



Highway Safety Improvement Program
Data Driven Decisions

Alabama
Highway Safety Improvement Program
2014 Annual Report

Prepared by: AL

Disclaimer

Protection of Data from Discovery & Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

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Executive Summary

Alabama Department of Transportation (ALDOT) through the Bureau of Transportation Planning and Modal Programs, Office of Safety Operations (OSO) is responsible for the administration of the Highway Safety Improvement Program (HSIP). The vision for the Office of Safety Operations is to provide the tools, processes and guidance necessary to reduce the number and severity of crashes for all public roads in Alabama.

The HSIP projects are consistent with the Alabama Strategic Highway Safety Plan (SHSP) 2nd Edition, 2012. The SHSP is scheduled for update in 2015. The next version of the Alabama SHSP's focus will be toward implementing regional SHSP's to target the Metropolitan Planning Organizations (MPOs), Counties, and Rural/Regional Planning Organizations (RPOs). Specific emphasis areas will be identified within in region to develop emphasis areas where proven countermeasures may be applied.

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

The SHSP has five key focus areas: **Driver Behavior, Infrastructure Countermeasures, Legislative Initiatives, Traffic Safety Information Systems and Safety Stakeholders Community.** The SHSP was developed in conjunction with the Alabama Department of Economic and Communities Affairs (ADECA). ADECA is responsible to implement the National Highway Traffic Safety Administration (NHTSA) programs. The behavioral side of the SHSP is referenced in the Statewide Highway Safety Plan that addresses the behavioral safety elements related to occupant restraint use, impaired driving, speed, young drivers, motorcycles, and pedestrians.

HSIP projects have focused on the areas of Infrastructure Countermeasures (construction/supportive programs), Driver Behavior (safety outreach campaigns), and Traffic Safety Information Systems (crash analysis).

Infrastructure Countermeasure HSIP projects are developed through a safety and operational analysis using crash data statistics, crash patterns, and benefit-cost engineering analysis. The projects have been systemic in recent years and have been directed toward specific needs identified through data analysis . These systematic projects include Shoulder Widening Program, Interstate Median Barrier, and Horizontal Curve Signing.

OSO collaborates with University Research Centers to identify and develop data and analysis tools such as the Roadway Improvement Safety Evaluation (RISE) program and ALSAFE. RISE is a

dashboard based tool that will provide ALDOT Region personnel with a method for selecting safety projects that will be cost effective. This tool will integrate safety needs into on-going maintenance projects. ALSAFE is a statewide planning level safety software tool which will aid ALDOT, Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations (RPOs) in identifying potential safety related activities both human factors based and infrastructure based. These tools will be vital in the planning and selection process of potential HSIP projects.

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. Center for Advanced Public Safety (CAPS) at the University of Alabama has a contract underway to develop Safety Performance Factors (SPF) for state route segments and intersections while the University of South Alabama has a pending project to develop SPFs for the rural roads. The SPFs will be specific for Alabama by applying Highway Safety Manual (HSM) methodologies to their development. By using these tools, the project selection and evaluation process will be enhanced.

Local roads safety and enforcement programs are included in the HSIP program of projects. Local roads safety needs has been emphasized through the development of tools and educating locals entities on the emphasis of safety, through Local Technical Assistance Program (LTAP) at Auburn University. LTAP provides both training and practical application of safety principles. The HSIP Applications Guidelines is currently being update. This Manual will assist local agencies and Regional Personnel in developing safety projects and applying for HSIP funds.

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

Driver Behavior and Traffic Safety Information Systems areas of Alabama's current SHSP are managed by the Safety Management Section (SMS) in the ALDOT's Bureau of Transportation Planning and Modal Programs.

Safety Outreach initiatives are coordinated with the ALDOT's Media and Community Relations Bureau, the Alabama Department of Public Safety (DPS), and ADECA. "Driver Sober or Get Pulled Over," "Click or Ticket It," and "Work Zone Safety" are just a few of the safety campaigns that occur during the year. This partnership is effective in presenting safety information to the public to focus on reducing the number of fatalities and serious injury, especially during various holiday seasons.

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

ALDOT has made great strides to develop and implement safety programs and provide public awareness but more efforts are need to meet the “Toward Zero Death” goal. This is a cooperative 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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

Central

District

Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

Local Roads are address through the HSIP by using crash analysis and safety and operations analysis. HSIP funds are available to local agencies for low cost safety improvements such as striping, markings, signage, traffic signal upgrades, etc. Project selections are based on crash data analysis as well as benefit to cost analysis. As this process continues, there is more focus on the system wide or corridor approach rather than isolated or hotspot locations. ALDOT is currently developing a HSIP Manual for project selection. This manual will provide guidance for local agencies, MPOs/RPOs, and ALDOT Region Personnel and focuses on the eligibility and funding requirements for HSIP projects. Training and workshops will be provided for those responsible for HSIP program implementation.

Alabama is proactive in the development of safety tools such as RISE, usRAP and the use of the HSM that will assist in the analysis process for local roads. These programs and studies are being conducted by various universities and consultants. ALDOT is currently developing 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 for both state and local government projects.

SMS provides cities, counties and other municipalities with yearly 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. This provides an analytical process to assess crash data for trends and use as needed. CARE training is held several times during the year.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

- Design
- Planning
- Maintenance
- Operations
- Governors Highway Safety Office
- Other: Other-ALDOT County Transportation
- Other: Other-ALDOT Computer Services

Briefly describe coordination with internal partners.

OSO coordinates the HSIP program with internal bureaus and sections within the Department.

A safety program was developed between the OSO and ALDOT's Maintenance Bureau to implement the statewide shoulder widening projects on resurfacing projects. The program addresses road departure crashes systemwide along rural state routes. The program works in coordination with the state's

resurfacing program and provides two (2') feet 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 OSO in the identification of state routes that are being widened and provides input for preparation of the HSIP Report.

ALDOT's Maintenance Bureau is tasked with maintaining traffic control signage in conformance with the current MUTCD (Manual on Uniform Traffic Control Devices). As part of this requirements, OSO is collaborating with Maintenance Bureau by identifying high crash horizontal curve locations for enhanced signage upgrades. HSIP funding will be used to implement this program.

Similar partnerships were developed between the ALDOT's County Transportation Bureau and SMS/OSO to implement the High Risk Rural Roads Program (HRRRP). This partnership was essential in the development and implementation of the program. Areas of involvement range from the providing county engineers with crash data and analysis, to application development, review, and project selection. This "hands on" approach had been successful in addressing Alabama's local roads safety needs. SMS provides crash data for interdepartmental use, including Division Offices as well as, Metropolitan Planning Organizations, Cities, and Counties and others as needed.

Identify which external partners are involved with Highway Safety Improvement Program planning.

- Metropolitan Planning Organizations
- Governors Highway Safety Office
- Local Government Association
- Other: Other-County and Local Govt
- Other: Other-Ala Dept of Public Health
- Other: Other-Ala Dept of Public Safety
- Other: Other-Ala Dept of Education
- Other: Other-Alabama Department of Economic and Community Affairs

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

- Multi-disciplinary HSIP steering committee
- Other: Other-Implementing HSIP/Safety Operations Manual
- Other: Other-Pending Development of SPFs/CMFs for use of HSM

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

OSO vision is to develop and provide tools, processes, and guidance necessary to focus on reduce the number and severity of crashes for all public roads in Alabama. OSO provides infrastructure road safety initiatives and strategies and provides rapid review, response, and resolution to roadway safety concerns.

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

By taking a proactive approach in administration and planning for HSIP projects and with upper management support, OSO manages HSIP funds in a more progressive manner.

Program Methodology

Select the programs that are administered under the HSIP.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Median Barrier | <input checked="" type="checkbox"/> Intersection | <input type="checkbox"/> Safe Corridor |
| <input checked="" type="checkbox"/> Horizontal Curve | <input type="checkbox"/> Bicycle Safety | <input checked="" type="checkbox"/> Rural State Highways |
| <input checked="" type="checkbox"/> Skid Hazard | <input checked="" type="checkbox"/> Crash Data | <input type="checkbox"/> Red Light Running Prevention |
| <input checked="" type="checkbox"/> Roadway Departure | <input checked="" type="checkbox"/> Low-Cost Spot Improvements | <input checked="" type="checkbox"/> Sign Replacement And Improvement |

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Local Safety | <input type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Right Angle Crash |
| <input type="checkbox"/> Left Turn Crash | <input checked="" type="checkbox"/> Shoulder Improvement | <input checked="" type="checkbox"/> Segments |
| <input type="checkbox"/> Other: | | |

Program: Median Barrier

Date of Program Methodology: 7/29/2003

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Use of HSM methodology

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment

- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- 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).

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding 50
- Incremental B/C
- Ranking based on net benefit
- Other
- Projects are ranked by priority 50

Program: Intersection

Date of Program Methodology: 1/2/2000

What data types were used in the program methodology?

- | <i>Crashes</i> | <i>Exposure</i> | <i>Roadway</i> |
|---|---|---|
| <input checked="" type="checkbox"/> All crashes | <input checked="" type="checkbox"/> Traffic | <input type="checkbox"/> Median width |
| <input type="checkbox"/> Fatal crashes only | <input checked="" type="checkbox"/> Volume | <input type="checkbox"/> Horizontal curvature |
| <input checked="" type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input checked="" type="checkbox"/> Functional classification |
| <input type="checkbox"/> Other | <input type="checkbox"/> Lane miles | <input checked="" type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input type="checkbox"/> Other |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)

- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other-Division 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).

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C 1

Available funding 2

Incremental B/C

Ranking based on net benefit

Other

Program: **Horizontal Curve**

Date of Program Methodology: **1/2/2012**

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process

Selection committee Other-Program is being developed

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 Rank of Priority Consideration Ranking based on B/C Available funding Incremental B/C Ranking based on net benefit Other Methodology being developed 100

Program: Rural State Highways

Date of Program Methodology: 1/2/2006

What data types were used in the program methodology?

Crashes

 All crashes Fatal crashes only

Exposure

 Traffic Volume

Roadway

 Median width Horizontal curvature

- | | | |
|---|-------------------------------------|---|
| <input checked="" type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input type="checkbox"/> Functional classification |
| <input type="checkbox"/> Other | <input type="checkbox"/> Lane miles | <input checked="" type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input checked="" type="checkbox"/> Other-No of lanes |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

Competitive application process Selection committee Other

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 Rank of Priority Consideration Ranking based on B/C Available funding 50 Incremental B/C Ranking based on net benefit Cost Effectiveness 50

Program: Skid Hazard

Date of Program Methodology: 1/1/2013

What data types were used in the program methodology?

*Crashes**Exposure**Roadway* All crashes Traffic Median width Fatal crashes only Volume Horizontal curvature

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input type="checkbox"/> Functional classification |
| <input type="checkbox"/> Other | <input checked="" type="checkbox"/> Lane miles | <input checked="" type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input type="checkbox"/> Other |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other-Program is being developed

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
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding 50
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness 50

Program: **Crash Data**

Date of Program Methodology: 1/1/1996

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only

Exposure

- Traffic
- Volume

Roadway

- Median width
- Horizontal curvature

- | | | |
|---|-------------------------------------|--|
| <input checked="" type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input type="checkbox"/> Functional classification |
| <input type="checkbox"/> Other | <input type="checkbox"/> Lane miles | <input type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input type="checkbox"/> Other |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

Yes No**How are highway safety improvement projects advanced for implementation?** Competitive application process Selection committee Other-Use of the CARE system

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 Rank of Priority Consideration Ranking based on B/C Available funding Incremental B/C Ranking based on net benefit Other Data Available Statewide 100

Program: Roadway Departure**Date of Program Methodology:** 1/2/2006

What data types were used in the program methodology?*Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Existing Shoulder if applicable

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

Are local roads (non-state owned and operated) included or addressed in this program? Yes No**How are highway safety improvement projects advanced for implementation?** Competitive application process Selection committee 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 Rank of Priority Consideration Ranking based on B/C Available funding 50 Incremental B/C Ranking based on net benefit Cost Effectiveness 50

Program: Low-Cost Spot Improvements**Date of Program Methodology:** 1/1/1993

What data types were used in the program methodology?*Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

Are local roads (non-state owned and operated) included or addressed in this program? Yes No

If yes, are local road projects identified using the same methodology as state roads?

 Yes No**How are highway safety improvement projects advanced for implementation?** Competitive application process Selection committee Other

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 Rank of Priority Consideration Ranking based on B/C 50 Available funding 50 Incremental B/C Ranking based on net benefit Other

Program: Sign Replacement And Improvement

Date of Program Methodology: 1/1/2006

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments

- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- 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).

- Relative Weight in Scoring
- Rank of Priority Consideration

Ranking based on B/C

Available funding 1

- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness 2

Program: **Local Safety**

Date of Program Methodology: **1/1/2006**

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate

- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other

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

Rank of Priority Consideration

- Ranking based on B/C 25
- Available funding 50
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness 25

Program: Shoulder Improvement

Date of Program Methodology: 1/2/2006

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment

- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other

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

Rank of Priority Consideration

Ranking based on B/C

Available funding 1

Incremental B/C

Ranking based on net benefit

Cost Effectiveness 2

Program: Segments

Date of Program Methodology: 1/3/1993

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other

What project identification methodology was used for this program?

Crash frequency

- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other

Other-RANKING

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

Rank of Priority Consideration

Ranking based on B/C

Available funding 50

Incremental B/C

Ranking based on net benefit

Cost Effectiveness 50

What proportion of highway safety improvement program funds address systemic improvements?

50

Highway safety improvement program funds are used to address which of the following systemic improvements?

