR-36 TO INSTALL ROUNDABOUT	Intersection geometry	Intersection realignment	1	Intersections	$374979.00	$374979.00	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	4,882	35	County Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' SAFETY WIDENING ON SR-75 S OF INSBROOKE PKWY	Roadway	Roadway delineation - other	3.934	Miles	$44059.29	$3371583.41	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,335	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-3 (US 31) N OF FINLEY BLVD	Roadway	Roadway delineation - other	2.325	Miles	$52789.01	$2906109.04	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,831	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACING AND 2' SAFETY WIDENING ON SR-25 FROM BIBB COUNTY LINE TO CR-73	Roadway	Roadway delineation - other	3.685	Miles	$82399.18	$2241519.89	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,831	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
HORIZONTAL CURVE ROADWAY SIGNING ON STATE ROUTES IN BLOUNT, ST. CLAIR, SHELBY AND JEFFERSON COUNTIES	Roadway signs and traffic control				$269000.00	$269000.00	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-51, CR-29, AND CR-33	Roadside	Roadway - other			$181155.42	$181155.42	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	719	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS (BIN008027,005607, AND 008435)	Roadside	Roadway - other			$104789.27	$211001.92	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Arterial	4,275	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
WIDENING, RESURFACING AND STRIPING ON CR-83	Roadway	Roadway delineation - other	0.700	Miles	$88888.89	$333007.09	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,163	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING AND GUARDRAIL RETROFIT ON SR-144 ST. CLAIR COUNTY	Roadway	Roadway delineation - other	9.364	Miles	$667051.33	$3923831.38	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,010	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
HORIZONTAL CURVE SIGNING ON STATE ROUTES IN ALEXANDER CITY AREA	Roadway signs and traffic control				$529265.26	$529265.26	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING AND STRIPING ON SR-50 FROM SR-38(US280) TO MP 528.520	Roadway	Roadway delineation - other	5.412	Miles	$359938.20	$1999656.66	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,770	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, AND 2' SAFETY WIDENING ON SR-22 FROM MP 122.437 TO MP 130.587	Roadway	Roadway delineation - other	8.150	Miles	$325272.34	$2957021.28	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,743	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING AND 2' SAFETY WIDENING ON SR-49 FROM MP48.302 TO MP 52.920	Roadway	Roadway delineation - other	4.619	Miles	$379691.98	$1650834.71	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,074	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACING, STRIPING AND 2' SAFETY WIDENING ON SR-1(US 431) FROM MP 146.463 TO MP 150.20	Roadway	Roadway delineation - other	3.737	Miles	$297613.59	$1653408.86	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,914	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALL GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-46, CR-67, CR-15 AND CR-5	Roadside	Roadway - other			$112639.75	$112639.75	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	107	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-190, CR-280 AND CR-382	Roadside	Roadway - other			$194326.62	$194326.62	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	35	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-55 AND CR-49	Roadway	Roadway delineation - other			$154303.18	$154303.18	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	146	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING AND 2' WIDENING ON SR-77 FROM MP 25.208 TO MP 32.099	Roadway	Roadway delineation - other	6.953	Miles	$429988.79	$2529345.82	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,195	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
WIDENING, RESURFACING AND STRIPING ON CR-289 N OF CR-216	Roadway	Roadway delineation - other			$150900.80	$204289.69	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,425	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUTS SIGNING AND STRIPING ON I-65 OFF RAMPS AT EXIT 208	Intersection geometry	Intersection geometry - other	1	Intersections	$255025.00	$255025.00	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	40,908	70	State Highway Agency	Spot	Intersections	Intersection
SIGN INVENTORY AND ASSESSMENT STATE ROUTE INTERSECTIONS IN SUMPTER COUNTY	Non-infrastructure	Miscellaneous - other			$50000.00	$50000.00	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' SAFETY WIDENING, CENTERLINE AND EDGELINE SCORING ON SR-69	Roadway	Roadway delineation - other	8.039	Miles	$567831.32	$3548945.73	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,156	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING GUARDRAIL RESET AND STEEL BLOCK OUT ON SR-13(US-43) MARENGO COUNTY	Roadside	Roadway - other	11.429	Miles	$33775.11	$2032389.50	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,644	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HORIZONTAL CURVE SIGNING STATE ROUTES IN THE TUSCALOOSA AREA	Roadway signs and traffic control				$358981.33	$358981.33	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' SAFETY WIDENING AND SHOULDER SCORING ON SR-3 (US31) JEMISON CITY LIMITS	Roadway	Roadway delineation - other	3.766	Miles	$182963.41	$1829634.07	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,242	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' SAFETY WIDENING AND SCORING ON SR-6 (US 82)	Roadway	Roadway delineation - other	5.180	Miles	$597119.29	$7463991.16	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,622	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' WIDENING AND SCORING ON SR-6	Roadway	Roadway delineation - other	4.672	Miles	$1242061.15	$5914576.91	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,388	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-12 AND CR-10	Roadway	Roadway delineation - other			$232694.62	$232694.62	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	192	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALLING TRAFFIC CONTROL DEVICES AT THE CR-34/CR-83 INTERSECTION	Roadway	Roadway delineation - other	1	Intersections	$57211.60	$57211.60	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	404	45	City or Municipal Highway Agency	Spot	Intersections	Intersection
RSURFACING 1.5' SAFETY WIDENING CENTERLINE AND EDGELINE SCORING ON SR-17 FROM MP 210.425 TO MP 215.700	Roadway	Roadway delineation - other	5.270	Miles	$517146.90	$3042040.56	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,372	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-56, CR-47 AND CR-85	Roadside	Roadway - other			$97686.29	$97686.29	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	968	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-17 FROM MP 220.970 TO MP 227.000	Roadway	Roadway delineation - other	6.030	Miles	$369831.68	$3655541.17	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,427	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND GUARDRAIL STEEL BLOCK OUT REPLACEMENT ON I-22 EXIT 22 TO EXIT 30	Roadway	Roadway delineation - other	7.350	Miles	$27055.51	$16016286.38	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	14,320	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' WIDENING CENTER AND SHOULDER	Roadway	Roadway delineation - other	5.270	Miles	$647925.14	$3839076.32	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,688	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SCORING ON SR-17 FROM MP 215.700 TO MP 220.970															
