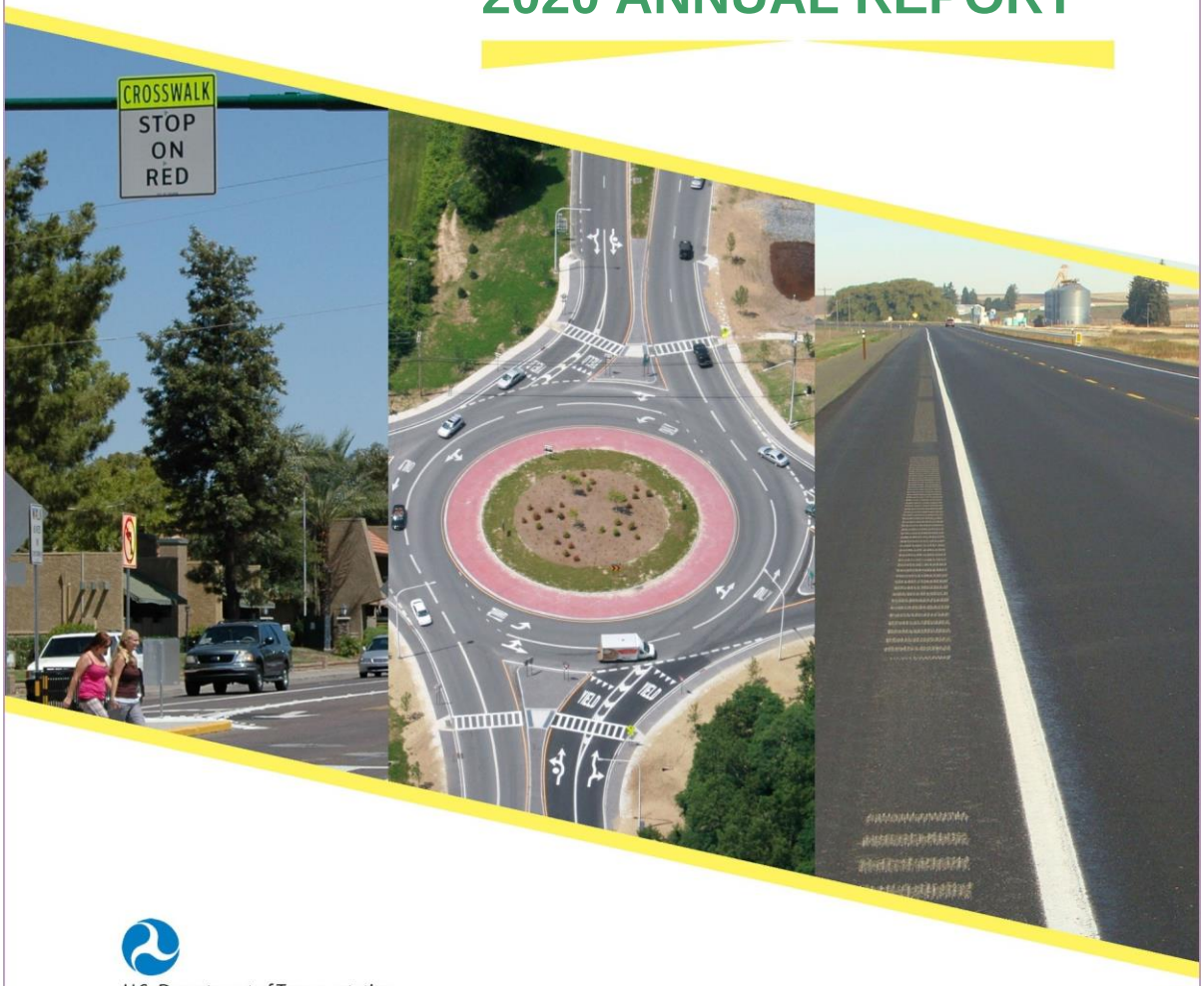
ALABAMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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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 focused on implementing regional SHSPs to incorporate a bottom up approach. The Rural/Regional Planning Organizations (RPOs) served as the geographical boundary for the four Regional Plans that were developed. Specific emphasis areas were identified by local stakeholders to develop performance measures with proven countermeasures. The RPO regions were selected to represent various geographical areas of the state and ensure a mix of urban and rural traffic and safety challenges. Alabama's 4th edition SHSP must be completed by July 2022, and ALDOT has decided to pursue a different approach that should be more effective since the regional coalitions were not as effective as hoped. ALDOT hosted a virtual SHSP Evaluation workshop facilitated by FHWA in September 2020. The output from that workshop along with three years of experience with the 3rd edition SHSP will guide the direction of the 4th edition SHSP.

The current focus of Alabama's SHSP is the "Toward Zero Deaths" initiative. Additionally, Alabama has continued with our goal from previous SHSPs to reduce fatalities by 50% within 20-years. Fatal crashes had dropped significantly over the past decade from 2009 to 2015 but saw a significant increase in fatalities in 2016, along with most of the United States. Since 2016 Alabama had a steady decline in the number of fatalities and the fatality rate, but we have not achieved a return to pre-2016 number of fatalities.

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, which focus on human behavior. The SHSP incorporate ADECA'S Statewide Highway Safety Plan address the safety program behavioral elements including 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), but FAST ACT legislation made most non-infrastructure projects ineligible for HSIP funding. Driver behavior projects are no longer eligible for HSIP funding, but traffic safety information systems projects are still eligible, therefore the majority of HSIP funds are spent on infrastructure projects.

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 continued the Roadway Departure Focus State Program which applies information from in-depth evaluation of roadway departure crashes applied to a set of roadway departure countermeasures such

as the Horizontal Curve Resigning Program. ALDOT personnel and other safety partners continue to use ALDOT developed resources including our 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 passive device program is ongoing, and ALDOT is in the process of letting a project for the West Central Region. Also, TSOS has initiated a Hazard Elimination Rail Program which recently solicited Alabama's Regions for project locations.

The ALDOT has also 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. These outreach campaigns utilized HSIP funding under existing projects that were created under previous transportation legislation when such non-infrastructure programs were eligible.

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 is electronically collecting data from all licensed EMS agencies.

The Interstate Median Barrier Program and the Shoulder Widening Program 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). The department's efforts in both programs are ongoing.

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. Each of Alabama's Regions currently have ongoing projects addressing this program.

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 has served 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. As funding permits, the department will continue to add to its Alabama specific SPFs.

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

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 5th annual Alabama Safety Conference was an all roads conference with a track for county engineers and the 6th annual will be the same, but virtual.

The Safety Technical Assistance for Counties and Cities (STACC) Program was also authorized to address issues on Alabama's local roadways. Its 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. STACC’s focuses on the 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.