Cable Median Barriers

Rumble Strips

Traffic Control Device Rehabilitation

Pavement/Shoulder Widening

Install/Improve Signing

Install/Improve Pavement Marking and/or Delineation

Upgrade Guard Rails

Clear Zone Improvements

Safety Edge Install/Improve Lighting Add/Upgrade/Modify/Remove Traffic Signal Other Other-Horizontal Curve Signing and Marking Program**What process is used to identify potential countermeasures?** Engineering Study Road Safety Assessment Other:**Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.** Highway Safety Manual Road Safety audits Systemic Approach Other:

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

The Office of Safety Operations' methodology for development of the HSIP Programs is directly related to the correlation with the goals and elements in the Alabama Strategic Highway Safety Plan. Program elements are focused toward reducing the number of fatalities and severe injuries in Alabama. A sample list of projects that are currently underway are as follows:

- Two Foot (2') Shoulder Widening Program on the State Highway System
- Interstate Median Barrier Program
- Roadway Safety Assessments/Audits (RSA) Manual
- Traffic Signal Inventory
- Speed Management Program Evaluation
- Roundabout Manual
- Roundabout Conceptual Design on Three State Routes Intersections
- Roadway Improvement Safety Evaluation (RISE) Program with site identification
- First Responders related to EMS
- Integrating Safety and Operations into ALDOT processes
- ALSAFE (Alabama Planning Level Safety Tool)
- usRAP (Road Assessment Program)
- Work Zone Mobility and Safety Assessment
- Wet-Weather Safety Analysis and Site Identification Methodology
- Horizontal Curve Resigning Program (with ALDOT Maintenance Bureau)
- Implementing Highway Safety Manual (HSM) Procedures into overall program analysis

ALDOT is making great strides toward implementing more systemic programs and providing safety tools for analysis for within the department as well as external partners. The goal for the updated SHSP is to target more local entities to assist in the TZD initiative for the state.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

- Calendar Year
- State Fiscal Year
- Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	24765699	18 %	27080623	16 %
HRRRP (SAFETEA-LU)	0	0 %	1098450	1 %
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer - Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)	111909569	82 %	136683190	83 %
State and Local Funds				

Totals	136675268	100%	164862263	100%
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How much funding is programmed to local (non-state owned and maintained) safety projects?

0 %

How much funding is obligated to local safety projects?

1 %

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

0 %

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

1 %

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

0 %

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

20 %

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

Alabama has no impediments to obligate HSIP funds at this time.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

None

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
Pilot Project from Traffic Signal Inventory and Safety Analysis	Non-infrastructure Data/traffic records	1 Numbers	121120	121120	HSIP (Section 148)		0	0	State Highway Agency	Data	
SR-195 FROM MP 30.4 TO 35.72, WINSTON COUNTY	Shoulder treatments Widen shoulder - paved or other	5 Miles	323784	2088928	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	2995	55	State Highway Agency	Roadway Departure	
SR-3(US 31) FROM MP 269.51 TO MP 271.67, JEFFERSON COUNTY	Shoulder treatments Widen shoulder - paved or other	2 Miles	61849	1484363	Other Federal -aid Funds (i.e. STP,	Urban Principal Arterial - Other	35924	50	State Highway Agency	Roadway Departure	

					NHPP)						
SR-9 FROM MP 238.243 TO MP 243.425, CALHOUN COUNTY	Shoulder treatments Widen shoulder - paved or other	5 Miles	25658 0	17105 30	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	494 3	55	State Highway Agency	Roadway Departure	
SR-4 FROM MP 176.265 TO MP 183.20, CLEBURNE COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	42478 4	24071 10	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	194 5	55	State Highway Agency	Roadway Departure	
SR-22 FROM MP 85.053 TO MP 94.102, COOSA COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	34021 6	22681 05	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	120 0	55	State Highway Agency	Roadway Departure	
SR-9 FROM MP 180.91 TO MP 188.26, CLAY	Shoulder treatments Widen shoulder - paved or other	7 Miles	27074 0	30082 20	Other Federal -aid Funds (i.e.	Rural Minor Arterial	605 0	55	State Highway Agency	Roadway Departure	

COUNTY					STP, NHPP)						
SR-48 FROM MP 25 TO MP 34.3, RANDOLPH COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	58918 7	45322 05	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	231 0	55	State Highway Agency	Roadway Departure	
SR-46 FROM MP 11 TO 21, CLEBURNE COUNTY	Shoulder treatments Widen shoulder - paved or other	10 Miles	53310 3	35540 22	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	306 0	55	State Highway Agency	Roadway Departure	
SR-51 FROM MP 111.98 TO 114.18, LEE COUNTY	Shoulder treatments Widen shoulder - paved or other	2 Miles	37135	92838 5	Other Federal -aid Funds (i.e. STP, NHPP)	Multiple Classes	236 0	55	State Highway Agency	Roadway Departure	
SR-4 FROM MP 143.673 TO MP 148.822,	Shoulder treatments Widen shoulder - paved or other	5 Miles	30428 6	15214 31	Other Federal -aid Funds	Rural Minor Arterial	550 0	55	State Highway Agency	Roadway Departure	

TALLADEGA COUNTY					(i.e. STP, NHPP)						
SR-22 FROM MP 109.74 TO 112.85, COOSA AND TALLAPOOSA COUNTIES	Shoulder treatments Widen shoulder - paved or other	3 Miles	14537 8	11762 42	Other Federal -aid Funds (i.e. STP, NHPP)	Urban Minor Arterial	328 7	55	State Highway Agency	Roadway Departure	
SR-6 FROM MP 106.89 TO MP 115.66, CHILTON COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	30837 9	31180 54	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	284 0	55	State Highway Agency	Roadway Departure	
SAFETY AND OPERATIONAL STUDY ON SR-6 (US 82), TUSCALOOSA COUNTY	Access management Access management - other	1 Miles	15453 2	15453 2	HSIP (Section 148)	Urban Principal Arterial - Other	388 62	50	State Highway Agency	Roadway Departure	
SR-14 FROM MP 0 TO MP 9.30,	Shoulder treatments Widen shoulder - paved	9 Miles	44560 2	31828 74	Other Federal -aid	Rural Minor	157 7	55	State Highway Agency	Roadway Departure	

PICKENS COUNTY	or other				Funds (i.e. STP, NHPP)	Arterial			Agency		
SR-159 FROM MP 0.44 TO MP 8.70, PICKENS COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	57223 1	38148 71	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	192 1	55	State Highway Agency	Roadway Departure	
SR-159 FROM MP 17.38 TO MP 29.63, FAYETTE COUNTY	Shoulder treatments Widen shoulder - paved or other	12 Miles	80667 4	47451 38	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	274 3	55	State Highway Agency	Roadway Departure	
SR-6 FROM MP 179.34 TO MP 193.58, BULLOCK COUNTY	Shoulder treatments Widen shoulder - paved or other	14 Miles	16375 43	58483 69	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	114 5	55	State Highway Agency	Roadway Departure	
SR-110 FROM MP	Shoulder treatments Widen shoulder - paved	11	68945	38303	Other Federal	Rural Minor	298	55	State Highway	Roadway	

14.127 TO MP 24.684, BULLOCK COUNTY	or other	Miles	8	21	-aid Funds (i.e. STP, NHPP)	Arterial	5		Agency	Departure	
SR-97 FROM MP 23.5 TO MP 29.78, LOWNDES COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	85370 3	35570 95	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	150 0	55	State Highway Agency	Roadway Departure	
SR-106 FROM MP 20.63 TO 26.688, BUTLER COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	79412 5	34527 18	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	164 0	55	State Highway Agency	Roadway Departure	
SR-106 FROM MP 9.45 TO 10.80, BUTLER COUNTY	Shoulder treatments Widen shoulder - paved or other	1 Miles	40364 7	17549 87	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	615 0	50	State Highway Agency	Roadway Departure	

SR-9 FROM MP 123.5 TO MP 131.275, ELMORE COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	61940 7	32518 84	Other Federal -aid Funds (i.e. STP, NHPP)	Multiple Classes	666 0	55	State Highway Agency	Roadway Departure	
SR-170 FROM MP 0 TO MP 11.68, ELMORE COUNTY	Shoulder treatments Widen shoulder - paved or other	12 Miles	10696 54	62920 81	Other Federal -aid Funds (i.e. STP, NHPP)	Multiple Classes	478 0	55	State Highway Agency	Roadway Departure	
SR-87 FROM MP 0 TO 10.34, GENEVA COUNTY	Shoulder treatments Widen shoulder - paved or other	10 Miles	10895 43	45397 63	Other Federal -aid Funds (i.e. STP, NHPP)	Multiple Classes	183 3	50	State Highway Agency	Roadway Departure	
SR-17 FROM MP 83.866 TO MP 91.36, CHOCTAW COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	10881 1	27202 85	Other Federal -aid Funds (i.e. STP,	Rural Minor Arterial	298 0	55	State Highway Agency	Roadway Departure	

					NHPP)						
SR-41 FROM MP 47.44 TO MP 56.153, MONROE COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	82604 9	35965 18	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	199 3	55	State Highway Agency	Roadway Departure	
SR-12 FROM MP 36.15 TO MP 40.326, CLAKE COUNTY	Shoulder treatments Widen shoulder - paved or other	4 Miles	17733 0	98516 4	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	153 5	55	State Highway Agency	Roadway Departure	
SR-13 FROM MP 96.823 TO MP 102.365, MARENGO COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	25737 6	17158 39	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	397 5	55	State Highway Agency	Roadway Departure	
SR-59 FROM MP 80.679 TO 93.66, MONROE	Shoulder treatments Widen shoulder - paved or other	13 Miles	71790 3	28716 11	Other Federal -aid Funds (i.e.	Rural Major Collector	100 5	55	State Highway Agency	Roadway Departure	

COUNTY					STP, NHPP)						
SR-13 FROM MP 93.128 TO 96.835, CLARKE COUNTY	Shoulder treatments Widen shoulder - paved or other	4 Miles	46283 3	17141 97	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	424 0	55	State Highway Agency	Roadway Departure	
SR-21 FROM MP 58.627 TO 64.357, MONROE COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	39131 2	16304 67	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	965	55	State Highway Agency	Roadway Departure	
SR-47 FROM MP 27.454 TO MP 30.316, MONROE COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	17023 9	68095 6	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	410 3	55	State Highway Agency	Roadway Departure	
SAFETY AND OPERATION AL STUDY ON CR-	Non-infrastructure Transportation safety planning	1 Numb ers	77384	77384	HSIP (Section 148)	Urban Principal Arterial -		45	State Highway Agency	County Roads--5% Safety Report	

31(SCHILLINGER ROAD) IN MOBILE COUNTY						Other				location	
DEVELOPMENT OF ALDOT ROUNDABOUT DESIGN AND OPERATIONS MANUAL	Non-infrastructure Transportation safety planning	1 Numbers	307618	307618	HSIP (Section 148)	N/A	0	0	State Highway Agency	SUPPORT DOCUMENT	
ROUNDABOUT FEASIBILITY STUDY IN SR-79 & SR-160, BLOUNT COUNTY AND US 231 & US 411/CR-33 IN ST. CLAIR COUNTY, AND SR-5 AND CR-58, BIBB	Intersection geometry	3 Miles	73355	73355	HSIP (Section 148)	Multiple Classes	0	55	State Highway Agency	Intersections	

COUNTY											
DEVELOPMENT OF HSIP/SAFETY OPERATIONS MANUAL	Non-infrastructure	1 Numbers	37310	37310	HSIP (Section 148)	N/A	0	0	State Highway Agency	SUPPORT DOCUMENT	
US ROAD ASSESSMENT PROGRAM (USRAP) -- PILOT PROJECT IN MOBILE COUNTY	Non-infrastructure	1 Miles	204749	204749	HSIP (Section 148)	N/A	0	0	State Highway Agency	Data	
DEVELOPMENT OF ALSAFE: STATEWIDE SAFETY PLANNING TOOL	Non-infrastructure	1 Numbers	320093	320093	HSIP (Section 148)	N/A	0	0	State Highway Agency	Data	
DEVELOPMENT OF STATEWIDE ROAD SAFETY ASSESSMENT	Non-infrastructure	1 Numbers	191675	191675	HSIP (Section 148)	N/A	0	0	State Highway Agency	SUPPORT DOCUMENT FOR HSIP PROGRAM	

GUIDANCE (RSA) MANUAL											
SR-18 FROM MP 52.5 TO 61.6, WALKER COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	55876 9	21020 36	Other Federal -aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	105 3	55	State Highway Agency	Roadway Departure	
SR-75 FROM MP 1.93 TO 4.93, JEFFERSON COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	13660 9	19515 58	Other Federal -aid Funds (i.e. STP, NHPP)	Urban Principal Arterial - Other	150 60	55	State Highway Agency	Roadway Departure	
SR-119 FROM MP 27.975 TO 31.753, SHELBY COUNTY	Shoulder treatments Widen shoulder - paved or other	4 Miles	18465 3	15387 73	Other Federal -aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	105 95	55	State Highway Agency	Roadway Departure	
SR-6 FROM MP 98.874 TO 107.19,	Shoulder treatments Widen shoulder - paved	8 Miles	30018 6	18761 64	Other Federal -aid	Rural Principal Arterial -	307 0	55	State Highway	Roadway Departure	

CHILTON COUNTY	or other				Funds (i.e. STP, NHPP)	Other			Agency		
SR-183 FROM MP 34.782 TO 42.105, PERRY COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	442215	2105784	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	505	55	State Highway Agency	Roadway Departure	
SR-96 FROM MP 15.875 TO 18.74, LAMAR COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	185954	1549619	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1630	55	State Highway Agency	Roadway Departure	
SR-69 AT CR-65 (BEAR CREEK ROAD), TUSCALOOSA COUNTY	Intersection geometry Auxiliary lanes - extend existing right-turn lane	1 Numbers	645594	645594	HSIP (Section 148)	Urban Principal Arterial - Other	30590	55	State Highway Agency	Intersections	
SR-216 AT CR-60(ROCKHOL)	Intersection geometry Auxiliary lanes - add	1 Number	649367	877095	Other Federal -aid	Rural Major	5840	55	State Highway Agency	Intersections	

USE RD/WOODL AND LAKE ROAD), TUSCALOOS A COUNTY	acceleration lane	ers			Funds (i.e. STP, NHPP)	Collector			Agency		
SR-7 FROM MP 6.89 TO 7.175, & MP 8.614 TO 8.990, SUMTER COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	14434 3	28868 52	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	292 0	55	State Highway Agency	Roadway Departure	
SR-22 FROM MP 42.40 TO 50.22, CHILTON COUNTY (UT)	Shoulder treatments Widen shoulder - paved or other	7 Miles	43920	29288 1	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	294 0	55	State Highway Agency	Roadway Departure	
SR-216 AT CONNIE DRIVE, TUSCALOOS A COUNTY	Intersection geometry Auxiliary lanes - miscellaneous/other/uns pecified	1 Numb ers	0	68802 7	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	927 0	55	State Highway Agency	Intersection s	