RESURFACING AND 2' SAFETY WIDENING ON SR-171 FROM MP 47.101 TO MP 52.775	Roadway	Roadway delineation - other	5.674	Miles	$625735.31	$3364697.03	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,688	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' WIDENING SHOULDER AND CENTER SCORING ON SR-241 FROM SR-172 TO MP 13.503	Roadway	Roadway delineation - other	1.955	Miles	$246412.29	$1170811.19	HSIP (23 U.S.C. 148)	Rural	Major Collector	620	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND GUARDRAIL STEEL BLOCK OUTS ON SR-13 FROM MP 271.312 TO MP 276.074	Roadside	Roadway - other	4.718	Miles	$15624.13	$1874203.59	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	581	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
HORIZONTAL CURVE SIGNING STATE ROUTES IN FAYETTE AREA	Roadway signs and traffic control				$700965.74	$700965.74	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' WIDENING EDGELINE SCORING ON SR-13(US 43) FROM EUTAW CITY LIMITS TO SR-14	Roadway	Roadway delineation - other	2.035	Miles	$82110.03	$1474969	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,371	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS CR-49, CR-41, CR-21 AND CR-15	Roadside	Roadway - other			$99269.91	$257925.00	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS CR-133 AND CR-48	Roadside	Roadway - other			$137086.73	$137086.73	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	217		County Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT AT INTERSECTION OF SR-147 AND CR-72 (FARMVILLE RD)	Intersection geometry	Intersection geometry - other	1	Intersections	$287671.39	$287671.39	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,589	45	State Highway Agency	Spot	Intersections	Intersection
MODIFYING VERTICAL CURVE, ADDING ACCEL LANES, IMPROVING MEDIAN ON SR-38 AT SR-147	Roadway	Roadway delineation - other			$185000.00	$185000.00	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,145	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALL WRONG WAY ENTRY COUNTERMEASURES AT I-65 AND EDGEMONT AVE	Advanced technology and ITS	Advanced technology and ITS - other			$17799.57	$17799.57	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	3,415	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
UPGRADE TRAFFIC SIGNALS ON SR-9 (US-231)	Intersection traffic control	Modify traffic signal – modernization/replacement			$185000.00	$185000.00	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	39,867	55	State Highway Agency	Spot	Intersections	Intersection
ROUNDABOUT AT THE INTERSECTION OF WIRE RD AND COX RD IN AUBURN	Intersection geometry	Intersection geometry - other	1	Intersections	$96000.00	$96000.00	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,792	45	County Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' SAFETY WIDENNG ON SR-14 FROM TALLAPOOSA COUNTY LINE TO LEE COUNTY LINE	Roadway	Roadway delineation - other	9.306	Miles	$404039.08	$1623899.55	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,121	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-223 FROM THE PIKE COUNTY LINE TO CR-28	Roadway	Roadway delineation - other	3.820	Miles	$470930.87	$1623899.55	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	838	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ADDING LEFT TURN LANE ON SR-165 AT CR-24	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$45000.00	$45000.00	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,757	55	State Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' SAFETY WIDENING ON SR-165 FROM BARBOUR COUNTY LINE TO SR-208	Roadway	Roadway delineation - other	6.006	Miles	$377467.97	$2359174.79	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,940	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-97 FROM SR-3 (US 31) TO I-65	Roadway	Roadway delineation - other	4.174	Miles	$259932.74	$1299663.72	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,830	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
SAFETY WIDENING GUARDRAIL IMPROVEMENTS TRAFFIC STRIPING ON BURT MILL RD	Roadway	Roadway delineation - other	4.100	Miles	$320702.98	$320702.98	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	811	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALLING INTERSECTION CONFLICT WARNING SYSTEM AT INTERSECTION OF SR-8 (US 80) AND WARES FERRY RD	Advanced technology and ITS	Advanced technology and ITS - other	1	Intersections	$27777.78	$46527.78	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,305	55	State Highway Agency	Spot	Intersections	Intersection
GUARDRAIL AND GUARDRAIL END ANCHORS AT CR-379, CR-148, CR-175, CR-183, CR-126 AND CR-29	Roadway	Roadway delineation - other			$224995.24	$224995.24	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	450	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS AT BIN 004838 ON CR-16	Roadway	Roadway delineation - other			$59977.56	$69036.02	HRRR Special Rule (23	Rural	Local Road or Street	1,390	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							U.S.C. 148(g)(1))								
MODIFYING VERTICAL CURVE, ADDING ACCEL LANE, ADDING TRAFFIC SIGNAL IMPROVING MEDIAN ON SR-38 (US 280) AT SR-147	Intersection geometry	Intersection geometry - other	1	Intersections	$3265932.10	$3265932.10	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,145	65	State Highway Agency	Spot	Intersections	Intersection
ROUNDABOUT AT THE INTERSECTION OF REDLAND RD(CR-80 AND FIRETOWER RD (CR-59)	Intersection geometry	Intersection geometry - other	1	Intersections	$293164.00	$445634.13	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,835	45	State Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' WIDENING ON SR-8 (us 80) FROM MACON COUNTY LINE TO RUSSELL COUNTY LINE	Roadway	Roadway delineation - other	6.050	Miles	$611144.02	$2182657.21	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,086	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS AT BIN0046660 ON HARRISON AVE OVER BEECH CREEK	Roadside	Roadway - other			$144394.77	$144394.77	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Arterial	557	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS BIN 009989 ON CR-11 OVER CEDAR CREEK RELIEF BRANCH	Roadway	Roadway delineation - other				$85634.55	HSIP (23 U.S.C. 148)	Rural	Minor Collector	43	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
FEASIBILITY STUDY FOR ROUNDABOUT AT INTERSECTION SR-167 AND SR-87 IN SPRINGHILL	Non-infrastructure	Miscellaneous - other	1	Locations	$58075.00	$58075.00	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,094	55	State Highway Agency	Spot	Intersections	Intersection
RESURFACING 2' SFETY WIDENING CULVERT EXTENSIONS AND GUARDRAIL ON SR-97 FROM SR-9 TO MONTGOMERY COUNTY LINE	Roadway	Roadway delineation - other	7.780	Miles	$1284571.82	$2928247.33	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,187	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT AT CAMPBELLTON HIGHWAY (CR-203) AND TAYLOR RD (CR-64)	Intersection geometry	Intersection geometry - other	1	Intersections	$584929.40	$584929.40	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,885	40	City or Municipal Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' WIDENING ON SR-134 FROM SR-87 TO SR-88	Roadway	Roadway delineation - other	10.800	Miles	$1049149.90	$4561521.31	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,435	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACING AND 2' SAFETY WIDENING ON SR-52 FROM SR-9 (US 3310 TO HARVEST TIME RD	Roadway	Roadway delineation - other	14.560	Miles	$1005826.73	$5587926.26	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,902	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