Prior to adoption of the FAST Act, TSOS non-infrastructure safety efforts focused on Driver Behavior and Traffic Safety Information Systems per Alabama’s current SHSP.

Law enforcement agencies were invited to participate in HSIP development committees such as the development of the Speed Management Manual and Road Safety Assessments (RSA) Manual, and continue to be engaged. For example, in 2019 ALDOT hosted a Traffic Engineering Fundamentals Workshop for law enforcement. Their perspective and experience plays an important role in targeting effective countermeasures for the safety of the traveling public.

Safety outreach initiatives are coordinated with the ALDOT's Media and Community Relations Bureau, the Alabama State Law Enforcement Agency (formerly the Alabama Department of Public Safety), and ADECA. “Driver Sober or Get Pulled Over”, “Click It or Ticket it” and “Work Zone Safety” are examples of the safety campaigns implemented annually. This partnership is effective in providing safety information to the public. Its focus is to reduce the number of fatalities and serious injuries that occur, especially during various holiday seasons.

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 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 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

The Alabama Department of Transportation Design Bureau Traffic Engineering Division contains the Traffic Safety and Operations Section (TSOS). HSIP staff is located within the TSOS.

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 5th annual Alabama Safety Conference was an all roads conference with a track for county engineers and the 6th annual will be the same, but virtual. We have averaged 125 participants per conference who have learned from various subject matter experts including the Road Safety 365 workshop, which was a one-day training session designed to provide local and rural agencies with practical and effective ways to implement safety solutions into their day-to-day activities and project development process. Participants also learned how to use the CARE system, to develop countermeasures for Stop-Controlled Intersections, Work Zone Safety for Local Roads, 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 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. Four counties have been selected for the development of the conflation process and then the university will then complete the final 63 counties. 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 HSIP program administration practices that have changed since the last reporting period.

The distribution of HSIP funding has been adjusted in hopes that the department will have more participation from our Regions to utilize safety countermeasures in their projects. Each Region is allotted $3 million to use on approved projects each fiscal year to allow for a consistent safety program and may additionally apply for statewide competitive funding.

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

- 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?

- 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?

60

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

- Horizontal curve signs
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails

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)	$37,277,000	$37,277,000	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$5,414,000	$5,414,000	100%
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)	$20,000	$20,000	100%
State and Local Funds	$4,242,000	$4,242,000	100%
Totals	$46,953,000	$46,953,000	100%

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

10%

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

10%

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

5%

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

5%

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

$42,900,000

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

$4,000,000

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
RS & SAF. SIDE SLOPE IMPROVEMENTS ON I-65 FROM 1 MI S. CR-61 OVERPASS TO CHILTON CO. LINE	Roadway	Roadway - other	8.02	Miles	$1116846.92	$18176728.78	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	38,977	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
GUIDE RAIL INSTALL ON I-65 FROM N. OF COBBS FORD RD TO THE CHILTON CO. LINE	Roadside	Barrier - cable	18.8	Miles	$1784912.73	$1784912.73	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	62,581	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
PLANING, RS, STRIPING, MARKINGS & SAF. IMPROVEMENTS TO G.R. & E.A. ON I-65 FROM MOUNT OLIVE INTERCHANGE TO .78 MI N. OF SR-160	Roadway	Roadway - other	13.4	Miles	$204495.61	$2339885.85	HSIP (23 U.S.C. 148)	Multiple/ Varies	Principal Arterial-Interstate	66,792	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INTERSTATE MEDIAN BARRIER ON I-20 FROM ST. CLAIR CO. LINE TO 0.30 MI W. OF MAHAFFEY RD	Roadside	Barrier - concrete	13.296	Miles	$1159820.4	$1159820.4	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	51,810	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL OF TRAFFIC SIGNAL & ACCELERATION LANE EXTENSION AT THE INTERSECTION OF SR-3 (US-31) AND OLIVE ST	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$500000	$1672338.95	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,161	55	State Highway Agency	Spot	Intersections	Intersections
RS & SAF. WIDENING ON SR-173 FROM JUST N. OF THE INTERSECTION OF SR-134 IN HEADLAND TO NEWVILLE SOUTH TOWN LIMITS	Roadway	Roadway - other	4.2	Miles	$176640.51	$1962672.33	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,862	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
GUIDE RAIL INSTALL ON I-59 FROM GREENE CO. LINE TO .25 MI S. OF SR-6 (US-82)(MCFARLAND BLVD)	Roadside	Barrier - cable	17.651	Miles	$248912.48	$248912.48	HSIP (23 U.S.C. 148)	Multiple/ Varies	Principal Arterial-Interstate	59,641	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INTERSECTION MODIFICATION ON SR-251 AT CR-83 (LINDSAY LANE) TO INSTALL ROUNDABOUT	Intersection geometry	Intersection geometry - other	1	Intersections	$1231646.68	$1231646.68	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,445	50	State Highway Agency	Spot	Intersections	Intersections
SAF. IMPROVEMENTS (SHOULDER WIDENING,PVMT SCORING, SIGNING & STRIPING) ALONG HOBBS ISLAND RD FROM HUNTSVILLE CITY LIMITS TO VANN RD	Roadway	Roadway - other	6.099	Miles	$1598961.5	$1598961.5	HSIP (23 U.S.C. 148)	Multiple/ Varies	Minor Arterial	3,374	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL OF WRONG WAY ENTRY TREATMENTS I-65 INTERCHANGE AT THE INTERSECTION OF EDGEMONT AVE AND OAK ST	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$51005	$51005	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,415	25	State Highway Agency	Spot	Intersections	Intersections