SR-8 FROM MP 95.06 TO 99.259, DALLAS COUNTY	Shoulder treatments Widen shoulder - paved or other	4 Miles	83003 2	34584 65	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	754 3	55	State Highway Agency	Roadway Departure	
SR-14 FROM MP 108.171 TO 114.198, DALLAS COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	73429 0	24476 32	Other Federal -aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	162 0	55	State Highway Agency	Roadway Departure	
SR-6 FROM MP 199.75 TO 205.90, BULLOCK COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	89949 7	49972 07	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	370 3	55	State Highway Agency	Roadway Departure	
SR-15 FROM MP 105.628 TO 113.12, PIKE COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	59325 7	29662 85	Other Federal -aid Funds (i.e. STP,	MULTIPLE CLASSES	264 3	55	State Highway Agency	Roadway Departure	

					NHPP)						
SR-123 FROM MP 3.645 TO 9.455, GENEVA COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	54512 2	20189 70	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	240 0	55	State Highway Agency	Roadway Departure	
SR-103 FROM MP 15.293 TO 17.463, HOUSTON COUNTY	Shoulder treatments Widen shoulder - paved or other	2 Miles	12273 0	81819 7	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	101 0	55	State Highway Agency	Roadway Departure	
SR-123 FROM MP 9.455 TO 12.854, HOUSTON COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	30252 4	12605 17	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	246 0	55	State Highway Agency	Roadway Departure	
SR-134 FROM MP 68.281 TO 76.67, HENRY	Shoulder treatments Widen shoulder - paved or other	8 Miles	62356 6	31178 30	Other Federal -aid Funds (i.e.	Rural Major Collector	760	55	State Highway Agency	Roadway Departure	

COUNTY					STP, NHPP)						
SR-188 FROM MP 8.67 TO 19.687, MOBILE COUNTY	Shoulder treatments Widen shoulder - paved or other	11 Miles	93844	22888 75	Other Federal -aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	230 6	55	State Highway Agency	Roadway Departure	
SR-193 FROM MP 3.97 TO 17.803, MOBILE COUNTY	Shoulder treatments Widen shoulder - paved or other	14 Miles	15876 6	24425 50	Other Federal -aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	510 7	55	State Highway Agency	Roadway Departure	
SIGN UPGRADE ON VARIOUS COUNTY ROADS(37 SITES)	Roadway signs and traffic control Roadway signs (including post) - new or updated	37 Numb ers	0	47614	HRRRP (SAFET EA-LU)	Rural Local Road or Street	0	45	County Highway Agency	Traffic Control and Signage Devices	
COUNTY ROAD 120 FROM LITTLETON ROAD TO	Roadway Pavement surface - miscellaneous	1 Miles	0	35172 9	HRRRP (SAFET EA-LU)	Rural Local Road or Street	0	45	County Highway Agency	Roadway Departure	

WILLIAMSBU RG ROAD, ETOWAH COUNTY											
SAFETY IMPROVEME NTS ON COUNTY ROAD-341 FROM CR 90 TO CR-379, LIMESTONE COUNTY	Roadway	1 Miles	0	26481 2	HRRRP (SAFET EA-LU)	Rural Local Road or Street	0	45	County Highway Agency	Roadway Departure	
PAVING SHOULDERS AND STRIPING ON COUNTY ROAD-63 FROM CR- 242 TO CR- 65, WINSTON COUNTY	Shoulder treatments Pave existing shoulders	3 Miles	0	21635 2	HRRRP (SAFET EA-LU)	Rural Local Road or Street		45	County Highway Agency	Roadway Departure	
SAFETY IMPROVEME NTS ON CR- 103 AND CR-	Roadway Rumble strips - edge or shoulder	8 Miles	0	11964 4	HRRRP (SAFET EA-LU)	Rural Local Road or Street	0	45	County Highway Agency	Roadway Departure	

26 IN TALLADEGA COUNTY											
SIGN UPGRADES ON VARIOUS COUNTY ROADS IN CLAY COUNTY	Roadway signs and traffic control Roadway signs (including post) - new or updated	114 Numbers	0	51230	HRRRP (SAFET EA-LU)	Rural Local Road or Street	0	45	County Highway Agency	TRAFFIC CONTROL	
SIGN REPLACEMENT ON VARIOUS COUNTY ROADS IN COVINGTON COUNTY	Roadway signs and traffic control Roadway signs (including post) - new or updated	60 Numbers	0	47069	HRRRP (SAFET EA-LU)	Rural Local Road or Street	0	45	County Highway Agency	TRAFFIC CONTROL	
INSTALLATION OF OPTICAL SPEED BARS IN VARIOUS LOCATIONS IN CLEBURNE, MARSHALL, AND	Speed management Traffic calming feature	1 Numbers	21139	21139	HSIP (Section 148)		0	0	State Highway Agency	SUPPORT PROGRAM (SPEED MANAGEMENT)	

ETOWAH COUNTIES											
SR-14 FROM MP 65 TO MP 69 IN HALE COUNTY	Shoulder treatments Widen shoulder - paved or other	4 Miles	80667 4	47451 39	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	218 3	55	State Highway Agency	Roadway Departure	
SR-95 FROM MP 24.323 TO 32.878, HENRY COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	88087 5	36703 12	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	760	55	State Highway Agency	Roadway Departure	

Progress in Achieving Safety Performance Targets

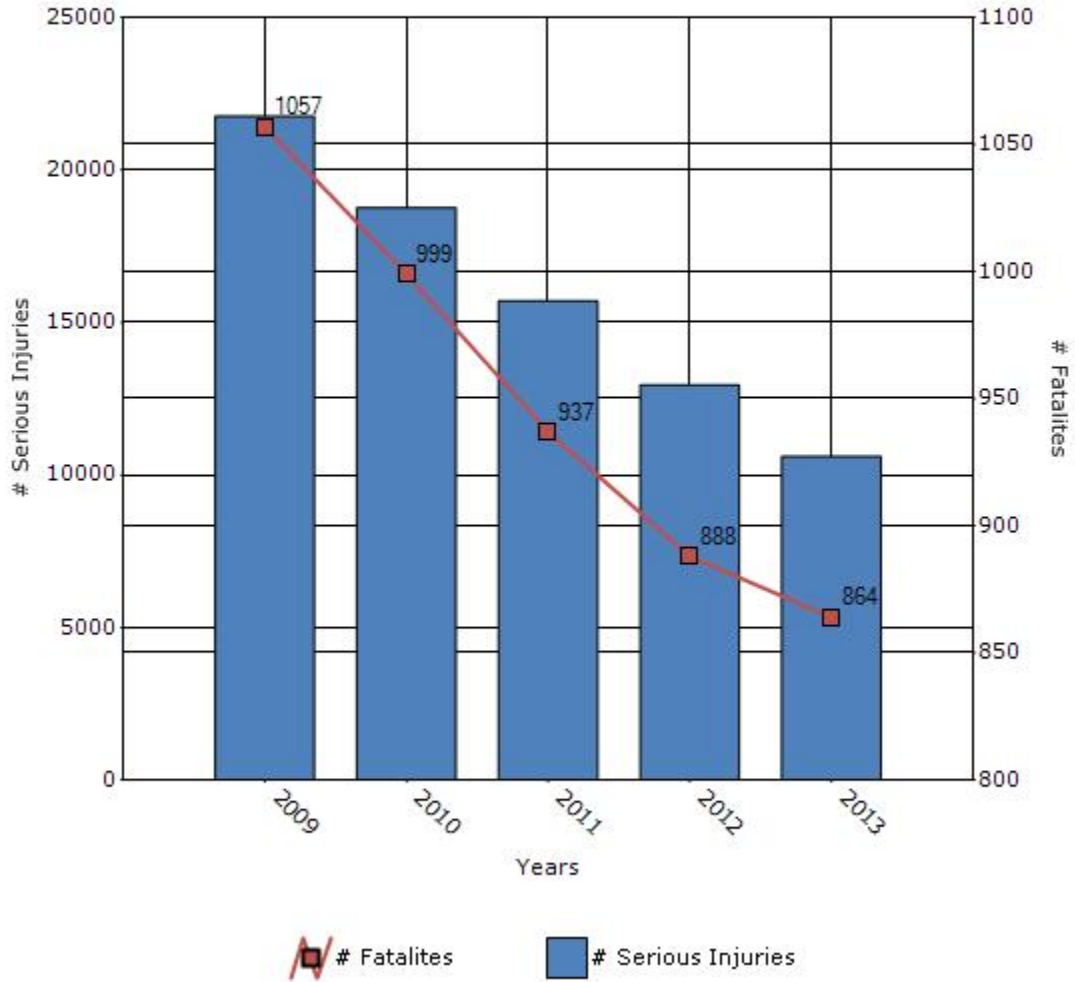
Overview of General Safety Trends

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

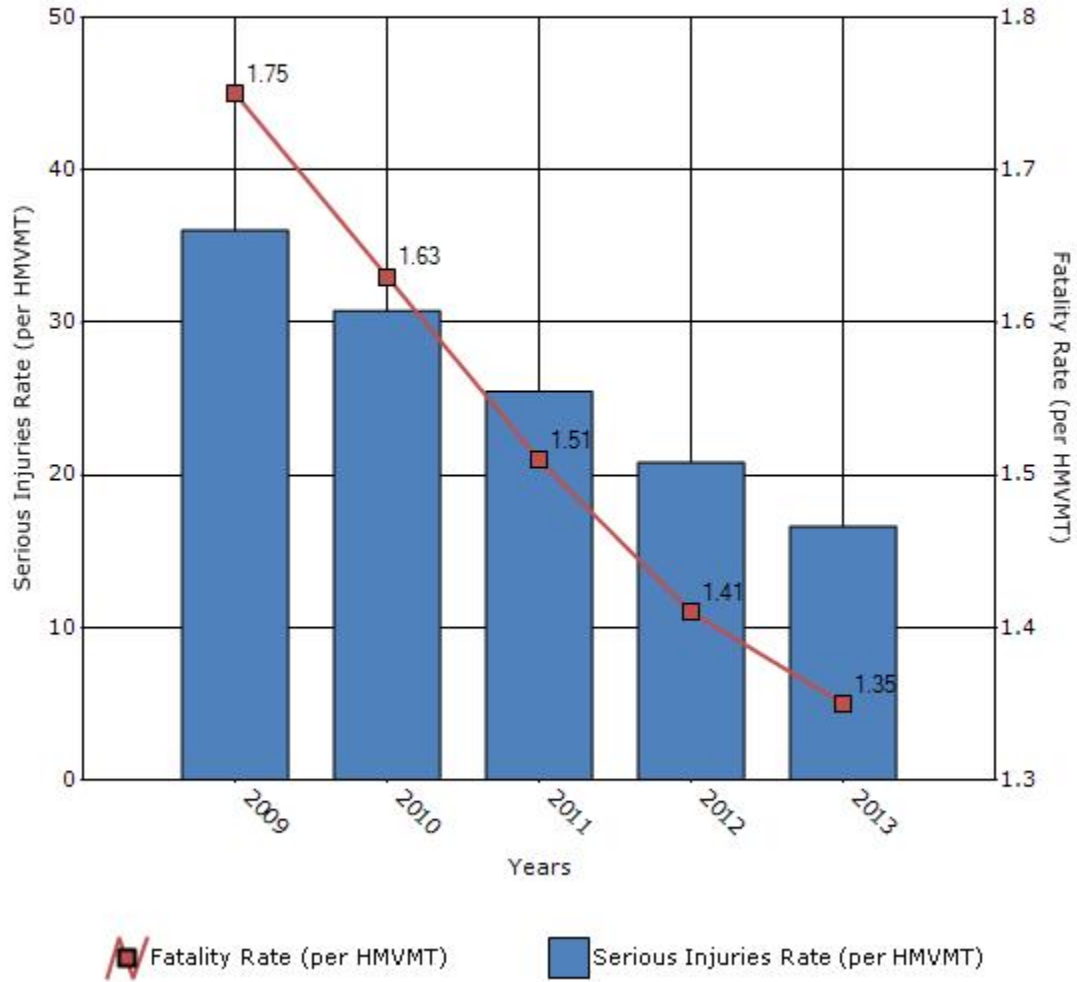
Performance Measures*	2009	2010	2011	2012	2013
Number of fatalities	1057	999	937	888	864
Number of serious injuries	21761	18757	15705	12949	10609
Fatality rate (per HMVMT)	1.75	1.63	1.51	1.41	1.35
Serious injury rate (per HMVMT)	36.04	30.75	25.47	20.81	16.63