PAVEMENT PRESERVATION AND 2' SAFETY WIDENING ON SR-9 (US 331) FROM N FLORALA CITY LIMIT TO RANDELL RD	Roadway	Roadway delineation - other	6.913	Miles	$645202.51	$2150675.04	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,109	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALL RUMBLE STRIPS UPGRADE SIGNS REMOVE FLASHER ON SR-153 AT SR-52	Roadway signs and traffic control		1	Miles	$14000.00	$14000.00	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,707	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
REALIGNING OF SR-85 SIGN UPGRADE ANS REMOVE FLASHER AT SR-85 AND SR-167	Intersection traffic control	Intersection traffic control - other	1	Intersections	$100000.00	$100000.00	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,007	55	State Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' SAFETY WIDENING ON SR-15 (US 29) FROM SR-93 TO BULLOCK COUNTY LINE	Roadway	Roadway delineation - other	9.977	Miles	$851102.66	$3868648.47	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,690	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS AT BIN 003970 ON CR-17 AND BIN 013483 ON CR-16	Roadway	Roadway delineation - other			$65960.17	$65960.17	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	418	35	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-420, CR-719, CR-148 AND CR-148	Roadway	Roadway delineation - other			$122028.60	$122028.60	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
STOP LINES AND RUMBLE STRIPS CR-85 AT CR-44 AND CR-49 AT CR-28	Intersection traffic control	Intersection traffic control - other			$12736.50	$12736.50	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	487		County Highway Agency	Spot	Intersections	Intersection
ROUNDABOUT AT INTERSECTION SR-55 AND SR-12 (US 84)	Intersection geometry	Intersection geometry - other	1	Intersections	$41474.96	$41474.96	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,638	55	State Highway Agency	Spot	Intersections	Intersection
SAFETY SIGNING INTERSECTION OF CR-85 AT CR-44 AND CR-49 AT CR-28	Intersection traffic control	Intersection signing – other			$4000.93	$4000.93	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,543	45	County Highway Agency	Spot	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
GUARDRAIL AND GUARDRAIL END ANCHOR CR-20 OVER JACKSON, PAULS AND LINDSEY CREEKS	Roadside	Roadway - other			$179673.47	$197198.62	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHOR BIN 010958, 009776, AND 008382	Roadway	Roadway delineation - other			$172258.80	$172258.80	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	300	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALLING TRAFFIC CONTROL DEVICES AND GUARDRAIL CR-2238 AND CR-6600	Roadway	Roadway delineation - other			$114464.19	$114464.19	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,362	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-32 OVER UNNAMED TRIBUTARY TO FIVE RUNS CREEK	Roadway	Roadway delineation - other			$19746.05	$19746.05	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	306	35	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-93 BIN 007111, 007466, AND 011305	Roadway	Roadway delineation - other			$111302.12	$111302.12	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	612	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION IMPROVEMENTS AND ACCESS MANAGEMENT SR-12 (US 84)	Access management	Access management - other			$7000.00	$7000.00	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,190	65	State Highway Agency	Spot	Intersections	Intersection
RESURFACING AND 2' SAFETY WIDENING ON SR-265 FROM MONROE COUNTY LINE TO CR-51	Roadway	Roadway delineation - other	6.037	Miles	$286639.14	$1364948.30	HSIP (23 U.S.C. 148)	Rural	Major Collector	501	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND STEEL BLOCK OUTS ON SR-13 (US 43) FROM SR-8 (US 80) TO BLACK WARRIOR RIVER BRIDGE	Roadside	Roadway - other	3.331	Miles	$46521.42	$1536118.99	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,696	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESTRICTED CROSSING U-TURN INTERSECTION SR-8 (US 80) AND SR-25	Intersection geometry	Intersection geometry - other	1	Intersections	$2750000.00	$2750000.00	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,369	65	State Highway Agency	Spot	Intersections	Intersection
GUARDRAIL END ANCHORS AT BIN 009583 ON CR-1 OVER CANE CREEK	Roadway	Roadway delineation - other			$38312.73	$42542.79	HRRR Special Rule (23	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							U.S.C. 148(g)(1))								
GUARDRAIL AND GUARDRAIL END ANCHORS AT BIN 003074 OVER CR-34 AND BIN 010751 ON CR-16	Roadway	Roadway delineation - other			$69988.13	$69988.13	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,269	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-181 FROM SR-42 (US 98) TO S OF QUAIL CREEK	Roadway	Roadway delineation - other	6.950	Miles	$290931.61	$1898507.84	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,612	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND STEEL BLOCK OUTS SR-59	Roadway	Roadway delineation - other	5.270	Miles	$16078.29	$3541788.53	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	44,604	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON SR-16 (US 90) AT SR-59	Intersection geometry	Intersection geometry - other	1	Intersections	$792221.75	$792221.75	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,269	50	State Highway Agency	Spot	Intersections	Intersection
RESURFACING AND GUARDRAIL WITH STEEL BLOCK OUTS ON SR-15 (US 29)	Roadside	Roadway - other	7.291	Miles	$18017.46	$1653429.66	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,250	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND STEEL BLOCK OUTS ON SR-3 (US 31) FROM SR-12 (US 84) TO CSX OVERPASS	Roadway	Roadway delineation - other	3.157	Miles	$16125.93	$1689653.96	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,283	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION REALIGNMENT AND MODIFICATIONS SR-3 (US 31) AND SR-12 (US 84)	Intersection geometry	Intersection geometry - other	1	Intersections	$291235.52	$291235.52	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,288	55	State Highway Agency	Spot	Intersections	Intersection
INTERSECTION REALIGNMENT AND INSTALLATION TURN LANES AT CR-31 AND SR-3 (US 31)	Intersection geometry	Intersection geometry - other	1	Intersections	$40521.00	$76521.00	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,611	55	State Highway Agency	Spot	Intersections	Intersection
ROUNDABOUT INSTALLATION AT CANAL ST AND BROAD ST	Intersection geometry	Intersection geometry - other	1	Intersections	$1535099.02	$1535099.02	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,247	35	City or Municipal Highway Agency	Spot	Intersections	Intersection
INTERSECTION RELOCATION AND TRAFFIC SIGNAL INSTALLATION ON SR-16 (US 90) AT SR-59	Intersection geometry	Intersection geometry - other	1	Intersections	$1353348.63	$1632940.56	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,269	50	State Highway Agency	Spot	Intersections	Intersection