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
INSTALL OF WRONG WAY ENTRY TREATMENTS I-65 INTERCHANGE AT THE INTERSECTION OF EDGEMONT AVE AND OAK ST	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Locations	$25000	$25000	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,415	25	State Highway Agency	Spot	Intersections	Intersections
SAFETY IMPROVEMENTS ON I-85 AT EXIT 58 AND EXIT 60	Roadway signs and traffic control	Roadway signs and traffic control - other	2	Interchanges	$1820453.82	$1820453.82	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	58,642	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, STRIPE & 2' SAF. WIDENING SR-22 FROM ALEXANDER CITY E. CITY LIMIT MP 120.715 THROUGH NEWSITE TO SR-49 MP 130.599	Roadway	Roadway - other	9.884	Miles	$693668	$3468340	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,036	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-22 FROM JUST E. OF SR-49 N. MP 130.599 TO THE W. TOWN LIMITS OF DAVISTON MP 137.813	Roadway	Roadway - other	7.214	Miles	$428442	$2142210	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,016	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SAFETY IMPROVEMENTS AT THE INTERSECTION OF SAM SUTTON RD AND SR-6 (US-82).	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$127851.68	$127851.68	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	23,173	65	State Highway Agency	Spot	Intersections	Intersections
TRAFFIC SIGNAL SAFETY IMPROVEMENTS ON SR-8 FROM SR-219 (LANDLINE RD) TO SR-41 (TEN INTERSECTIONS) IN SELMA	Roadway signs and traffic control	Roadway signs and traffic control - other	4.374	Miles	$2087983.07	$2087983.07	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,785	65	State Highway Agency	Spot	Intersections	Intersections
RS & 2' SAF. WIDENING SR-12 (ENTERPRISE BYPASS) FROM JUNCTION OF SR-88/SR-192 (N. MAIN ST) TO SR-134 (EAST PARK AVE)	Roadway	Roadway - other	3.408	Miles	$144254.59	$4808486.18	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,398	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING SR-167 (ENTERPRISE BYPASS) FROM JUNCTION OF SR-88/SR-192 (PLAZA DR) TO SR-134 (EAST PARK AVE)	Roadway	Roadway - other	1.003	Miles	$108394.81	$1083948.13	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,330	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INTERSECTION IMPROVEMENTS (ROUNDABOUT) AT CAMPBELLTON HWY (CR-203) AND TAYLOR RD (CR-64)	Intersection geometry	Intersection geometry - other	1	Intersections	$11078.93	$11078.93	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,885	40	State Highway Agency	Spot	Intersections	Intersections
PLANING, RS & 2' SAF. WIDENING ON SR-165 FROM CR-39 TO SR-1 (US-431)	Roadway	Roadway - other	3.584	Miles	$374161.1	$2494407.32	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,238	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, PLANING, PATCHING & VARIOUS SAF. IMPROVEMENTS SR-6 (US-82) FROM E. OF BEL AIRE ESTATES TO JUST E. OF 5TH ST	Roadway	Roadway - other	3.932	Miles	$497972.28	$4979722.76	HSIP (23	Urban	Principal Arterial-Other	29,892	65	State Highway Agency	Systemic	Roadway Departure	Roadway

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)								Departure
RS & 2' SAF. WIDENING SR-14 FROM THE HALE CO. LINE TO MARION W. CITY LIMITS	Roadway	Roadway - other	9.725	Miles	$819209.95	$5851499.65	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,927	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-14 FROM SR-17 TO THE GREENE CO. LINE	Roadway	Roadway - other	6.825	Miles	$581218.4	$3874789.39	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,982	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-32 FROM THE MISSISSIPPI STATE LINE TO SR-17	Roadway	Roadway - other	3.594	Miles	$379178.19	$2527854.56	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	657	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-154 FROM 0.8 MI W. OF OTIS HARE RD TO 0.7 MI E. OF CR-167 (FIRE TOWER RD)	Roadway	Roadway - other	5.3	Miles	$422180.75	$1688723	HSIP (23 U.S.C. 148)	Rural	Major Collector	275	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-53 (US-231) FROM THE BLOUNT CO. LINE TO THE MARSHALL CO. LINE	Roadway	Roadway - other	3.56	Miles	$1025671.71	$2051354.14	HSIP (23 U.S.C. 148)	Multiple/ Varies	Principal Arterial-Other	7,396	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INTERSECTION IMPROVEMENTS (ROUNDABOUT) AT CAMPBELLTON HWY (CR-203) & TAYLOR RD (CR-64)	Intersection geometry	Intersection geometry - other	1	Intersections	$160308.31	$160308.31	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,885	40	State Highway Agency	Spot	Intersections	Intersections
RS & 2' SAF. WIDENING ON SR-114 FROM THE CHOCTAW CO. LINE TO SR-69	Roadway	Roadway - other	4.831	Miles	$214796.65	$1534261.75	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,103	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HFST FOR WEST CENTRAL REGION ROAD SAFETY ASSESSMENT SITES *	Roadway	Pavement surface - high friction surface	5	Locations	$835787.57	$835787.57	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	17,290	50	State Highway Agency	Spot	HFST FOR WEST CENTRAL REGION ROAD SAFETY ASSESSMENT SITES	Other
SCORING CENTERLINE & EDGELINE, STRIPING, MARKINGS & RAISED PVMT MARKERS FOR WCR ROAD SAFETY ASSESSMENT SITES *	Roadway	Rumble strips - edge or shoulder	46	Locations	$804227.61	$804227.61	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	17,290	50	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
RS & 2' SAF. WIDENING ON SR-1 (US-431) FROM THE BRIDGE END AT LITTLE WILLS CREEK TO THE BRIDGE END AT LINE CREEK	Roadway	Roadway - other	4.115	Miles	$245357.73	$2811299.97	HSIP (23 U.S.C. 148)	Multiple/ Varies	Principal Arterial-Other	20,662	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-53 (US-231) FROM N. ARAB CITY LIMIT TO THE MORGAN CO. LINE	Roadway	Roadway - other	7.94	Miles	$448883.38	$5936467.29	HSIP (23 U.S.C. 148)	Multiple/ Varies	Principal Arterial-Other	11,951	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS SR-73 FROM SR-71 TO THE TENNESSEE STATE LINE, TO INCLUDE SAF. INSTALL OF HFST & REPLACEMENT OF G.R. W/ STEEL BLOCK OUTS	Roadside	Barrier - other	11.22	Miles	$113402.13	$3124336.01	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,461	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS ON SR-211 FROM SR-1 (US-431) TO SR-7 (US-11), INCLUDING G.R. RESET (SAF. REPLACEMENT FOR STEEL BLOCKOUTS) & GUARDRAIL RETROFIT	Roadside	Barrier - other	4.61	Miles	$11539.35	$2165033.91	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,747	35	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
STATEWIDE ROAD SAFETY & OPERATIONS INTEGRATION	Non-infrastructure	Non-infrastructure - other	1	STATEWIDE ROAD SAFETY & OPERATIONS INTEGRATION	$303196.16	$303196.16	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	STATEWIDE ROAD SAFETY & OPERATIONS INTEGRATION	STATEWIDE ROAD SAFETY & OPERATIONS INTEGRATION	Other
RS, PLANING, STRIPING, LEVELING, PATCHING & 2' SAF. WIDENING ON SR-7 (US-11) FROM SR-23 TO 533' N. OF SWEATT RD	Roadway	Roadway - other	9.939	Miles	$505016.25	$3366775	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,100	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS ON I-65 FROM N. OF SR-13 (US-43) (MP 19.923) TO SR-225 (MP 32.054) & BRIDGE RAISING AT LISTER DAIRY RD. (GUARDRAIL WITH STEEL BLOCK OUTS)	Roadside	Barrier - other	12.131	Miles	$14766.09	$3494383.05	HSIP (23 U.S.C. 148)	Multiple/ Varies	Principal Arterial-Interstate	24,944	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INTERSECTION MODIFICATIONS AT THE INTERSECTION OF SR-2 (US-72) AND SR-79	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	2	Intersections	$160100	$160100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,661	65	State Highway Agency	Spot	Intersections	Intersections
WRONG WAY DRIVING CRASHES PREDICTIVE MODELS & COUNTERMEASURES EVALUATION (PHASE 2)	Non-infrastructure	Data/traffic records	1	WRONG WAY DRIVING PREDICTIVE MODELS & COUNTEMEASURES EVALUATION	$75750	$75750	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	WRONG WAY DRIVING CRASHES PREDICTIVE MODELS & COUNTERMEASURES EVALUATIONS	WRONG WAY DRIVING CRASHES PREDICTIVE MODELS & COUNTERMEASURES EVALUATIONS	Other