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years



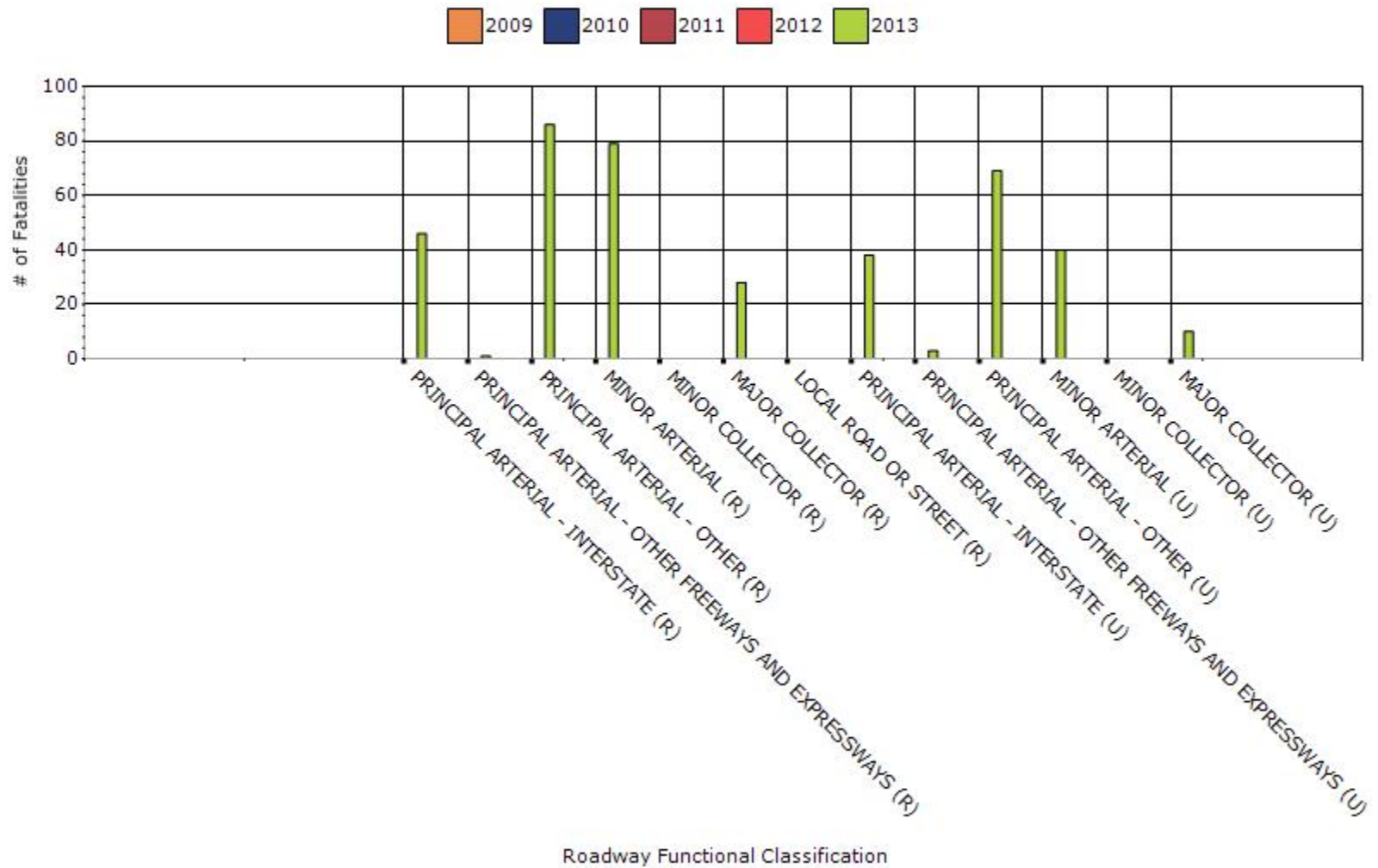
To the maximum extent possible, present performance measure* data by functional classification and ownership.

Year - 2013

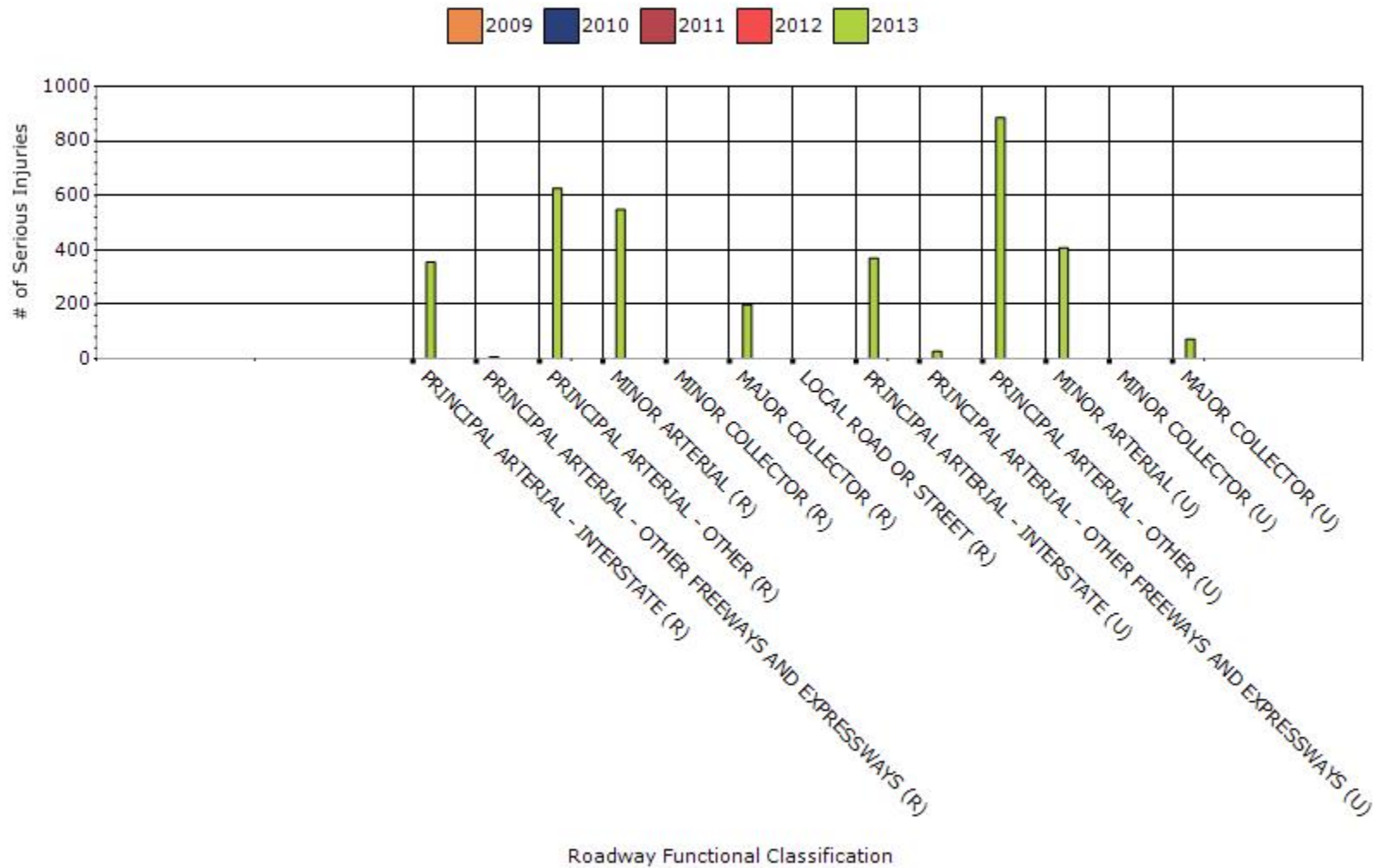
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	46	355	0	0
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	1	7	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	86	626	0	0
RURAL MINOR ARTERIAL	79	548	0	0
RURAL MINOR COLLECTOR	0	0	0	0
RURAL MAJOR COLLECTOR	28	199	0	0
RURAL LOCAL ROAD OR STREET	0	0	0	0
URBAN PRINCIPAL	38	369	0	0

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	3	27	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	69	885	0	0
URBAN MINOR ARTERIAL	40	408	0	0
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	10	72	0	0

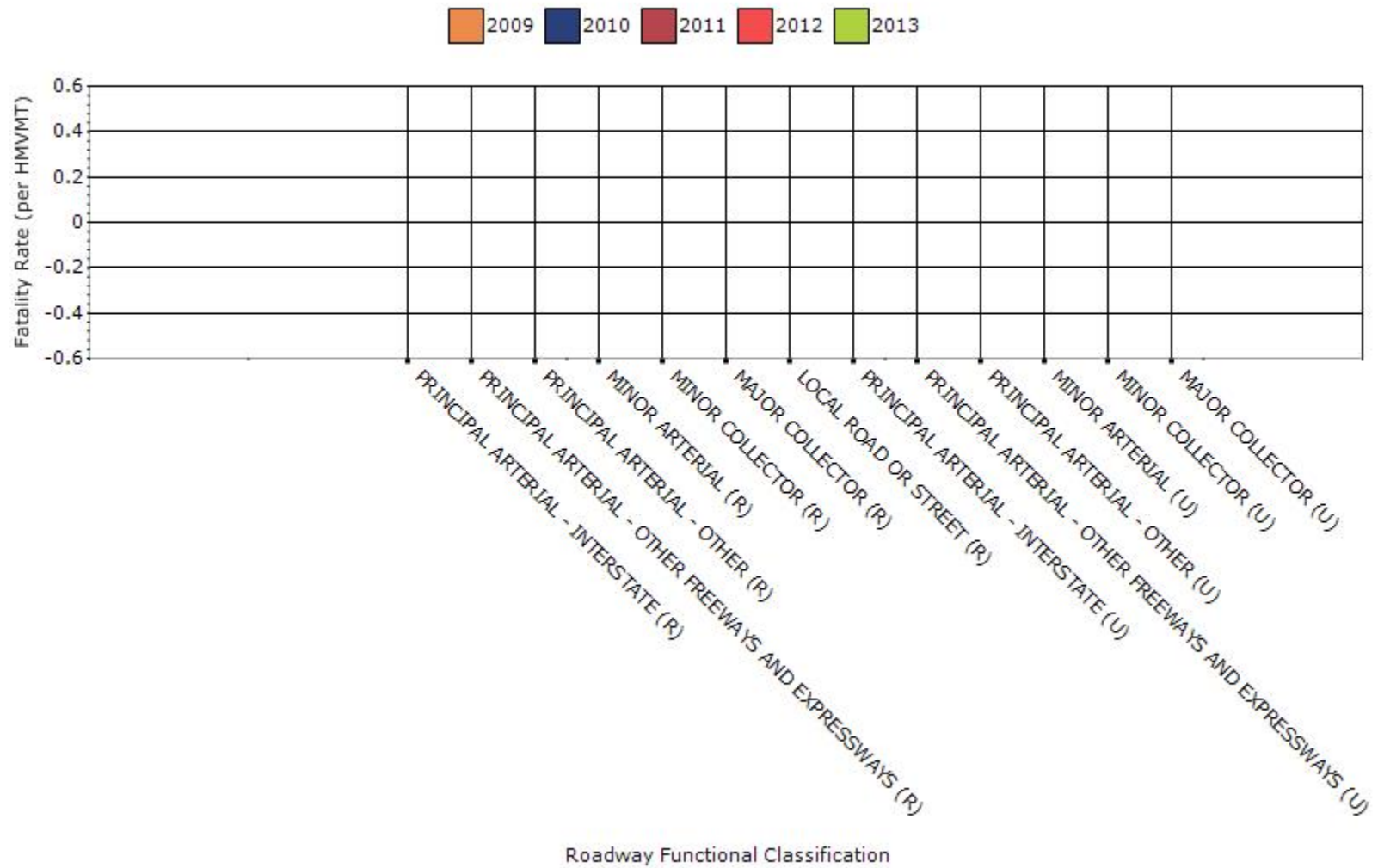
Fatalities by Roadway Functional Classification



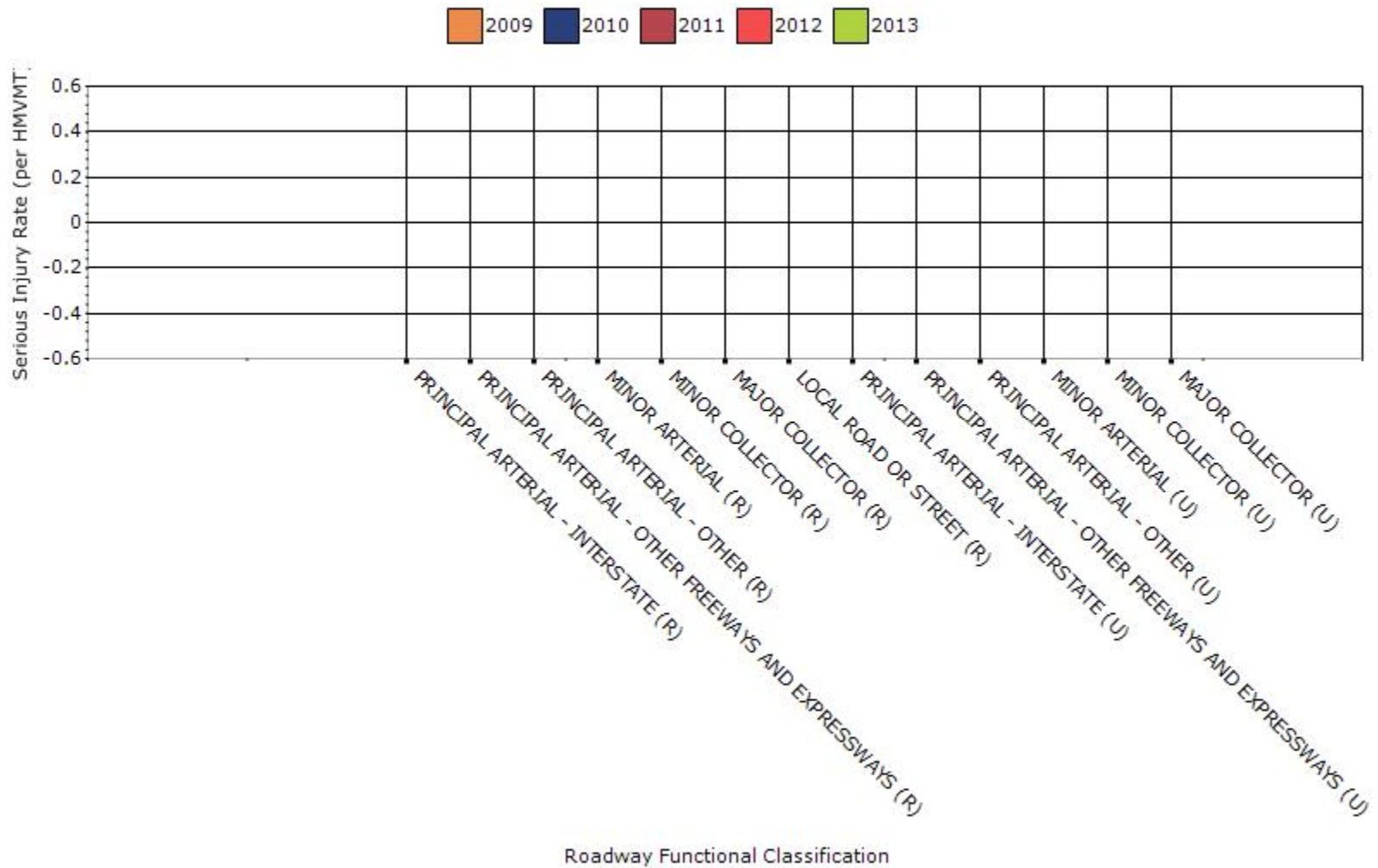
Serious Injuries by Roadway Functional Classification