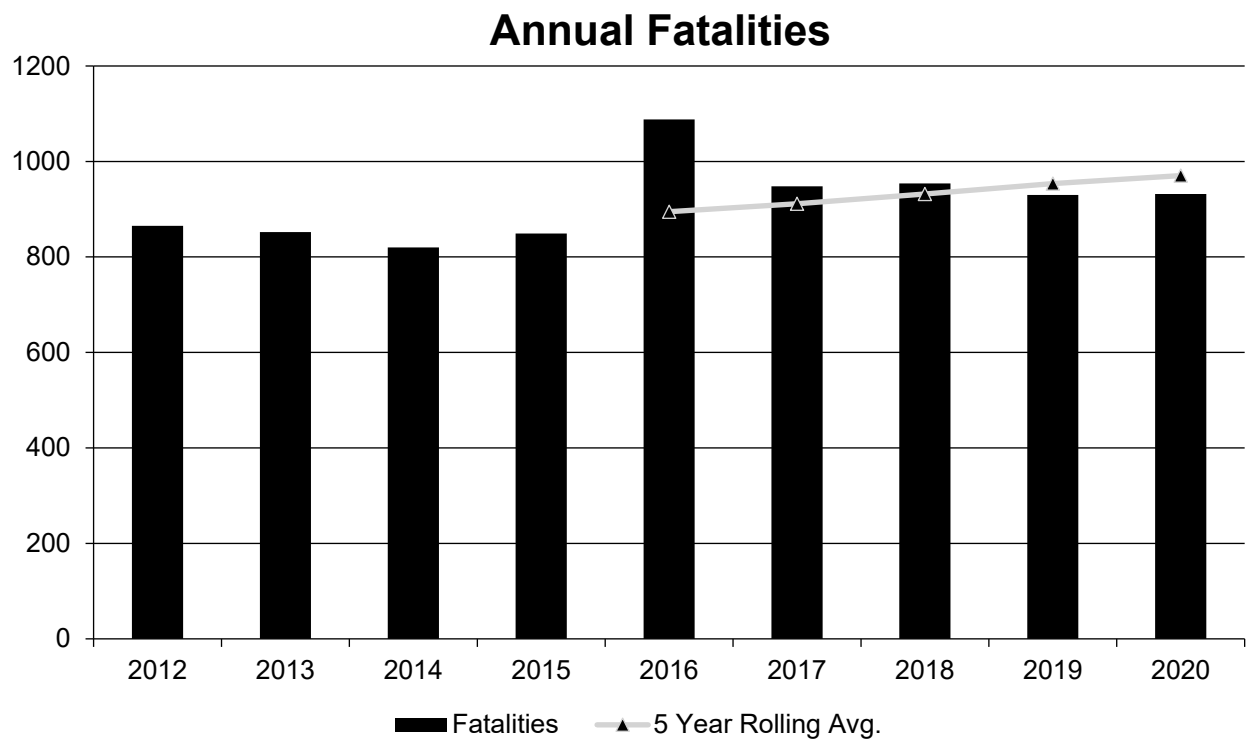
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACING AND STEEL BLOCK OUT SR-41 FROM SR-3 TO N OF BURNT CORN CREEK	Roadside	Roadway - other	2.350	Miles	$41794.64	$738617.13	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,447	35	State Highway Agency	Systemic	Roadway Departure	Roadway departure
CONSTRUCT OFFSET LEFT TURN LANES ON FOLEY BEACH EXPRESS AT CR-12	Intersection geometry	Intersection geometry - other	1	Intersections	$423123.80	$423123.80	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Arterial	18,375	45	County Highway Agency	Spot	Intersections	Intersection
GUARDRAIL ASSESSMENT SR 7 AND SR 171 TUSCALOOSA	Roadway	Roadway delineation - other	43.165	Miles	$691747.68	$691747.68	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' WIDENING GUARF=DRAILS ON SR-75	Roadway	Roadway delineation - other	4.48	Miles	$23043.70	$207393.25	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' WIDENING ON SR-97 FROM SR-3 (US 31) TO I-65	Roadway	Roadway delineation - other	4.7	Miles	$25993.27	$233939.47	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,425	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND END ANCHORS ON CR-32	Roadside	Roadway - other			$1974.61	$17771.44	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	445	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND END ANCHORS CR-113, CR-60 AND CR-54	Roadside	Roadway - other			$119305.54	$119305.54	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	420	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure