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
INTERSECTION MODIFICATION ON SR-3 (US-31) AT SR-225 TO INSTALL OFFSET LT TURN LANES	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$253510.32	$253510.32	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,705	45	State Highway Agency	Spot	Intersections	Intersections
INTERSECTION RELOCATION & TRAFFIC SIGNAL INSTALL ON SR-16 (US-90) AT SR-59 IN LOXLEY	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$290000	$290000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	21,293	55	State Highway Agency	Spot	Intersections	Intersections
SAF. IMPROVEMENTS (SHOULDER WIDENING, PVMT SCORING, SIGNING & STRIPING) ALONG RYLAND PIKE FROM SR-2 (US-72) TO EVERETT RD	Roadway		3.014	Miles	$924850.39	$924850.39	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	8,981	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-185 FROM THE BUTLER CO. LINE TO SR-3 (US-31)	Roadway	Roadway - other	8.212	Miles	$663827.33	$3017396.96	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,643	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ACTIVE DILEMMA ZONE PROTECTION PROJECTS	Speed management	Speed detection system / truck warning	7	Intersections	$151500	$151500	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	50	State Highway Agency	Spot	ACTIVE DILEMMA ZONE PROTECTION PROJECTS	Other
ROUNDABOUT AT THE INTERSECTION OF SR-147 (NORTH COLLEGE STREET) & CR-72 (FARMVILLE RD)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$261349	$261349	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,589	55	State Highway Agency	Spot	Intersections	Intersections
RS & G.R. (STEEL BLOCK OUTS) SAF. IMPROVEMENTS ON I-22 FROM EXIT 16 (MP 16.8000) TO EXIT 22 (MP 22.600)	Roadway	Roadway - other	5.8	Miles	$28245.2	$8289687.17	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	13,586	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ROUNDABOUTS, SIGNING & STRIPING ON I-59/I-20 ON-RAMPS & OFF-RAMPS AT EXIT 79 (SR-7/US-11 INTERSECTION)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	2	Intersections	$252500	$252500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	59,600	70	State Highway Agency	Spot	Intersections	Intersections
ROUNDABOUTS, SIGNING & STRIPING ON I-22 ON-RAMPS & OFF-RAMPS AT EXIT 70 (CR-22 INTERSECTION)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	2	Intersections	$252500	$252500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	25,827	70	State Highway Agency	Spot	Intersections	Intersections
ROUNDABOUTS, SIGNING & STRIPING ON I-65 ON-RAMPS & OFF-RAMPS AT EXIT 208 (CR-28 INTERSECTION)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	2	Intersections	$255025	$255025	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	40,908	70	State Highway Agency	Spot	Intersections	Intersections

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
INT. SAF. IMPROVE. ON SR-25 (US-411) @ WALMART, OFFSET LT TN LN, SIG. UPGRADE W/ FLASHING YELLOW (ST FORCES), STRIPING & MARKINGS	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$21210	$21210	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	15,309	65	State Highway Agency	Spot	Intersections	Intersections
SAF. IMPROVEMENTS ON SR-38 (US-280) FROM 0.46 MI W. OF OLD SYLACAUGA HWY (MP 36.844) TO 0.20 MI E. OF OLD BIRMINGHAM HWY (MP 39.519)	Access management	Change in access - close or restrict existing access	2.675	Miles	$2397266.24	$2397266.24	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,901	65	State Highway Agency	Spot	ACCESS MANAGEMENT	Other
SAF. & OPERATIONS STUDY ON SR-4 (US-78) FROM SR-9 TO SR-46 AND FROM SR-46 TO BENNETT ST IN HEFLIN	Non-infrastructure	Non-infrastructure - other	2	Locations	$65000	$65000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,017	55	State Highway Agency	Spot	SAFETY & OPERATIONS STUDY	Other
SAF. IMPROVEMENTS, INCLUDING INSTALL OF A COMPACT ROUNDABOUT ON SR-181 AT GEORGE BISHOP LANE	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$90900	$90900	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,153	50	State Highway Agency	Spot	Intersections	Intersections
ROUNDABOUT CONSTRUCTION AT THE INTERSECTION OF SR-7 (US-11) & SR-300 (HOLLEY SPRINGS LANE) IN FOSTERS	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$200000	$200000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,379	55	State Highway Agency	Spot	Intersections	Intersections
RS, STRIPING, & 2' SAF. WIDENING ON SR-1 (US-431) FROM FIVE POINTS TOWN LIMIT (MP 169.783) TO THE RANDOLPH CO. LINE (MP 177.470)	Roadway	Roadway - other	7.687	Miles	$737280.73	$3686403.63	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	6,268	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-22 FROM E. END OF BRIDGE OVER HILLABEE ST (MP 117.175) TO 0.48 MI E. OF HILLABEE HILLS RD (MP 122.476)	Roadway	Roadway - other	5.301	Miles	$453378.56	$2666932.68	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	5,927	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, 2' SAF. WIDENING, & STRIPING ON SR-9 FROM 0.82 MI N. OF FIREHOUSE RD (MP 170.073) TO 0.10 MI N. OF ARMORY RD (MP 180.994)	Roadway	Roadway - other	10.921	Miles	$747228.65	$3932782.37	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,980	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, TRAFFIC STRIPE & RS & 2' SAF. WIDENING ON SR-1 (US-431) FROM SR-9 (MP 212.504) TO 0.14 MI N. OF THE CALHOUN CO. LINE (MP 221.141)	Roadway	Roadway - other	8.637	Miles	$156743.62	$3918590.55	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,717	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-69 FROM .3 MI S. OF CR-31 (WEST BEND RD) TO TALLAHATTA CREEK	Roadway	Roadway - other	7.555	Miles	$476867.44	$1907469.76	HSIP (23 U.S.C. 148)	Rural	Major Collector	409	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-28 FROM SR-8 (US-80) TO CR-21	Roadway	Roadway - other	7.228	Miles	$568969.16	$2275876.61	HSIP (23	Rural	Major Collector	1,043	55	State Highway Agency	Systemic	Roadway Departure	Roadway