Fatality Rate by Roadway Functional Classification



Serious Injury Rate by Roadway Functional Classification



Year - 2013

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per
STATE HIGHWAY AGENCY	485	5552	0	0
COUNTY HIGHWAY AGENCY	266	2751	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	110	2336	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0

Number of Fatalities by Roadway Ownership

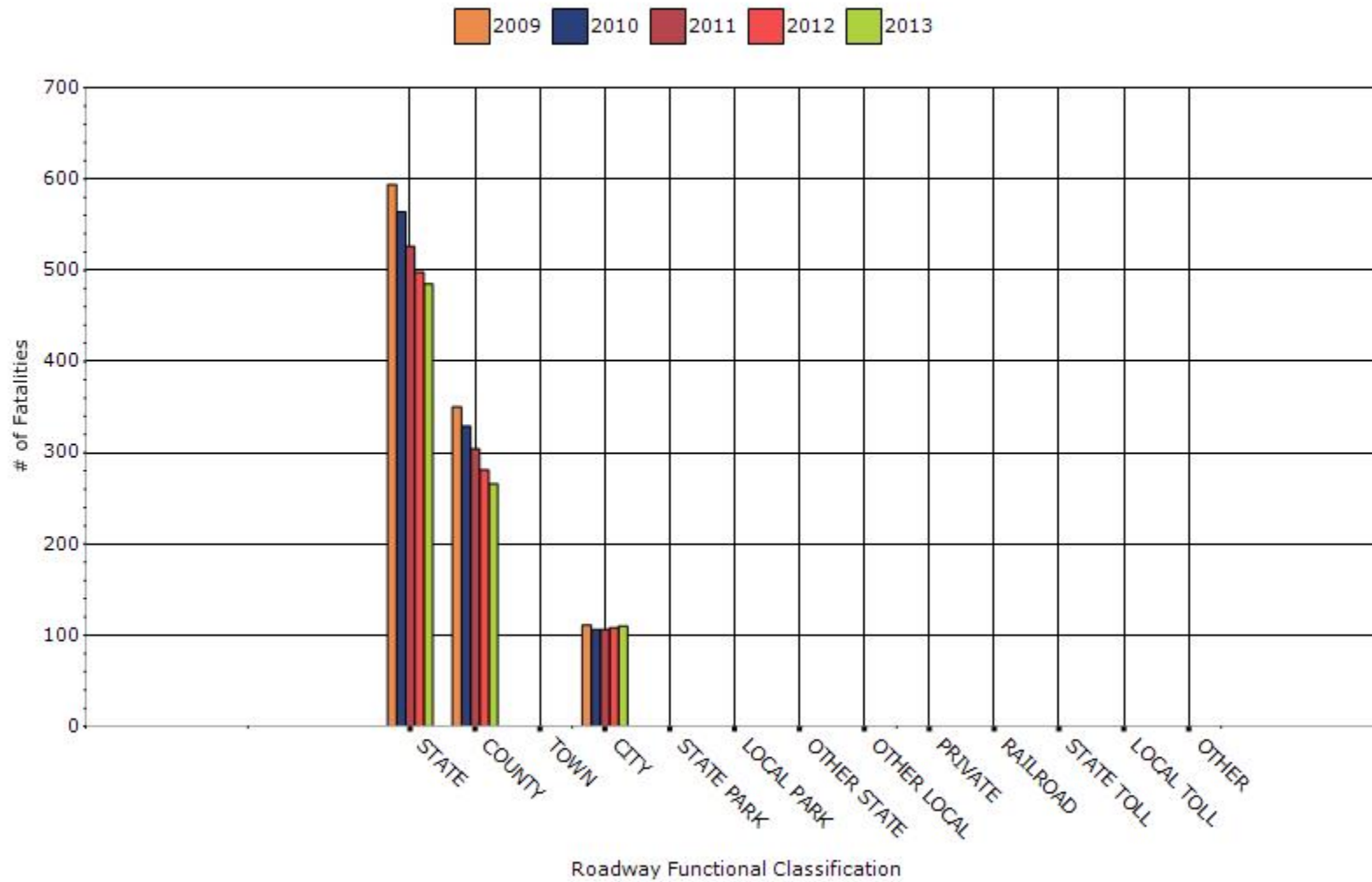


Figure 1 Number of Fatalities by Roadway Ownership

Number of Serious Injuries by Roadway Ownership

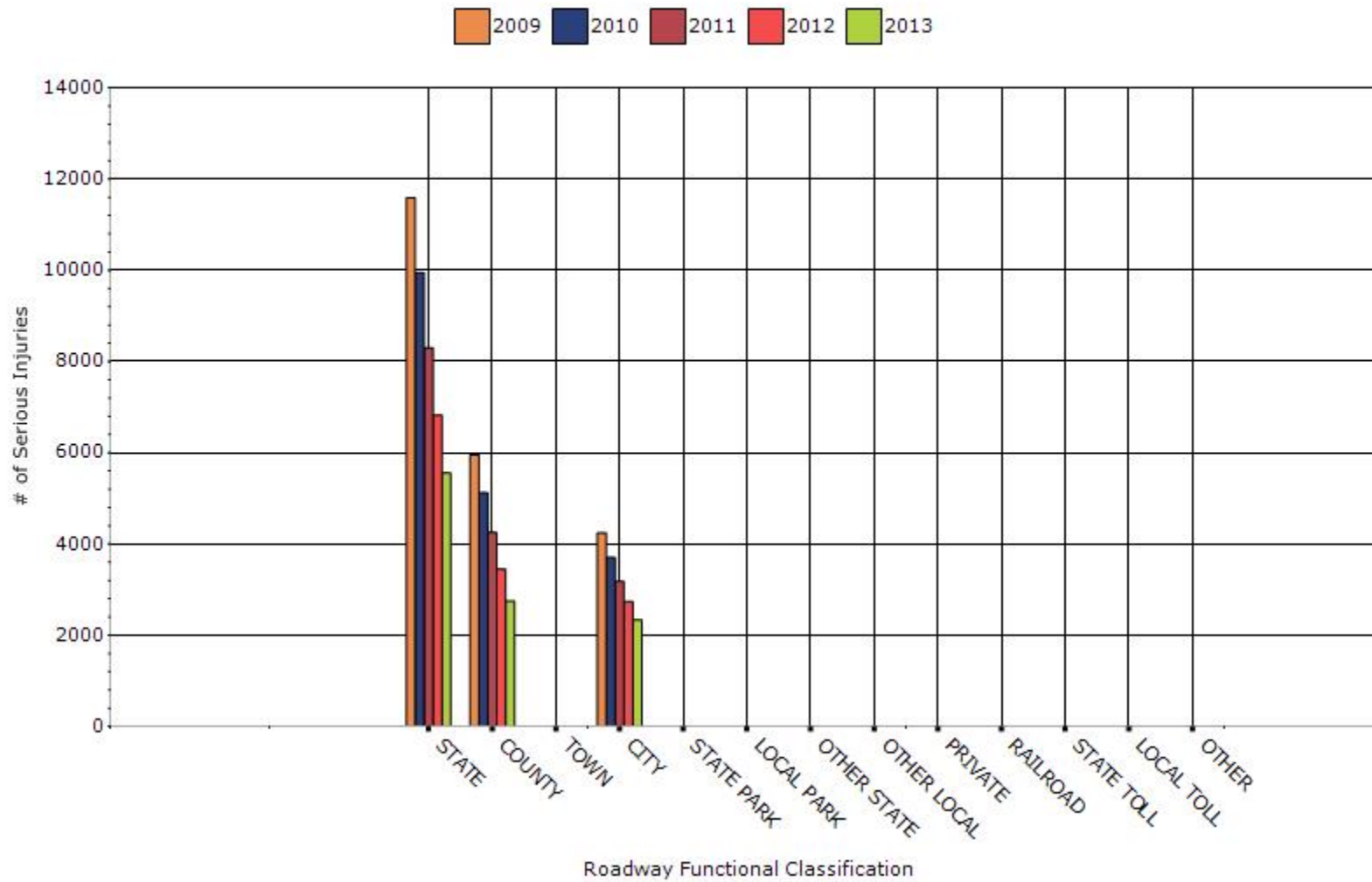
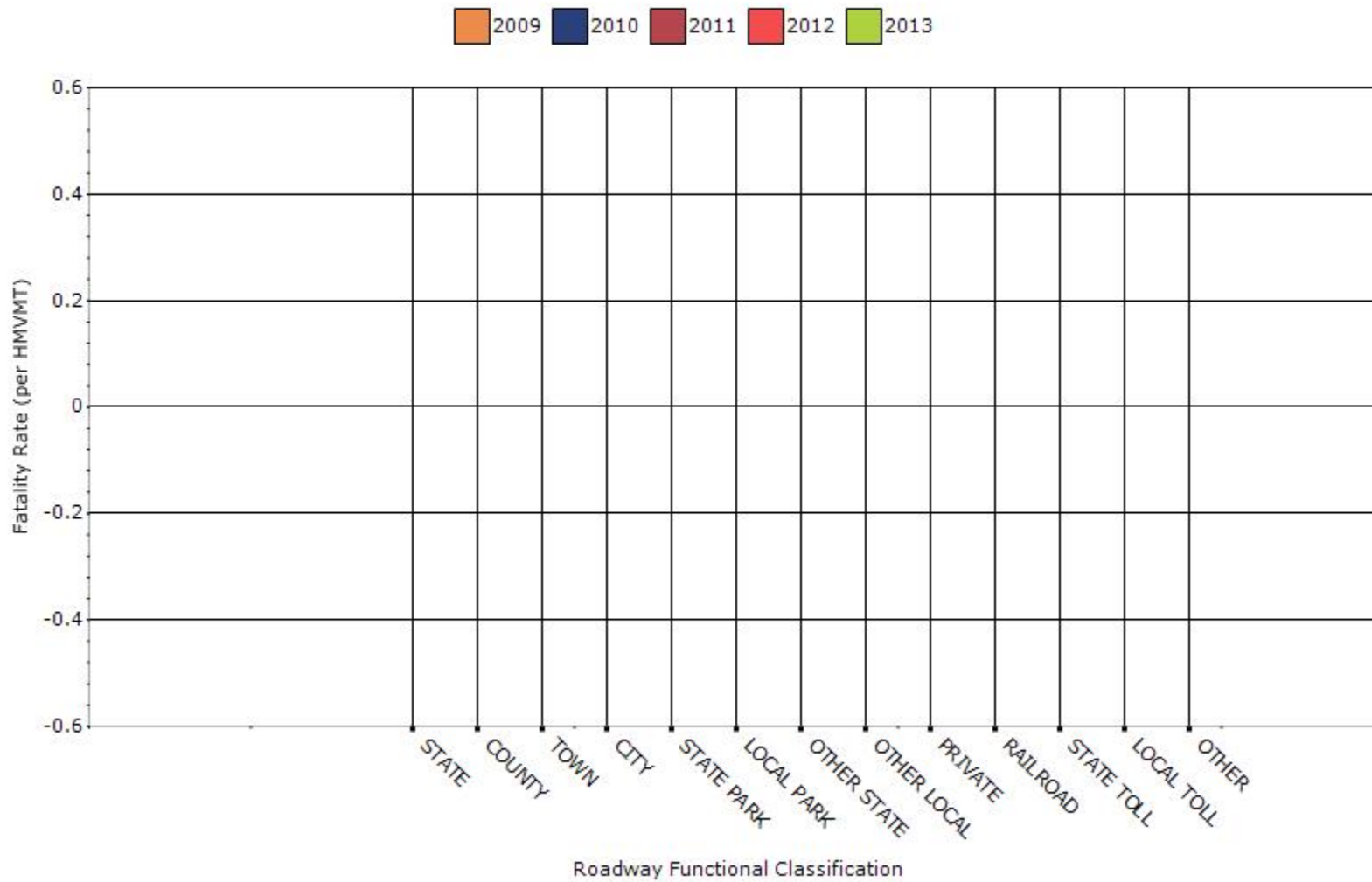
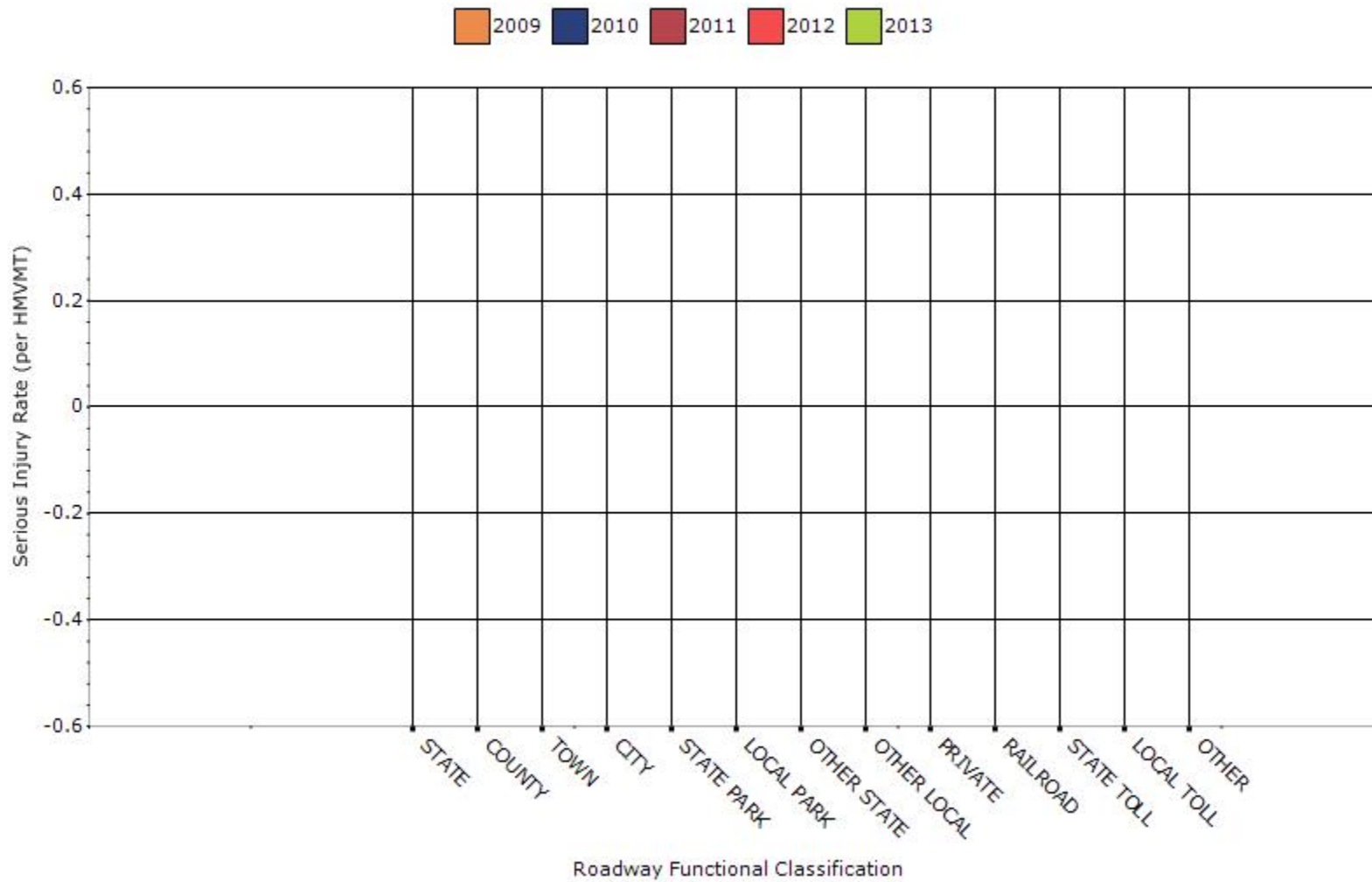


Figure 2 Number of Serious Injuries by Roadway Ownership

Fatality Rate by Roadway Ownership



Serious Injury Rate by Roadway Ownership



Describe any other aspects of the general highway safety trends on which you would like to elaborate.