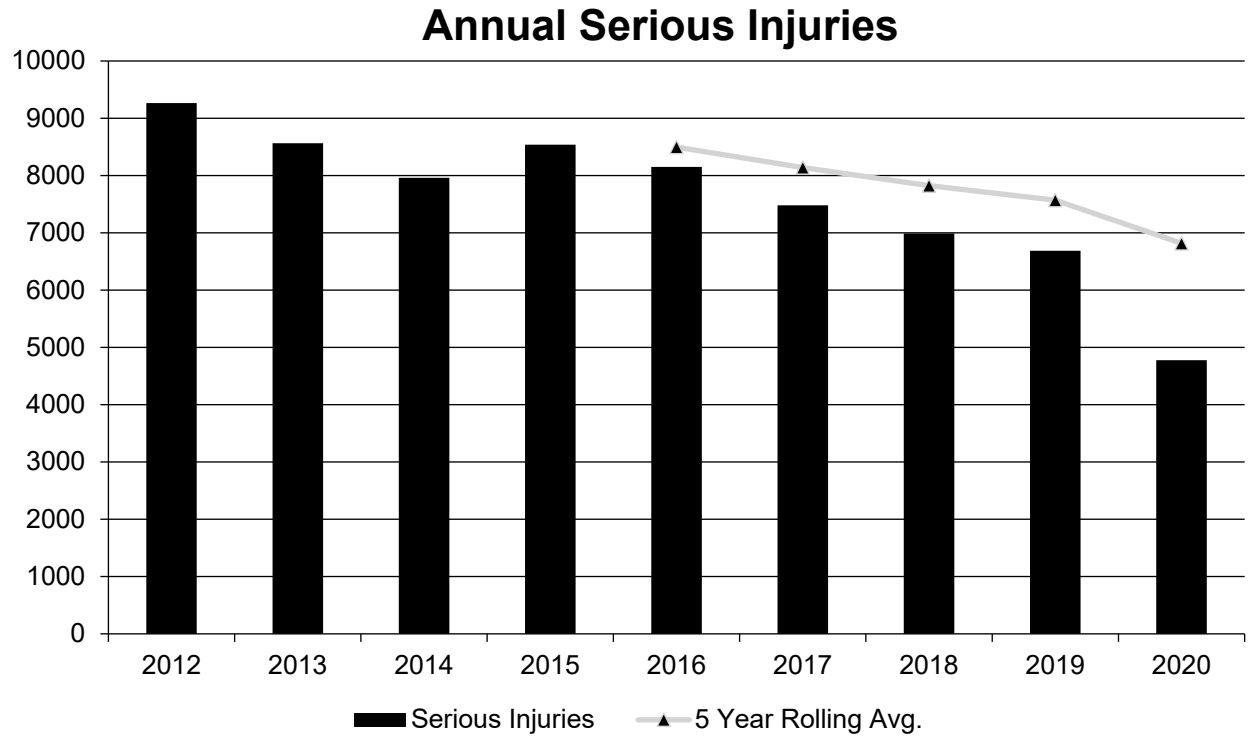
Safety Performance

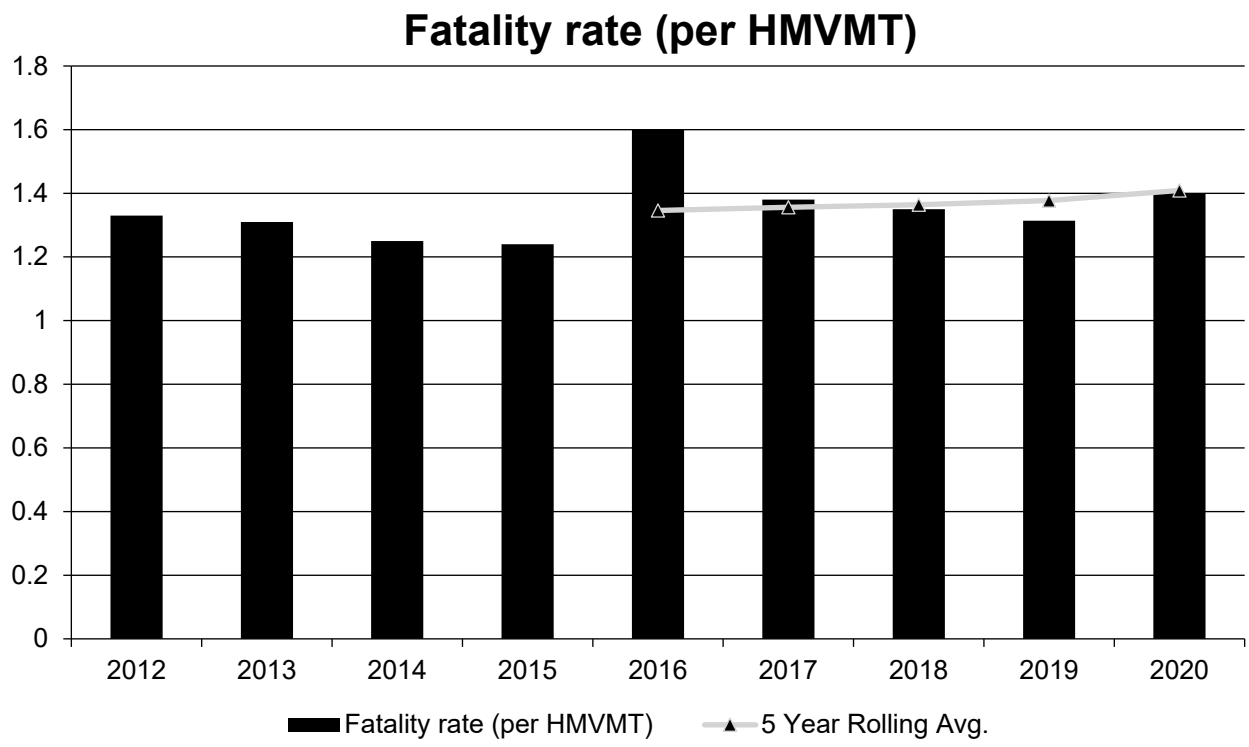
General Highway Safety Trends

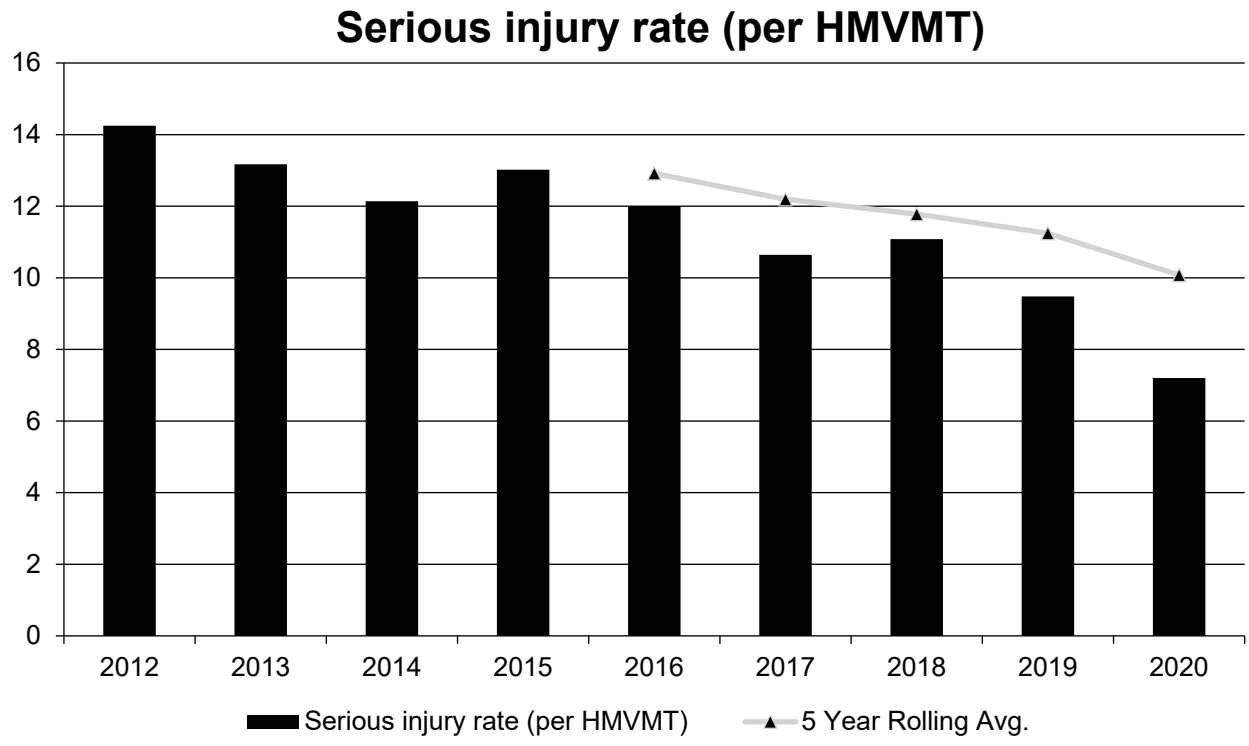
Present data showing the general highway safety trends in the State for the past five years.