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)								Departure
RS & 2' SAF. WIDENING ON SR-69 FROM SR-177 TO 0.608 MI N. OF CR-23 (SALT WORKS RD)	Roadway	Roadway - other	6.92	Miles	$435875.79	$1676445.34	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,593	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-102 FROM THE FAYETTE CO. LINE AT MP 17.367 TO JUST W. OF SR-124 AT MP 24.227	Roadway	Roadway - other	6.9	Miles	$385004.49	$4812556.08	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,444	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-171 FROM N. OF SR-102 AT MP 41.590 TO N. OF STOUGH RD AT MP 47.101	Roadway	Roadway - other	5.511	Miles	$619691.41	$3873071.31	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,475	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING & CENTERLINE SCORING ON SR-86 FROM .62 MI E. OF GLEN ECHO RD TO SR-6 (US-82)	Roadway	Roadway - other	6.786	Miles	$847702	$4461589.5	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,237	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, 1' SAF. WIDENING & CENTERLINE SCORING ON SR-17 FROM 0.371 MI N. OF MORMON HOLLOW RD AT MP 260.479 TO THE MARION CO. LINE AT MP 266.954	Roadway	Roadway - other	6.48	Miles	$646855.64	$4620397.44	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,272	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-6 (US-82) FROM THE TUSCALOOSA CO. LINE TO 0.27 MI W. OF HAYSOP CHURCH RD AT MP 74.00	Roadway	Roadway - other	3.328	Miles	$361873.78	$4523422.27	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,442	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-6 (US-82) FROM 0.27 MI W. OF HAYSOP CHURCH RD AT MP 74.000 TO WILSON RD AT MP 78.000	Roadway	Roadway - other	4	Miles	$490126.35	$6449030.98	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,761	65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
DEVELOPMENT OF ALABAMA-SPECIFIC SAFETY PERFORMANCE FUNCTIONS FOR INTERSECTIONS	Non-infrastructure	Non-infrastructure - other	1	AL SPECIFIC SPF FOR INTERSECTIONS	$341894.09	$341894.09	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	50	State Highway Agency	Spot	Intersections	Intersections
RS, PLANING, STRIPING, LEVELING, PATCHING, & 2' SAF. WIDENING ON SR-25 (US-411) FROM SR-53 (US-231) TO THE ETOWAH CO. LINE	Roadway	Roadway - other	10.416	Miles	$509662.92	$3397752.78	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,817	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
REGIONAL IMPLEMENTATION OF THE ALABAMA STRATEGIC HIGHWAY SAFETY PLAN	Non-infrastructure	Non-infrastructure - other	1	REGIONAL IMPLEMENTATION OF THE ALABAMA STRATEGIC	$380266.01	$380266.01	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	REGIONAL IMPLEMENTATION OF THE ALABAMA STRATEGIC	REGIONAL IMPLEMENTATION OF THE ALABAMA STRATEGIC	Other

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
				HIGHWAY SAFETY PLAN									HIGHWAY SAFETY PLAN	HIGHWAY SAFETY PLAN	
INTERSECTION SAF. IMPROVEMENTS AT SR-22 & CR-81	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$992355.81	$992355.81	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,493	55	State Highway Agency	Spot	Intersections	Intersections
RS & 2' SAF. WIDENING OF SR-123 FROM INT. OF SR-51 IN ARITON TO THE INT. OF SR-53 (US-231)	Roadway	Roadway - other	3.607	Miles	$395422	$1977110.01	HSIP (23 U.S.C. 148)	Rural	Major Collector	801	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-100 FROM THE INT. OF E. 3 NOTCH ST TO THE INT. OF SR-12 (US-84) COVINGTON CO. (THREE NOTCH RR)	Roadway	Roadway - other	1.643	Miles	$182272.89	$867966.14	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,033	35	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-51 FROM JUST S. OF BULL RD IN CLIO TO APPROX 0.3 MI N. OF W. ST IN LOUISVILLE	Roadway	Roadway - other	7.158	Miles	$464586.76	$2445193.47	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,038	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ROUNDABOUT INSTALL AT THE INTERSECTION OF SR-55 AND SR-12 (US-84)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$227250	$227250	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,638	55	State Highway Agency	Spot	Intersections	Intersections
REGIONAL IMPLEMENTATION OF THE STRATEGIC HIGHWAY SAFETY PLAN	Non-infrastructure	Non-infrastructure - other	1	REGIONAL IMPLEMENTATION OF THE STRATEGIC HIGHWAY SAFETY PLAN	$380266.01	$380266.01	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	REGIONAL IMPLEMENTATION OF THE STRATEGIC HIGHWAY SAFETY PLAN	REGIONAL IMPLEMENTATION OF THE STRATEGIC HIGHWAY SAFETY PLAN	Other
INSTALL ROUNDABOUTS ON SR-126 AT BOTH I-85 EXIT 16 RAMPS, & AT SR-126/SR-8 (US-80) INTERSECTION, & ON SR-8 (US-80) AT MARLER RD *	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	3	Intersections	$240653.71	$240653.71	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,979	55	State Highway Agency	Spot	Intersections	Intersections
RS & STEEL BLOCKOUT REPLACEMENT I-65 FROM 0.5 MI S. OF SR-97 TO THE RELIEF BRIDGE S. OF PINTLALA CREEK	Roadside	Barrier - other	9.326	Miles	$6945.65	$5079381.38	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	36,201	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, TRAFFIC STRIPE & 2' SAF. WIDENING ON SR-77 FROM SR-22 (MP18.969) TO THE CLAY CO. LINE (MP 25.206)	Roadway	Roadway - other	6.237	Miles	$458754.37	$2548635.38	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,115	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
RS ON I-65 FROM CR-40 (WALLACE RD) TO CR-6 THE CASTLEBERRY INTERCHANGE/EXIT 83. HSIP FUNDING FOR GUARDRAIL WITH STEEL BLOCK OUTS.	Roadside	Barrier - other	9.37	Miles	$71928.73	$6402945.72	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	24,640	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL, RELOCATE, & REMOVE CURVE WARNING SIGNS SR-187,101,36,247,243,237,172,19,17,13,33, & 20 W/IN THE MOULTON DISTRICT (TUSCUMBIA AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	12	Locations	$296920.87	$296920.87	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	7,600	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ. CURVE RDWY SIGNING IMPROVE. ST RTS 3,12,13,15,16,17,21,41,42,59,83,113,158,161,163,180,181, 182,188,193,213,217,225,287 MOBILE AREA *	Roadway signs and traffic control	Curve-related warning signs and flashers	24	Locations	$639601.37	$639601.37	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	9,975	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ. CURVE RDWY SIGNING IMPROVE. ST RTE 5 8,10,12,13,17,21,25,28,41,47,56,59,69,114,136,154,156,162,177,178,221,265,295 GROVE HILL AREA *	Roadway signs and traffic control	Curve-related warning signs and flashers	24	Locations	$1310093.21	$1310093.21	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	6,175	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
CONSTRUCT OFFSET LT TURN LANES ON FOLEY BEACH EXPRESS AT CR-12	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$26500	$26500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	18,375	55	State Highway Agency	Spot	Intersections	Intersections
DEVELOPMENT OF ALABAMA-SPECIFIC RURAL 4-LANE DIVIDED HIGHWAYS SAFETY KNOWLEDGE BASE	Non-infrastructure	Non-infrastructure - other	1	4-LANE DIVIDED AL SPECIFIC SAFETY KNOWLEDGE BASE	$199539	$199539	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	0	65	State Highway Agency	DEVELOPMENT OF ALABAMA-SPECIFIC RURAL 4-LANE DIVIDED HIGHWAYS SAFETY KNOWLEDGE BASE	DEVELOPMENT OF ALABAMA-SPECIFIC RURAL 4-LANE DIVIDED HIGHWAYS SAFETY KNOWLEDGE BASE	Other
INSTALL,RELOCATE,& REMOVE CURVE WARN SGN SR-2,13,17,20,64,99,101,133,157,207,251,3,127,67,53,36 & I-65 W/IN THE TUSCUMBIA AREA DISTRICTS 1 & 4	Roadway signs and traffic control	Curve-related warning signs and flashers	18	Locations	$197666.61	$197666.61	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	7,600	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
CONSTRUCTION OF ROUNDABOUT AT THE INTERSECTION OF CR-13 AND CR-44	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$130000	$130000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,416	45	State Highway Agency	Spot	Intersections	Intersections
INTERSECTION IMPROVEMENTS ON COLUMBUS PARKWAY AT 4TH, 6TH AND 7TH STREETS	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$168000	$168000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,059	45	State Highway Agency	Spot	Intersections	Intersections