Alabama has recently incorporated highway functional class into the crash data system (CARE) for the annual years of 2009 to 2013. The 2013 rolling average was calculated for this report. However, the rate of fatalities and serious injuries for roadway classification or roadway functional classification are not available at this time.

Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.74	0.71	0.72	0.79	0.68
Serious injury rate (per capita)	8.918	8.196	7.05	5.946	4.22
Fatality and serious injury rate (per capita)	9.658	8.9	7.766	6.734	4.902

*Performance measure data is presented using a five-year rolling average.

The number of fatalities for drivers and pedestrians 65 years of age and older from the FARS annual Report File and the number of serious injuries drivers and pedestrians 65 years of age and older from Alabama's CARE system are added together. This sum is then divided by the number of people in Alabama who are 65 years of age and older compared to the total State population (per capita) to determine the rate for that particular year, i.e. 2005.

Example: For 2005: (No. of Fatalities + No. of Serious Injuries) = Total of Older Driver and Pedestrians for 2005

Total of Older Drivers and Pedestrians for 2005 / 2005 older population =RATE FOR 2005

In order to calculate the 5 year rolling averages, each rate of fatalities and serious injuries was calculated for each year 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013. Then a 5 year rolling average is calculated as below.

Example:

(2005 RATE) + (2006 RATE) + (2007 RATE) + (2008 RATE) + (2009 RATE) / 5 = ROLLING AVERAGE FOR 2009

(2006 RATE) + (2007 RATE) + (2008 RATE) + (2009 RATE) + (2010 RATE) / 5 = ROLLING AVERAGE FOR 2010

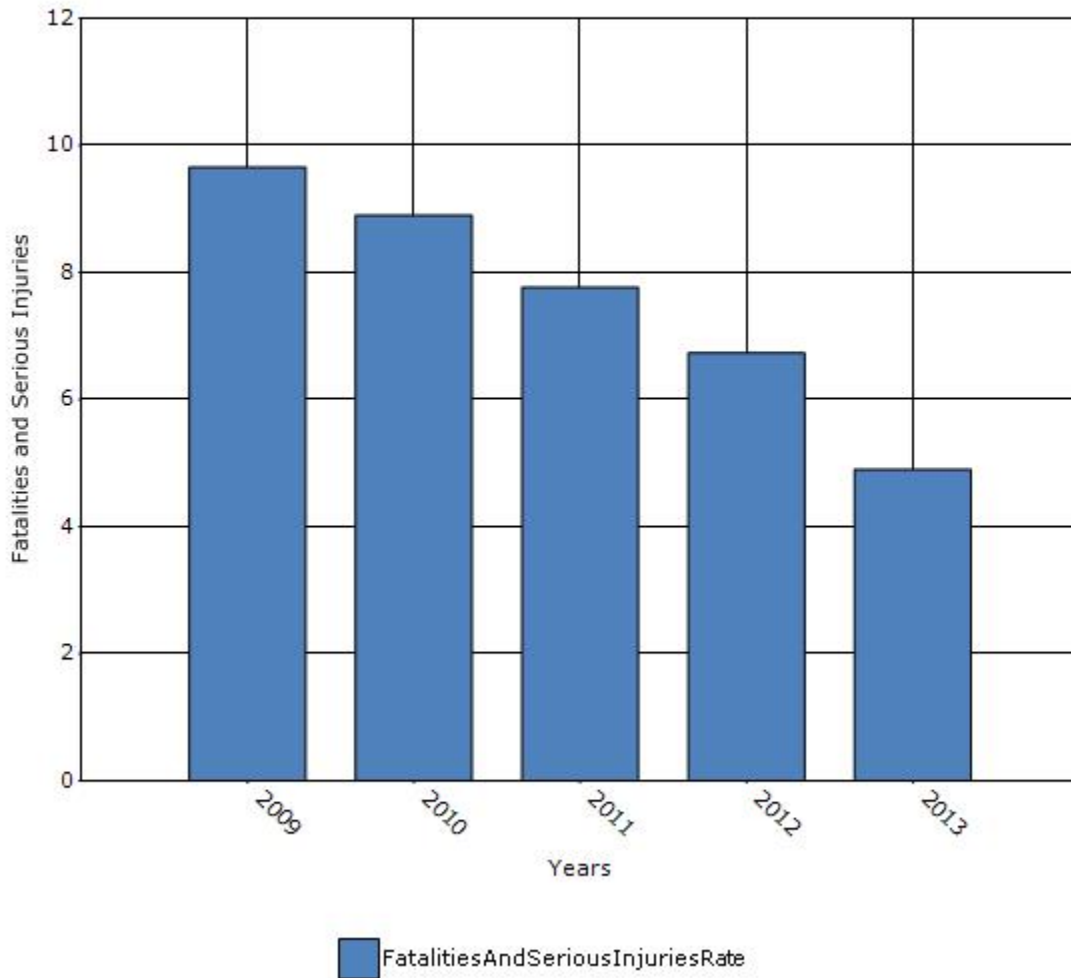
$(2007 \text{ RATE}) + (2008 \text{ RATE}) + (2009 \text{ RATE}) + (2010 \text{ RATE}) + (2011 \text{ RATE}) / 5 = \text{ROLLING AVERAGE FOR 2011}$

$(2008 \text{ RATE}) + (2009 \text{ RATE}) + (2010 \text{ RATE}) + (2011 \text{ RATE}) + (2012 \text{ RATE}) / 5 = \text{ROLLING AVERAGE FOR 2012}$

$(2009 \text{ RATE}) + (2010 \text{ RATE}) + (2011 \text{ RATE}) + (2012 \text{ RATE}) + (2013 \text{ RATE}) / 5 = \text{ROLLING AVERAGE FOR 2013}^*$

*FARS DATA FOR 2013 IS NOT AVAILABLE AT THE TIME OF THIS REPORT.

Rate of Fatalities and Serious injuries for the Last Five Years



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

- None
- Benefit/cost
- Policy change
- Other:

What significant programmatic changes have occurred since the last reporting period?

- Shift Focus to Fatalities and Serious Injuries
- Include Local Roads in Highway Safety Improvement Program
- Organizational Changes
- None
- Other:

Briefly describe significant program changes that have occurred since the last reporting period.

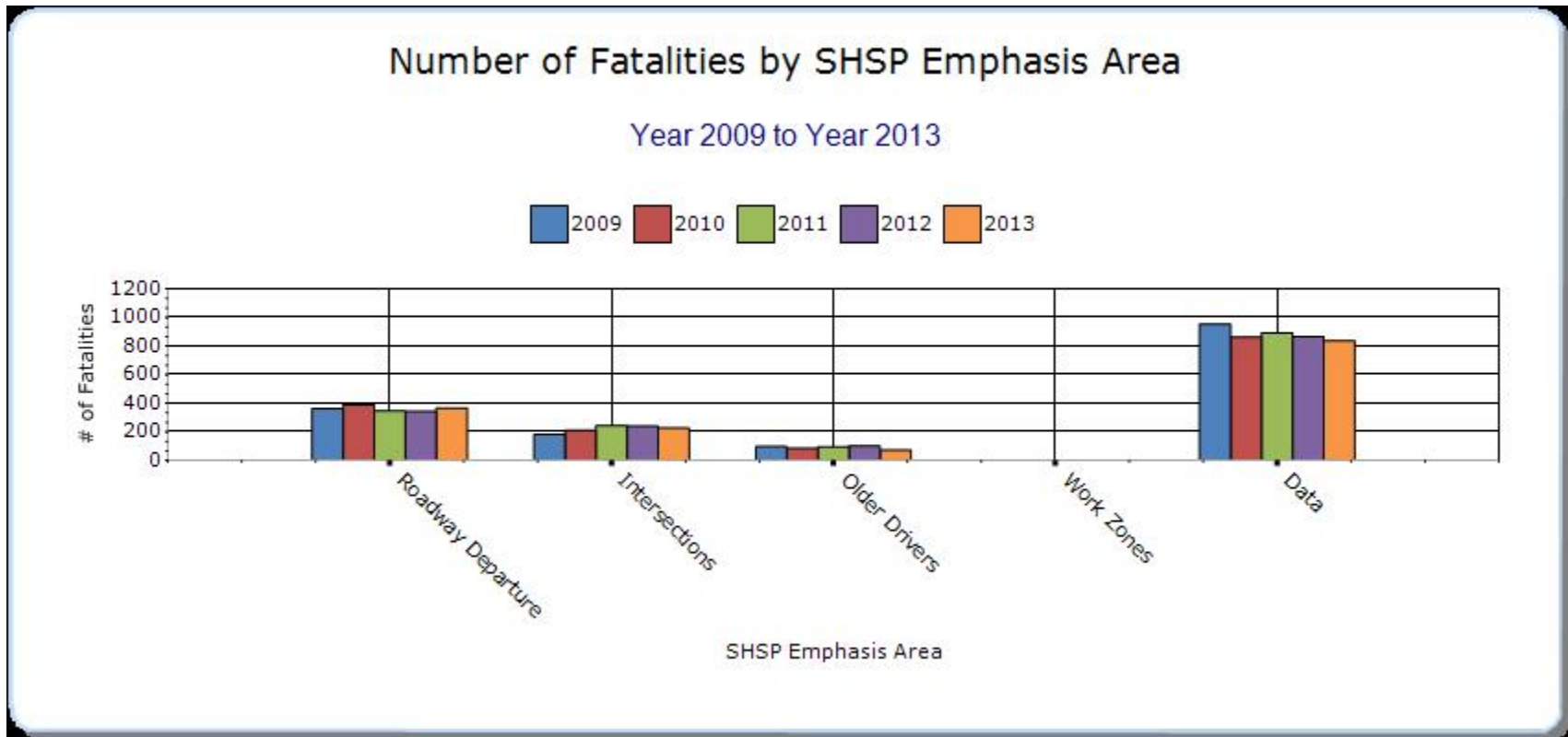
No significant changes in the programs since last reporting period.