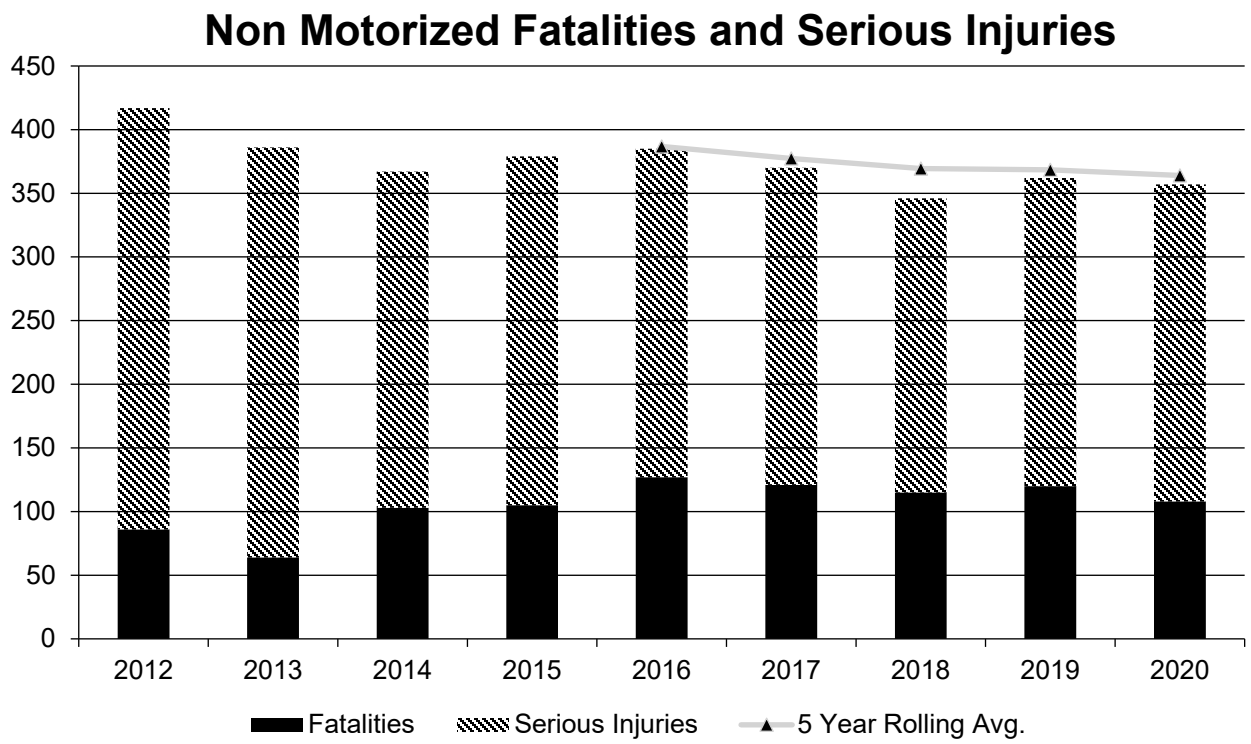
PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	865	852	820	849	1,088	948	954	930	932
Serious Injuries	9,266	8,564	7,960	8,540	8,152	7,480	6,990	6,687	4,777
Fatality rate (per HMVMT)	1.330	1.310	1.250	1.240	1.600	1.380	1.350	1.314	1.400
Serious injury rate (per HMVMT)	14.250	13.170	12.140	13.020	12.000	10.640	11.080	9.479	7.200
Number non-motorized fatalities	86	64	103	105	127	121	115	120	108
Number of non-motorized serious injuries	331	322	264	274	258	249	231	242	249


Annual Fatalities
1200
1000
800
600
400
200
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
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
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
16
14
12
10
8
6
4
2
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2020

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	120	506		
Rural Principal Arterial (RPA) - Other Freeways and Expressways	5	28		
Rural Principal Arterial (RPA) - Other	253	1,231		
Rural Minor Arterial				
Rural Minor Collector				
Rural Major Collector				

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 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 2020

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	435	1,976		
County Highway Agency	230	1,281		
Town or Township Highway Agency				
City or Municipal Highway Agency	146	787		
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				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:961.0

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020.

Number of Serious Injuries:6000.0

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020.

Fatality Rate:1.400

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020.

Serious Injury Rate:9.000

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020.

Total Number of Non-Motorized Fatalities and Serious Injuries:365.0

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020.

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

The Safety Performance Targets were developed through a complex series of negotiations with the SHSO. ALDOT collaborated with stakeholders to refine target scenarios and develop final targets for each of the five performance measures. Additionally, ALDOT staff has attended MPO meetings and also has offered technical support to any MPOs that wish to set their own targets. If an MPO agrees to adopt the state's targets, the TSOS will work with them to address areas of concern for fatalities and serious injuries within their metropolitan planning area.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS

Number of Fatalities	964.0	970.4
Number of Serious Injuries	8143.0	6817.2
Fatality Rate	1.350	1.409
Serious Injury Rate	11.025	10.080
Non-Motorized Fatalities and Serious Injuries	384.0	364.0

Alabama failed to meet the fatality and fatality rate targets for 2019. Alabama has an anomaly for FY 2016 that is still having an effect on meeting our targets. An implementation Plan is being developed for 2022. Alabama did not meet the targets for 2020.

Applicability of Special Rules

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

Yes

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	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	153	145	179	182	134	159	115
Number of Older Driver and Pedestrian Serious Injuries	1,249	1,437	1,385	1,344	584	604	360

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries

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

Following a spike in fatalities during 2016, Alabama has shown a downward trend in the last two reporting cycles. Alabama Traffic Safety & Operations Section 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 to 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
- # RSAs completed
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change