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
ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS ON SR-2 (US-72) AT COUNTY PARK RD IN THE CITY OF SCOTTSBORO	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$116600	$116600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	31,284	60	State Highway Agency	Spot	Intersections	Intersections
LEVELING, WIDENING, STRIPING, SIGNAGE & SAF. IMPROVEMENTS ON CR-65 (EASTER FERRY RD) ON A CURVE N. OF SULPHUR CREEK	Roadway	Roadway - other	1	Curves	$22777.78	$22777.78	HSIP (23 U.S.C. 148)	Rural	Minor Collector	640	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
LIGHTING UPGRADES AT I-85 EXIT 58	Lighting	Site lighting - interchange	1	Locations	$3600	$3600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	58,642	70	State Highway Agency	Spot	Intersections	Intersections
LIGHTING UPGRADES AT I-85 EXIT 58	Lighting	Site lighting - interchange	1	Locations	$578136.2	$578136.2	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	58,642	70	State Highway Agency	Spot	Intersections	Intersections
INSTALL, RELOCATE & REMOVE CURVE WARNING SIGNS ON STATE ROUTES 1, 2, 7, 35, 40, 65, 68, 71, 73, 75, 79, 117, 146, 168, 176, 227, AND 277 *	Roadway signs and traffic control	Roadway signs (including post) - new or updated	17	Locations	$501296.13	$501296.13	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	8,075	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL, RELOCATE & REMOVE CURVE WARNING SIGNS ON STATE ROUTES 1,3,53,62,67,69,74,75,79,91,168,179,205, & 227 *	Roadway signs and traffic control	Roadway signs (including post) - new or updated	14	Locations	$170944.88	$170944.88	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	8,075	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL, RELOCATE, & REMOVE CURVE WARNING SIGNS ON ST RTS 1,9,25,35,68,74,77,132,179,205,211,273 & 759 *	Roadway signs and traffic control	Roadway signs (including post) - new or updated	13	Locations	$155656.99	$155656.99	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	8,075	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
REALIGNING SR-171 & ADD TURNING LANE AT PREWITT LOOP RD	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,777	55	State Highway Agency	Spot	Intersections	Intersections
INSTALL TWO WAY LT TURN LANE & BICYCLE/PEDESTRIAN FRIENDLY SHLDRS ON SR-16 (US-90) FROM THE E. END OF COCHRAN BRIDGE TO W. OF BANKHEAD TUNNEL	Roadway	Roadway - other	2.26	Miles	$540000	$540000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,527	55	State Highway Agency	Spot	Intersections	Intersections
HSIP PROJECT APPLICATION SPREADSHEET UPDATE	Non-infrastructure	Non-infrastructure - other	1	HSIP APPLICATION UPDATE	$55000	$55000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	HSIP PROJECT APPLICATION SPREADSHEET UPDATE	HSIP PROJECT APPLICATION SPREADSHEET UPDATE	Other