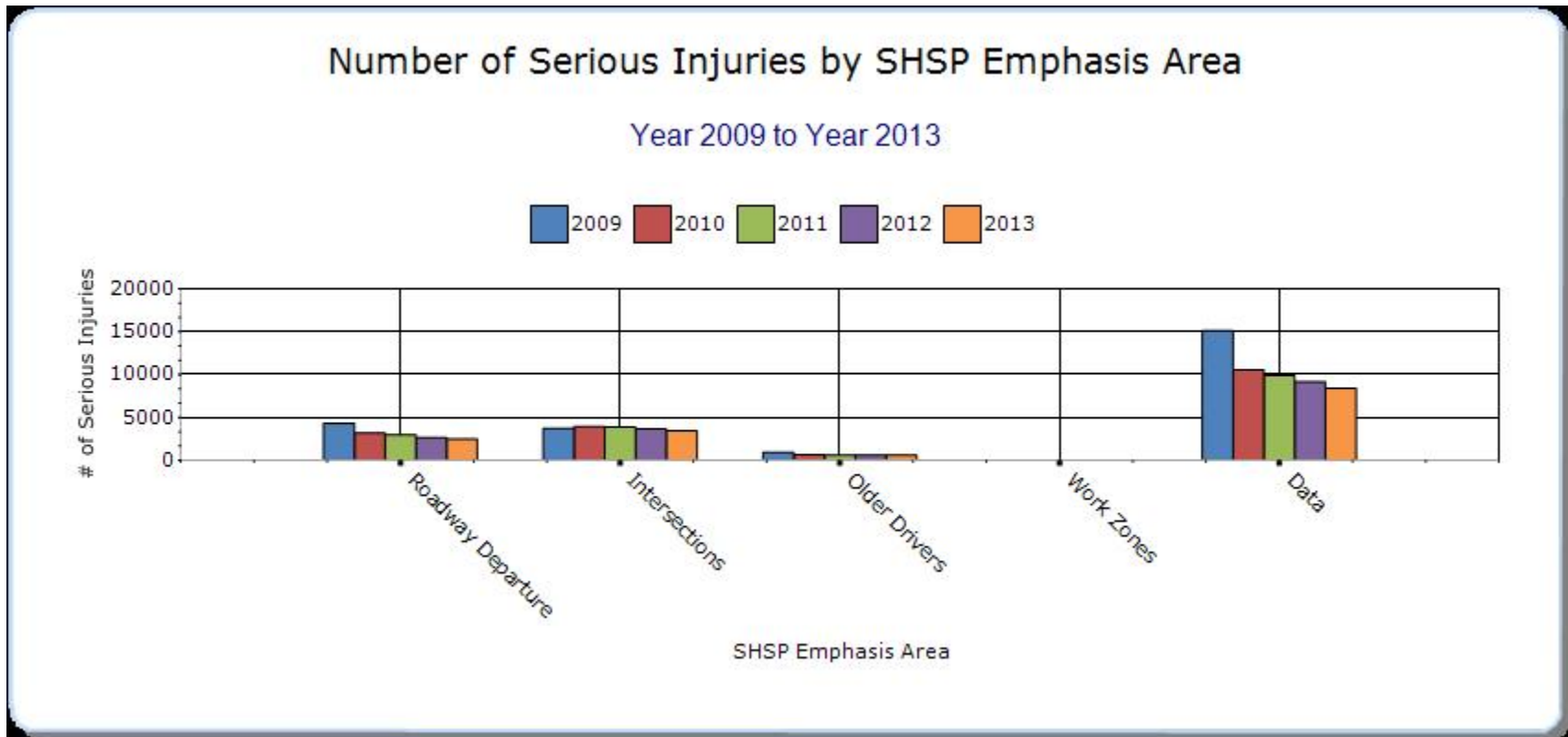
SHSP Emphasis Areas

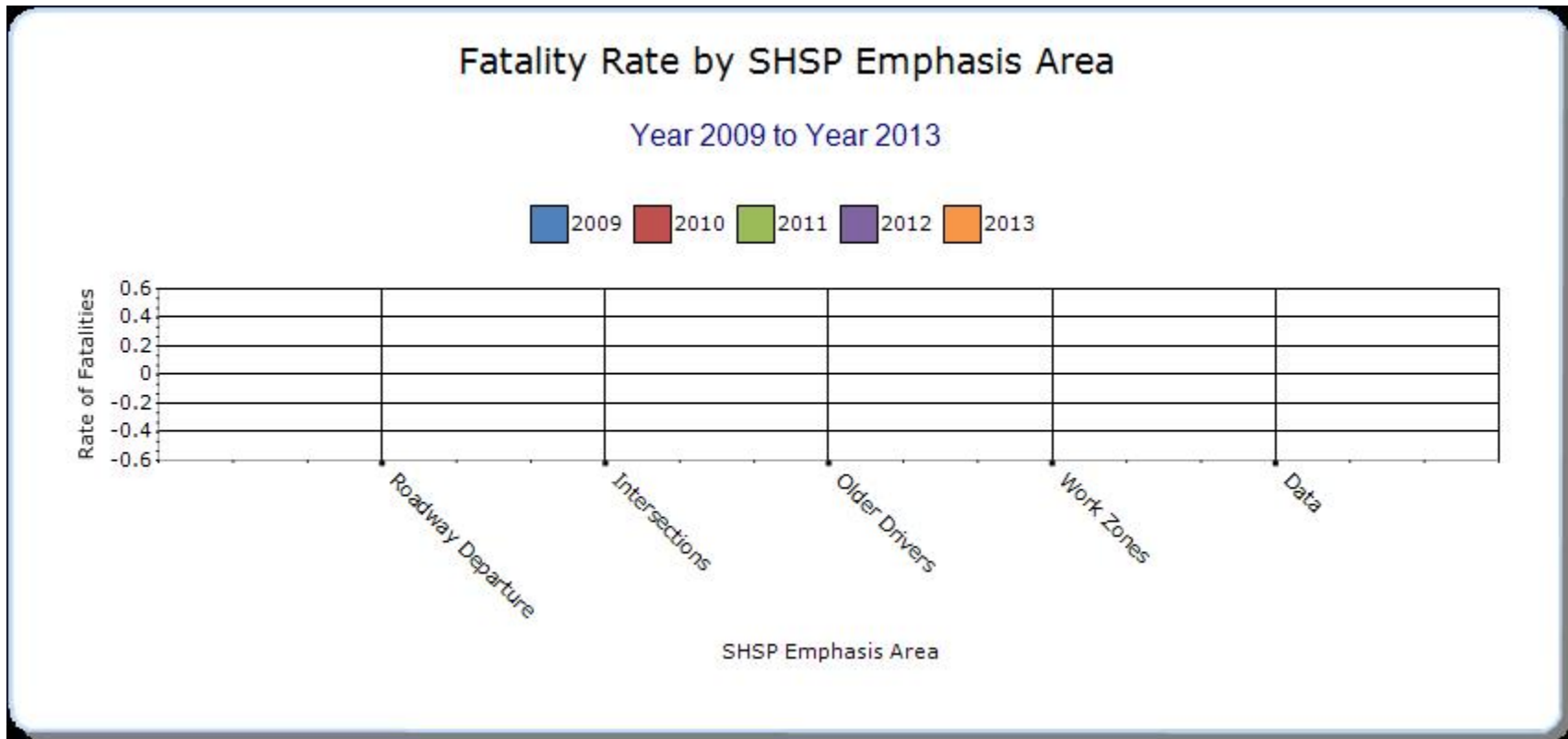
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

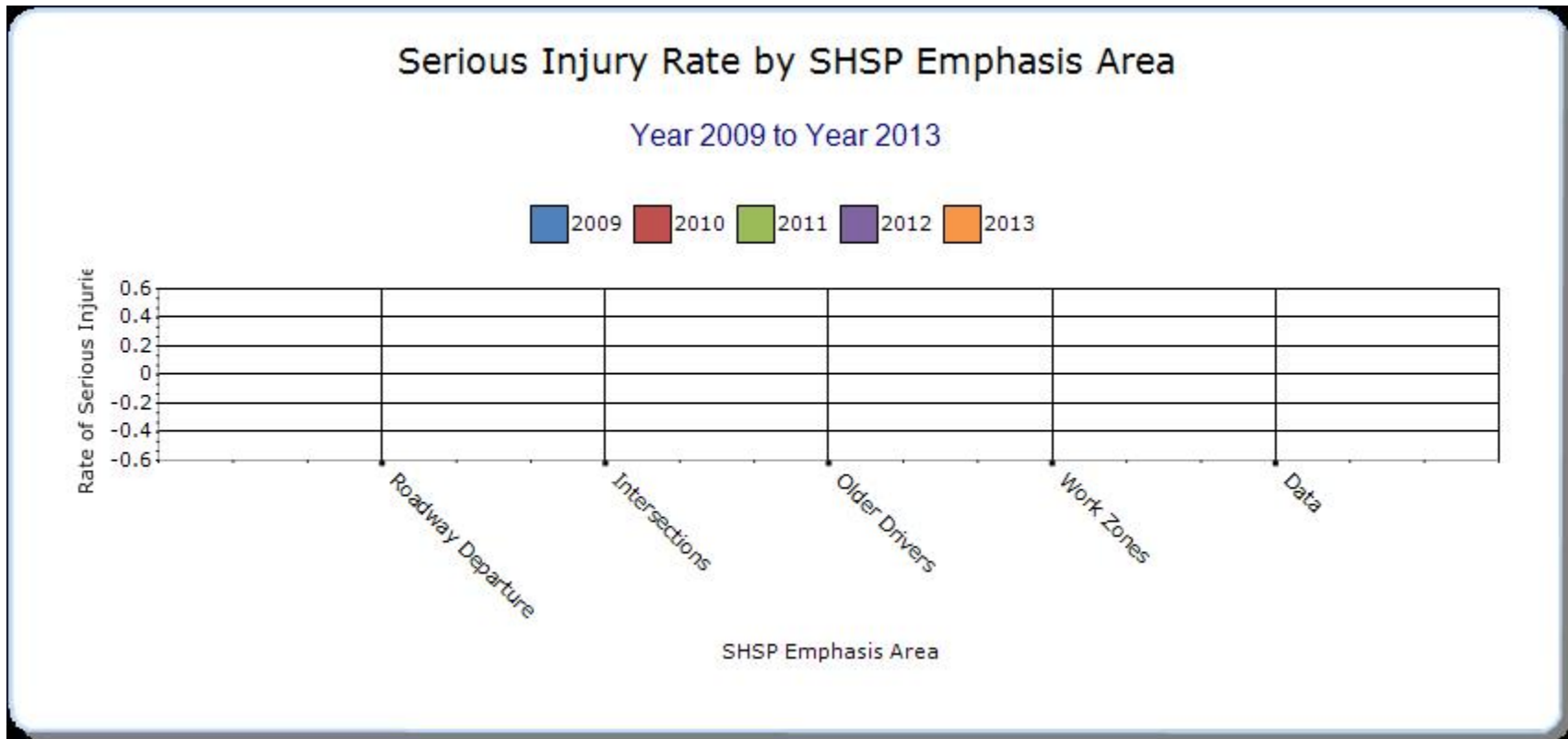
Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure	Run-off-road	367	2499	0	0	0	0	0
Intersections	Intersection Crashes	226	3456	0	0	0	0	0
Older Drivers		74	624	0	0	0	0	0
Data	All	838	8436	0	0	0	0	0