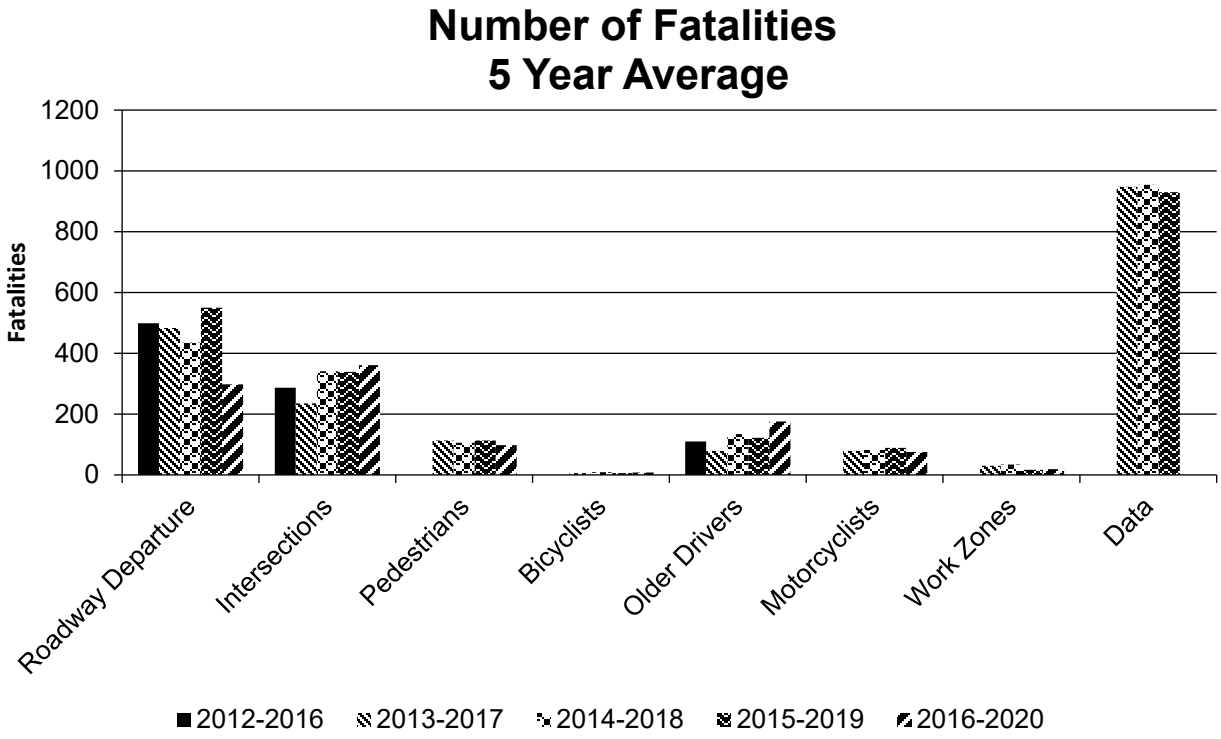
Effectiveness of Groupings or Similar Types of Improvements

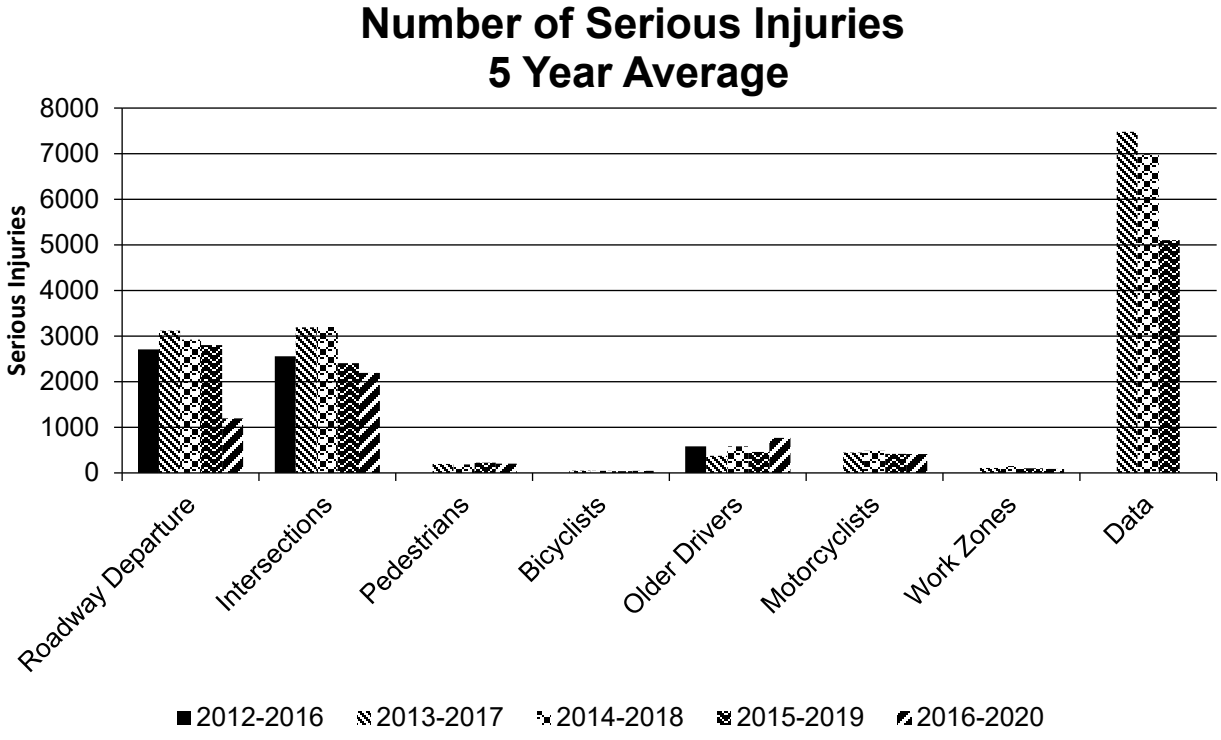
Present and describe trends in SHSP emphasis area performance measures.