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
RESTRICTED CROSSING U-TURN INT. ON SR-8 (US-80) & SR-25 (MP 49.3 & MP 49.9)	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$250000	$250000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,758	65	State Highway Agency	Spot	Intersections	Intersections
SAF. IMPROVEMENTS, SIGNING & RUMBLE STRIP INSTALL SITE 1 - ON CR-40 FROM CR-21 FOR 0.111 MI; AND SITE 2 - AT THE INT. OF CR-40 & CR-57	Roadway	Rumble strips - edge or shoulder	2	Locations	$5738	$5738	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,079	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SAF. IMPROVEMENTS ON CR-35, CR-34, AND CR-36; INCLUDING STRIPING, RAISED PAVEMENT MARKERS, RUMBLE STRIPS, TRAFFIC CONTROL MARKINGS & G.R. **	Roadway delineation	Raised pavement markers	17.6	Miles	$306335	$306335	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,261	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SAF. IMPROVE. INCLUDING STRIPING, RAISED PVMT MARKERS, RUMBLE STRIPS, TRAF. CONT. MARKINGS/SIGNS, & G.R. ON CR-24 CALHOUN CO LINE TO CR-3	Roadway delineation	Raised pavement markers	2.017	Miles	$102390.94	$188768.69	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,502	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SAF. IMPROVE. STRIPING RAISED PVMT MARKERS,RUMBLE STRIPS,PVMT SCORING,TRAF. CONT. MARKINGS/SIGNS/DEVICES, & G.R. ON CR12 FROM SR17 (US43) TO DAN ST	Roadway delineation	Raised pavement markers	2.77	Miles	$319754.82	$319754.82	HSIP (23 U.S.C. 148)	Rural	Major Collector	968	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
TRAFFIC STRIPE, PVMT MARKINGS, & HORZ CURVE WARNING SIGNS ON CR-77 FROM SR-79 TO THE MARSHALL CO. LINE.	Roadway delineation	Raised pavement markers	1.872	Miles	$65098.28	$65098.28	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,370	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. @ ON CR-87 OVER THE STYX RIVER; ON HOYLE BRYARS RD OVER I-65; & ON SCRANAGE RD OVER HORSENECK CREEK **	Roadside	Barrier- metal	3	Locations	$184870	$269053.5	HSIP (23 U.S.C. 148)	Rural	Major Collector	806	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. ON CR-31 OVER STINKING CREEK; ON CR-26 OVER JACKSON CREEK; ON JACK JONES RD OVER PEA RIVER; & ON CR-36 OVER WHITE CREEK **	Roadside	Barrier- metal	4	Locations	$125761.48	$125761.48	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	390	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
G.R. & E.A. AT SITE 1 - (BIN004836) ON CR-16 ON ROCKY CREEK; SITE 2 - (BIN 004839) ON CR-16 OVER PERSIMMON CREEK RELIEF *	Roadside	Barrier- metal	2	Locations	$112767.2	$112767.2	HRRR Special Rule (23 U.S.C.	Rural	Local Road or Street	6,792	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
							148(g)(1))								
G.R. & E.A. AT SITE 1 - (BIN 010766) ON CR-644 OVER TIGHT EYE CREEK; SITE 2 - (BIN 007951) ON CR-342 OVER BIG CREEK *	Roadside	Barrier- metal	2	Locations	$156031.41	$156031.41	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	7,600	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
G.R. & E.A. ON CR-4 HORSEHEAD CREEK; OVER TRIBUTARIES TO HORSEHEAD CREEK; BIG CREEK; & LARKIN CREEK	Roadside	Barrier- metal	6	Locations	$166815.37	$166815.37	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	552	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. AT SITE 1 - (BIN 007702) ON CR-30 OVER PINEY WOODS CREEK; SITE 2 - (BIN 007703) ON CR-30 OVER BLUE CREEK	Roadside	Barrier- metal	2	Locations	$99210	$126471.69	HSIP (23 U.S.C. 148)	Rural	Minor Collector	291	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. ON CR-83 OVER MULBERRY CREEK; ON CR-74 OVER SOAPSTONE CREEK; ON CR-11 OVER TATUM CREEK; ON CR-29 OVER DRY CREEK	Roadside	Barrier- metal	4	Locations	$221612	$294827.24	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	517	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
G.R. & E.A. AT SITE 1 - (BIN 009087) ON CR-24 OVER SCARHAM CREEK; SITE 2 - (BIN 003088) ON CR-51 OVER BIG WILLS CREEK	Roadside	Barrier- metal	2	Locations	$176748.06	$176748.06	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	3,158	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. ON SEWELL RD OVER WEOKA CREEK; ON BALTZER RD OVER CALLAWAY CREEK; & ON PEACE CHURCH RD OVER BRENSON BRANCH	Roadside	Barrier- metal	3	Locations	$158686.68	$158686.68	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	396	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
G.R. & E.A. AT SITE 1 - (BIN 005402) ON CR-10 OVER EIGHT MILE CREEK; SITE 2 - (BIN 007577) ON CR-1 OVER NATURAL BRIDGE CREEK	Roadside	Barrier- metal	2	Locations	$84986.53	$112387.86	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	224	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
G.R. & E.A. AT (BIN 010222) ON CR-46 OVER ABBIE CREEK	Roadside	Barrier- metal	1	Locations	$38096.16	$38096.16	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	454	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. AT SITE 1 - (BIN 001657) ON CHERRY TREE RD OVER GOOSE CREEK; AND SITE 2 - (BIN 001658) ON CHERRY TREE RD OVER UNNAMED TRIBUTARY	Roadside	Barrier- metal	2	Locations	$84168.21	$84168.21	HSIP (23 U.S.C. 148)	Rural	Major Collector	649	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. @ CR-1296 OVER COTACO CREEK (BIN 010117) & HUGHES CREEK (BIN 011515); & (BIN 007160) ON CR-1252 OVER SHOAL CREEK **	Roadside	Barrier- metal	3	Locations	$165224	$165224	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	772	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. ON CR-1165 OVER YOUNGBLOOD CR; ON CR-3339 OVER WHITEWATER CR; ON CR-5534 OVER UNNAMED CR; ON CR-1111 OVER BEEMAN CR **	Roadside	Barrier- metal	6	Locations	$223638.6	$223638.6	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	470	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. ON KELLY CREEK RD OVER KELLY CREEK *	Roadside	Barrier end treatments (crash cushions, terminals)	1	Locations	$38816.8	$38816.8	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	8,265	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
G.R. & E.A. ON CR-12 OVER POTTS & SANUSI CRKS; ON CR-42 OVER COTAHAGA CRK; ON CR-10 OVER THORNTON & KINTERBISH CRKS **	Roadside	Barrier- metal	4	Locations	$354828.92	$354828.92	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	360	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL G.R. & E.A. CR-399 CHEAHA CR & CHOCCOLOCCO CR; CR-326 CHOCCOLOCCO CR; CR-211 ALLADEGA CR; CR-207 TALLADEGA CR; CR-9 FOUR MILE CR **	Roadside	Barrier- metal	5	Locations	$282006	$363723.49	HSIP (23 U.S.C. 148)	Multiple/ Varies	Major Collector	1,831	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL TRAFFIC STRIPING, RAISED PVMT MARKERS, TRAFFIC CONTROL MARKINGS & LEGENDS ON CR-4 (BRADLEY RD) FROM SR-15 (US-29) TO COVINGTON CO LINE	Roadway	Roadway - other	17.7	Miles	$103674.9	$103674.9	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	579	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
SAF. IMPR. (CLEARING, SCORING, & PVMT MARKERS) ON CR-26 FROM WALKER RUN TO SR-70 IN COLUMBIANA	Roadway	Roadway - other	5.9	Miles	$127488.7	$127488.7	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,682	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
SAF. IMPR. (LEVEL,WIDEN,RS,SCORE,STRIPE,PVMT MARKERS, G.R. & E.A. @ BIN 011304 CAMP CREEK; ON CR-21 FROM 0.953 MI W. OF SR-12(US-84) E. FOR 1500' *	Roadway	Roadway - other	0.284	Miles	$287069.21	$287069.21	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	8,265	35	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
CRASH MODIFICATION FACTOR (CMF) GUIDANCE FOR AL HSIP	Non-infrastructure	Non-infrastructure - other	1	CRASH MODIFICATION FACTOR (CMF) GUIDANCE FOR AL HSIP	$38000	$38000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	CRASH MODIFICATION FACTOR (CMF) GUIDANCE FOR AL HSIP	CRASH MODIFICATION FACTOR (CMF) GUIDANCE FOR AL HSIP	Other
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (NR - GUNTERSVILLE AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	GUNTERSVILLE AREA	$50000	$50000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	9,025	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (NR - TUSCUMBIA AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	TUSCUMBIA AREA	$250000	$250000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	7,600	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (SER - MONTGOMERY AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	MONTGOMERY AREA	$486000	$486000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	9,500	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (SER - TROY AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	TROY AREA	$489000	$489000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	8,075	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (SWR - GROVE HILL AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	GROVE HILL AREA	$338500	$338500	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	6,175	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (SWR - MOBILE AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	MOBILE AREA	$281100	$281100	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	9,975	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (WCR - TUSCALOOSA AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	TUSCALOOSA AREA	$368000	$368000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	10,450	50	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
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (ECR) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	EAST CENTRAL REGION	$100000	$100000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	21,090	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-223 FROM .5 MI S. OF CR-28 TO SR-6 (US-82)	Roadway	Roadway - other	10.95	Miles	$1003753.94	$4015015.77	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,131	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORZ CURVE RDWY SIGNING IMPR. PROGRAM FY 2019/2020 (WCR - FAYETTE AREA) *	Roadway signs and traffic control	Curve-related warning signs and flashers	1	FAYETTE AREA	$100000	$100000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	6,840	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ROUNDABOUT INSTALL @ CANAL ST & BROAD ST	Intersection geometry	Intersection geometrics - miscellaneous/other/ unspecified	1	Intersections	$40000	$40000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,848	35	State Highway Agency	Spot	Intersections	Intersections
HORZ CURVE RDWY SIGNING IMPR. ON ST RT 4, 34, 77 AND 235 IN TALLADEGA *	Roadway signs and traffic control	Curve-related warning signs and flashers	4	Locations	$29000	$29000	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	4,500	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORIZONTAL CURVE SIGN IMPROVEMENTS ON 45 STATE ROUTES IN THE SOUTHEAST REGION *, ***	Roadway signs and traffic control	Curve-related warning signs and flashers	45	Locations	$319500	$319500	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	8,075	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
HORIZONTAL CURVE SIGN IMPROVEMENTS ON 37 STATE ROUTES IN THE SOUTHEAST REGION *, ****	Roadway signs and traffic control	Curve-related warning signs and flashers	37	Locations	$308463	$308463	HSIP (23 U.S.C. 148)	Multiple/ Varies	Multiple/Varies	8,075	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