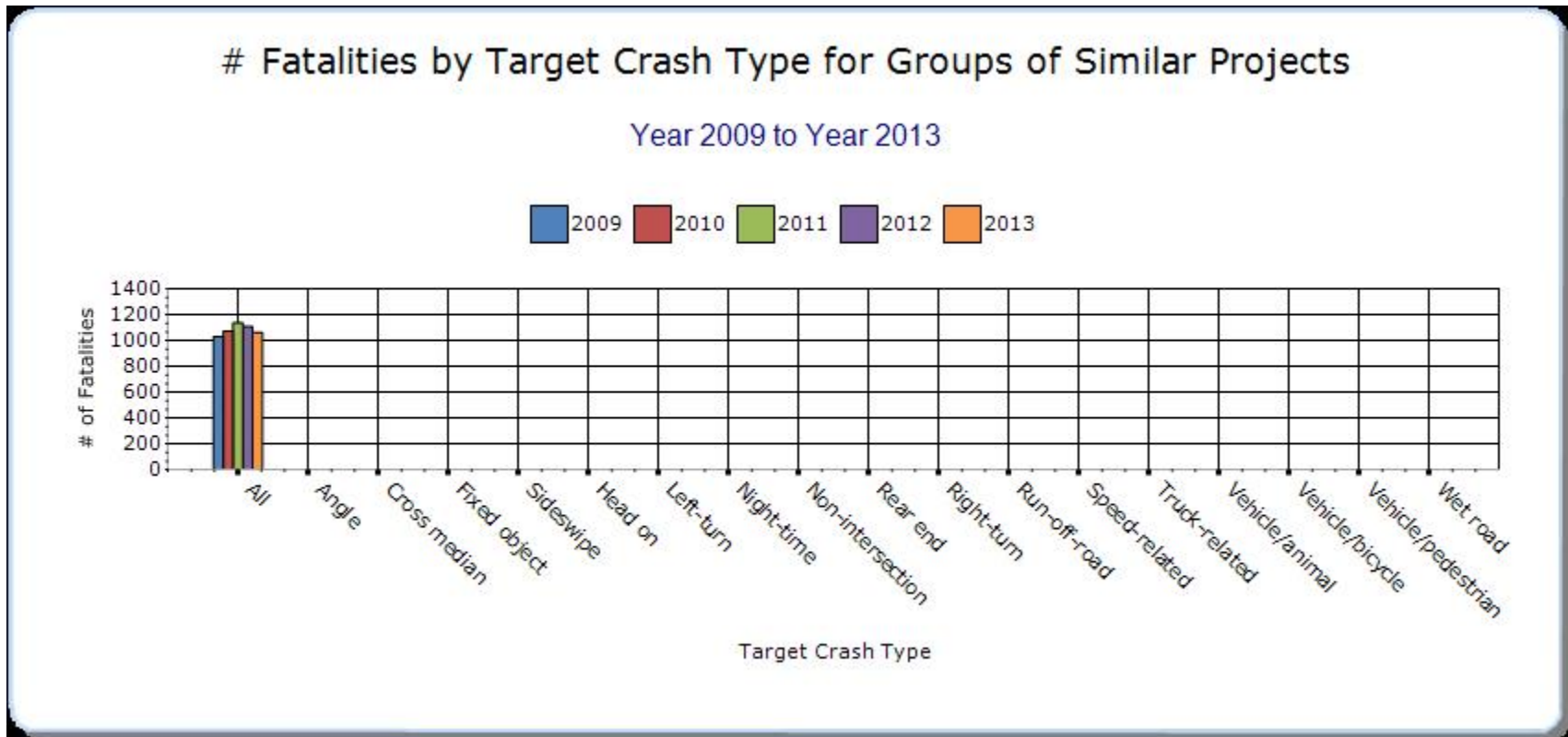


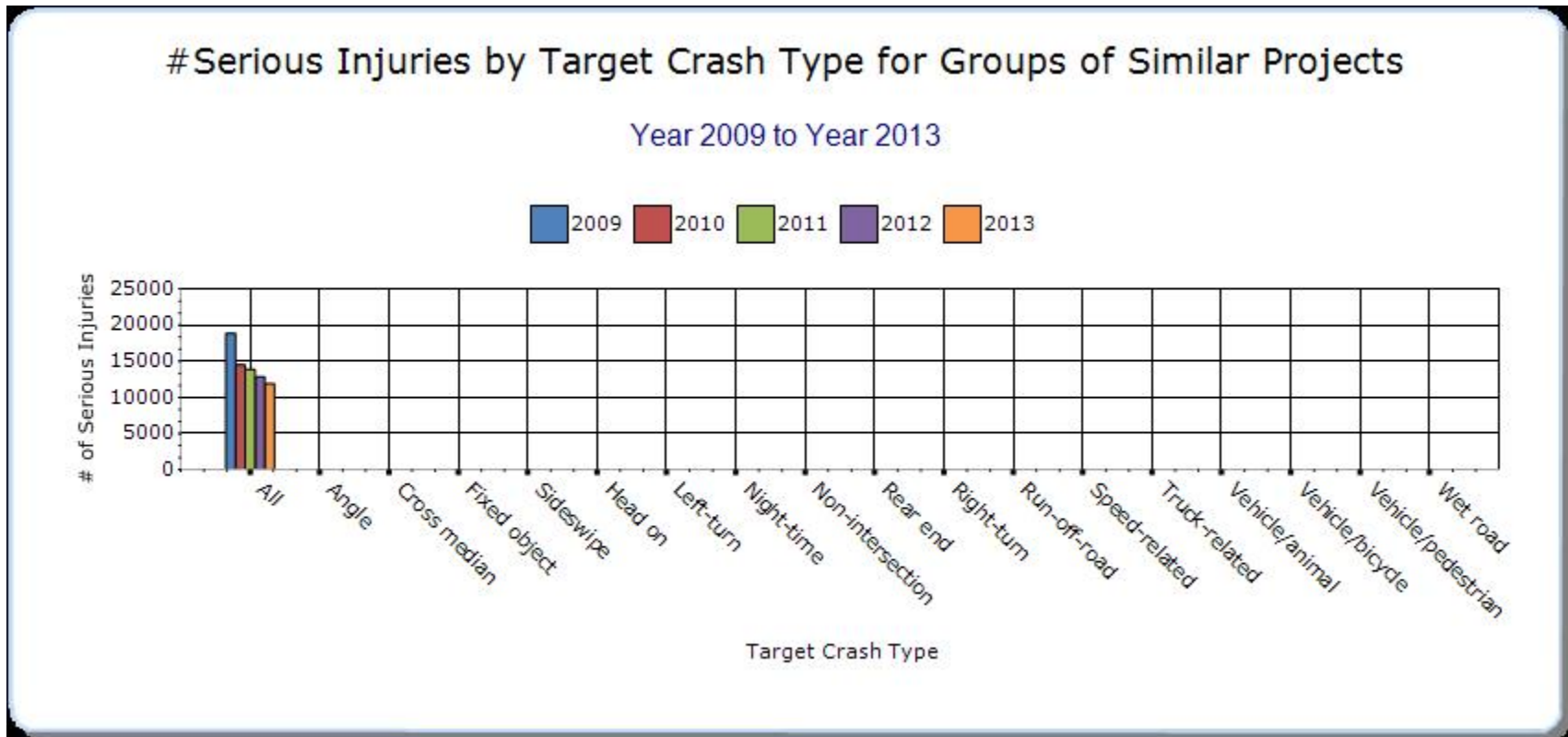
Groups of similar project types

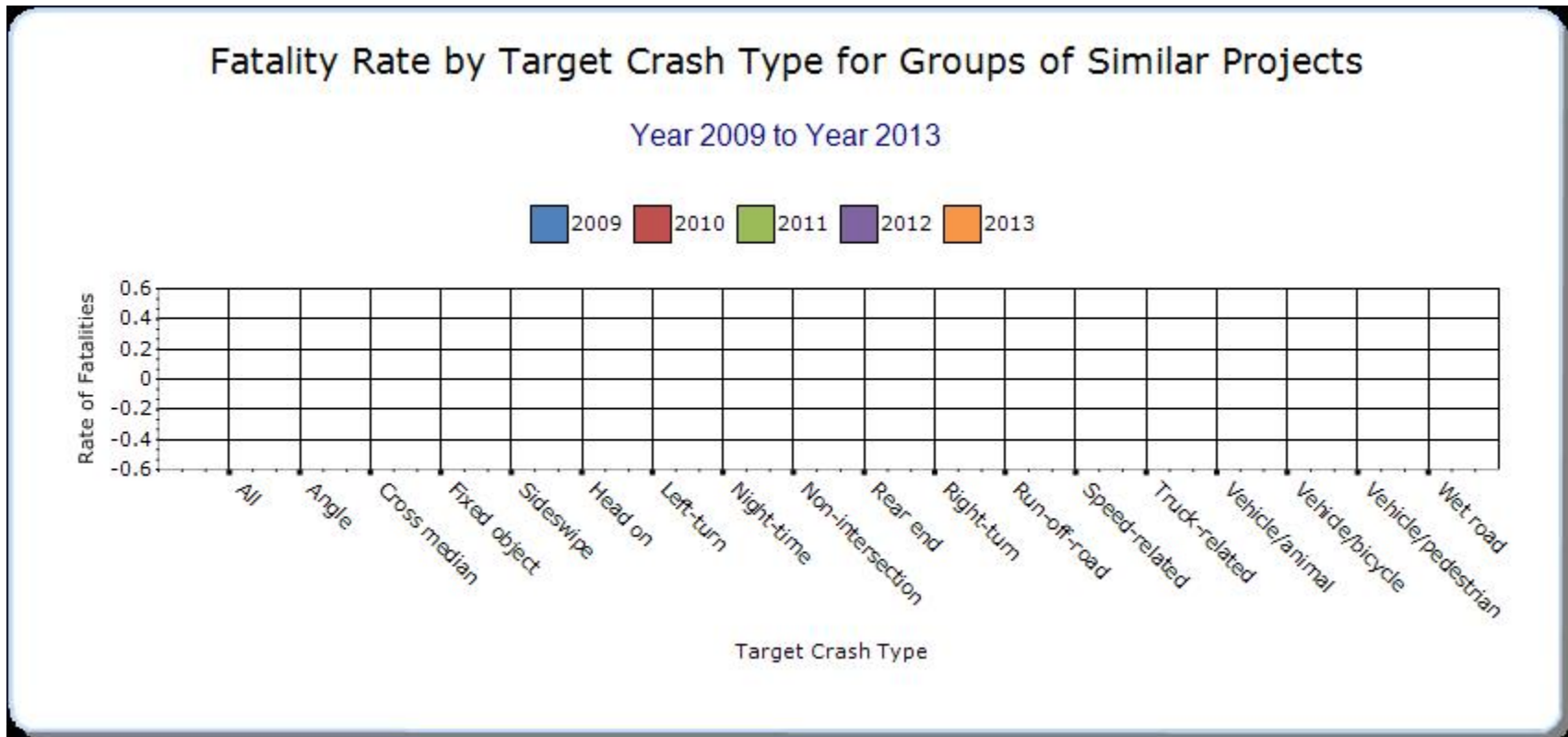
Present the overall effectiveness of groups of similar types of projects.

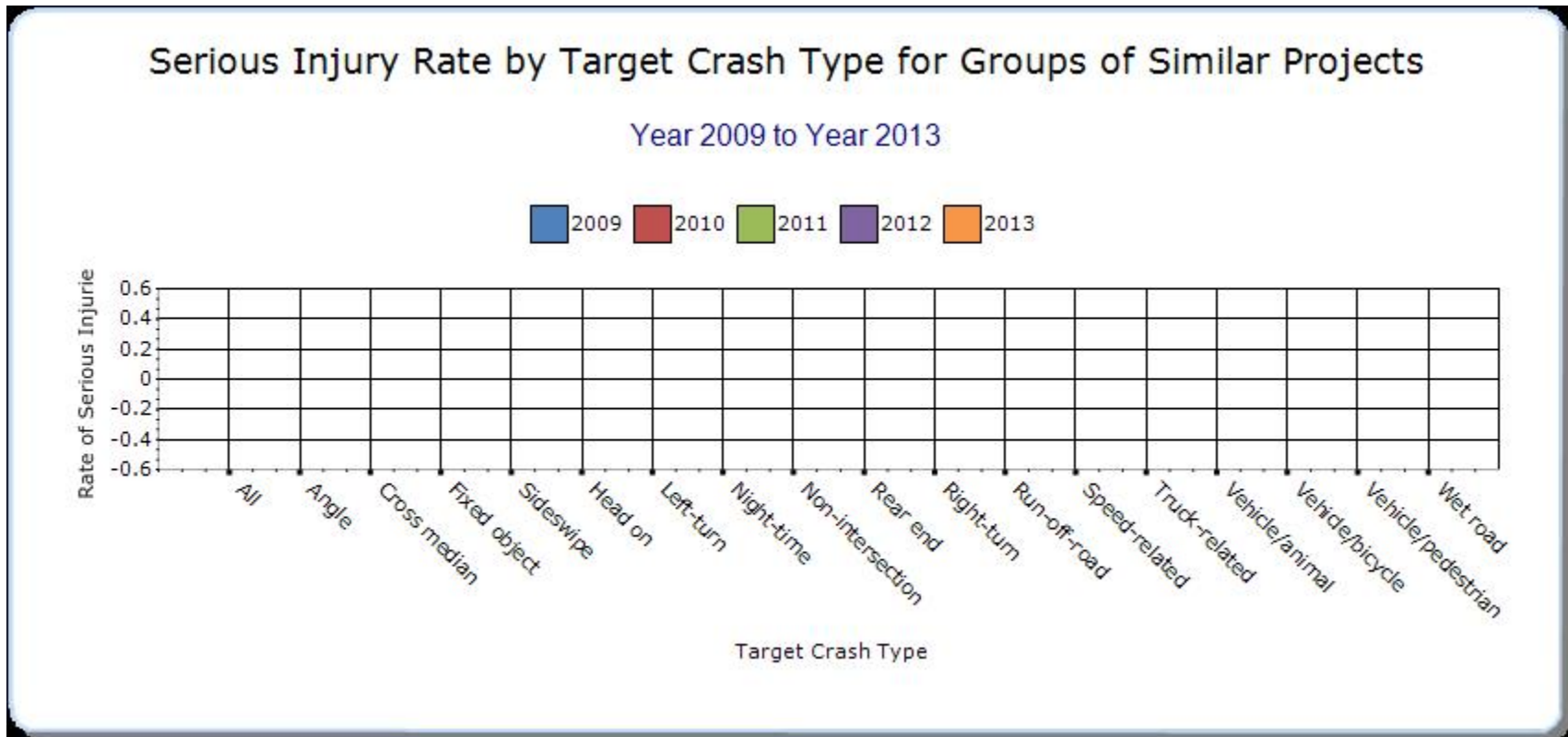
Year - 2013

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Intersection	All	226	3456	0	0	0	0	0
Crash Data	All	838	8436	0	0	0	0	0
Roadway Departure	STATE ROR CRASHES	101	591	0	0	0	0	0
Median Barrier	Interstate Median Crossover Crashes	7	16	0	0	0	0	0









Systemic Treatments

Present the overall effectiveness of systemic treatments.

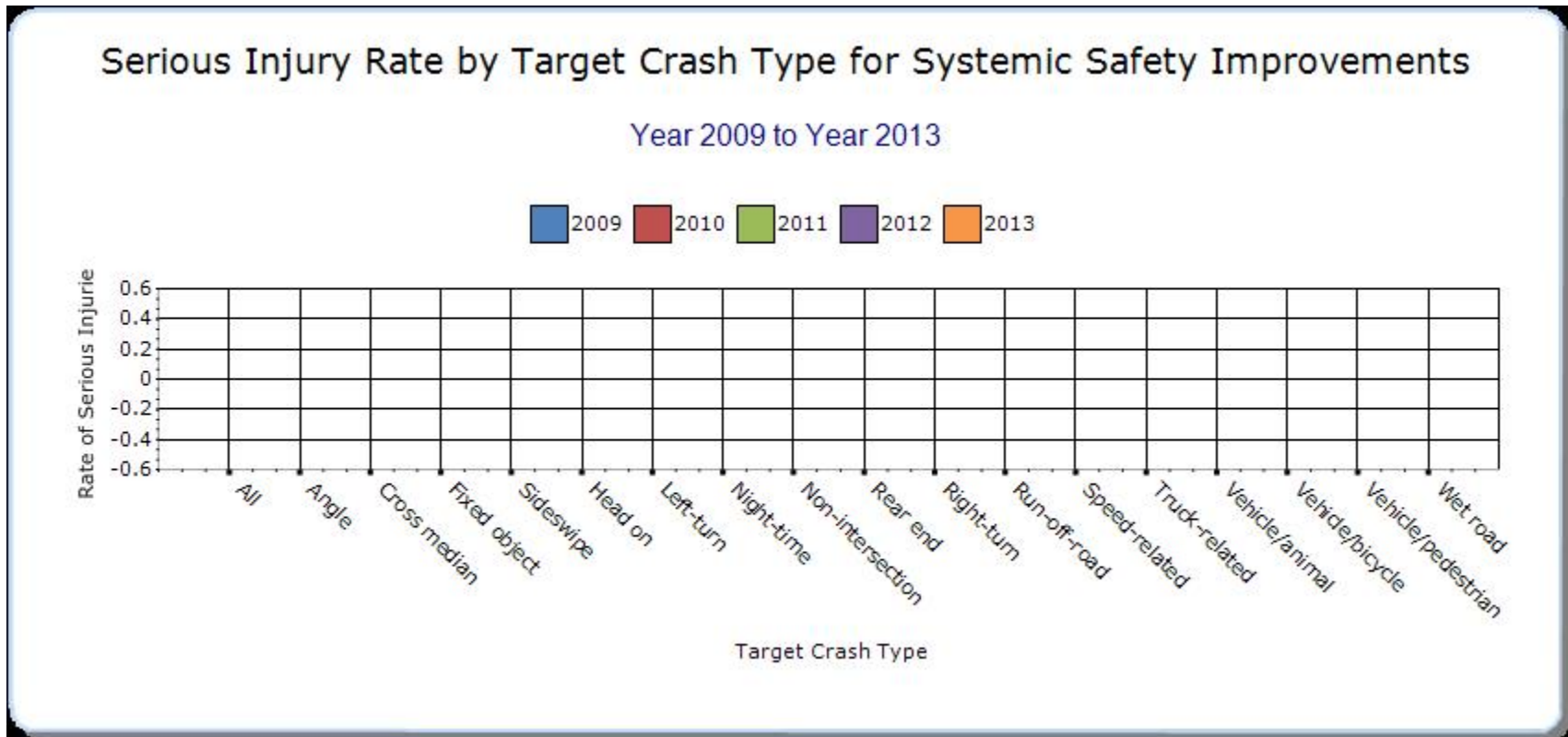
Year - 2013

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Pavement/Shoulder Widening	STATE ROUTE ROR CRASHES	101	591	0	0	0	0	0
Cable Median Barriers	Intersection Median Crossover Crashes	7	16	0	0	0	0	0









Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

ALDOT has been integrating the Highway Safety Manual (HSM), GIS and roadway inventory into the various safety program to improve safety data collection and analysis. There is also a study on "Integrating Safety and Operations into Planning, Design, Construction, and Post Construction Operations." This study includes research methodology and data collection , creates an environment for integrating operations and safety into multimodal planning efforts, reviews statewide, regional , corridor and sub-area opportunities, then will conclude with a final workshop and study documentations.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)
none														

Optional Attachments

Sections

**Assessment of the Effectiveness of the
Improvements (Program Evaluation): SHSP
Emphasis Areas**

Files Attached

[HSIP_Q32N_August 4 2014.xlsx](#)

Glossary

5 year rolling average means the average of five individual, 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.

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.