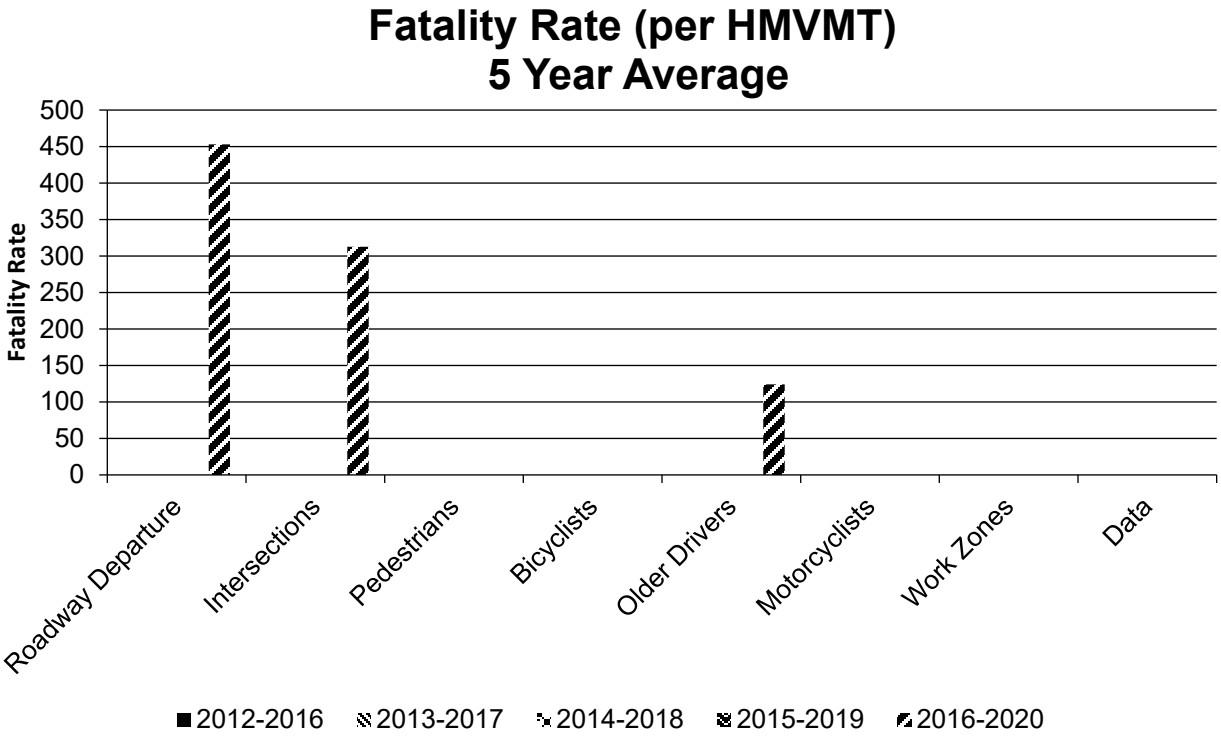
Year 2020

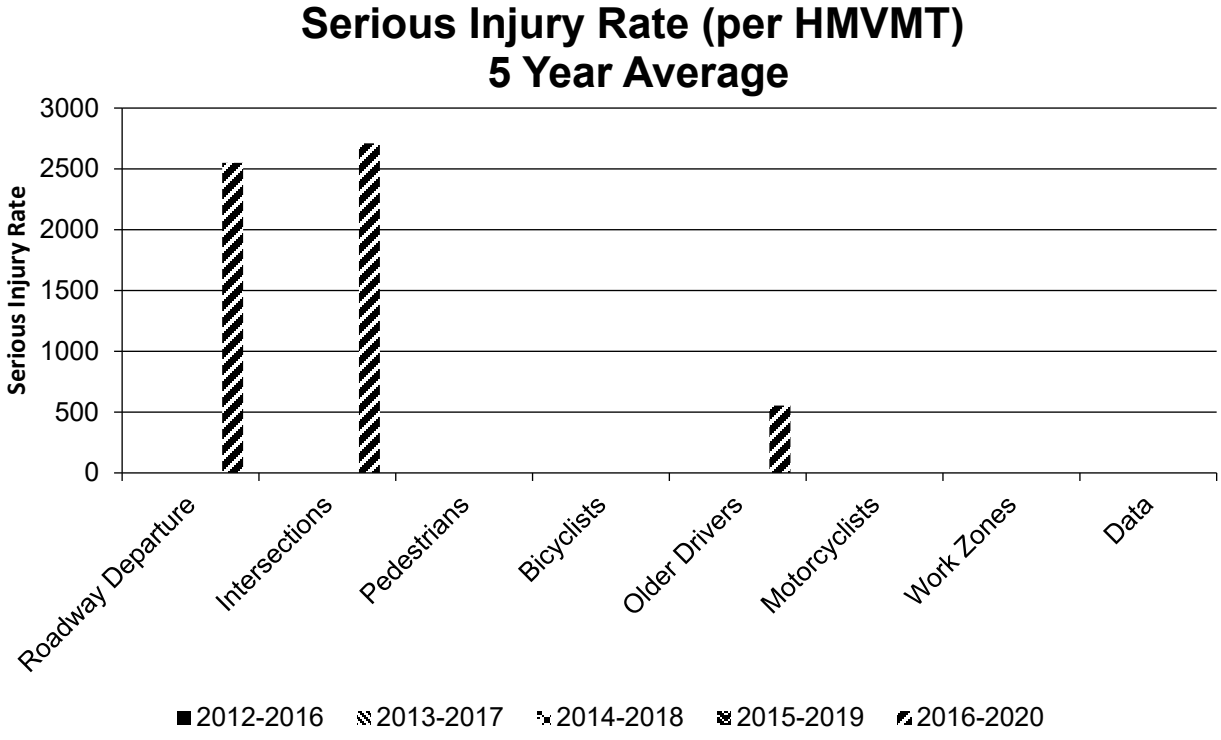
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	298	1,197	453	2,550
Intersections	Intersections	361	2,193	312.6	2,709.6
Pedestrians	All	98	204		
Bicyclists	All	8	45		
Older Drivers	All	176	767	124.2	553.2
Motorcyclists	All	75	414		
Work Zones	All	19	86		

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)
Data	All				


Number of Fatalities
5 Year Average
Fatalities
1200
1000
800
600
400
200
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Number of Serious Injuries
5 Year Average
Serious Injuries
8000
7000
6000
5000
4000
3000
2000
1000
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
500
450
400
350
300
250
200
150
100
50
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
3000
2500
2000
1500
1000
500
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020

Project Effectiveness

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

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

The updated SHSP is due 7/18/2022.

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*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
ROADWAY SEGMENT	Segment Identifier (12) [12]	10	15								
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100			
	Surface Type (23) [24]	10	100								
	Begin Point Segment Descriptor (10) [10]	100	100					100		100	
	End Point Segment Descriptor (11) [11]	100	100					100		100	
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100		100	

ROAD TYPE	*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
	Median Type (54) [55]	50	50								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100			
	Average Annual Daily Traffic (79) [81]	100	100								
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100		100	
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]										
	AADT Year (80) [82]										
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at										

ROAD TYPE	*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
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]										
	Ramp Length (187) [177]										
	Roadway Type at Beginning of Ramp Terminal (195) [185]										
	Roadway Type at End Ramp Terminal (199) [189]										
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]										
	Year of Ramp AADT (192) [182]										
	Functional Class (19) [19]										
	Type of Governmental Ownership (4) [4]										
Totals (Average Percent Complete):		**87.22**	**92.50**	**0.00**	**0.00**	**0.00**	**0.00**	**66.67**	**0.00**	**80.00**	**0.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

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 the 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, the MIRE committee members are actively engaged 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 product to 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 (HPMS). 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. TSOS is currently researching additional funding opportunities to support the MIRE collection efforts, and looking into partnerships with state universities for help in the processing of data that is collected.

Optional Attachments

Program Structure:

Alabama HSIP Application Guide July2020.docx
Project Implementation:

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.