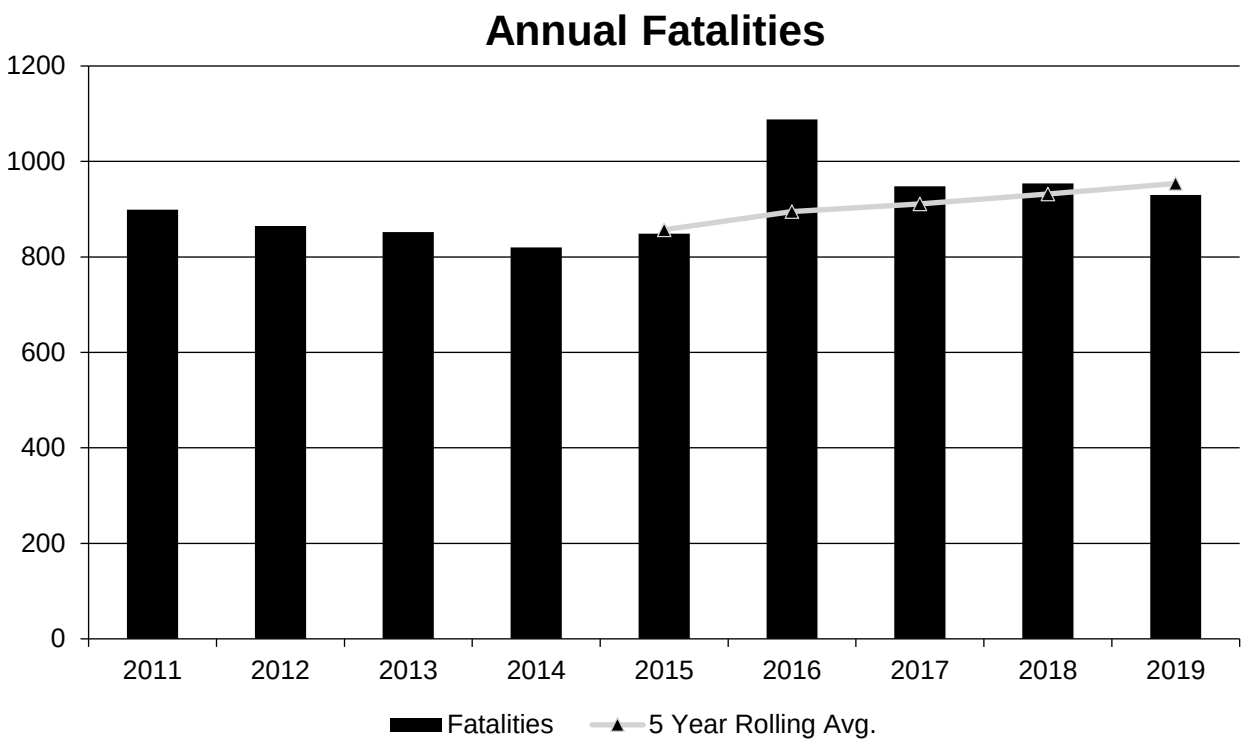
* AADT was not available at the time of submission and was estimated and adjusted based off the statewide mean AADT.
** AADTs were available for multiple site locations and the greatest AADT was used for reporting.
*** These are the state routes addressed in this project: ST RTS 3,5,6,8,9,10,14,15,21,22,26,38,41,49,50,51,63,66,81,89,94,97,106,108,110,111,120,126,140,143,147,165,169,170,185,186,199,219,223,229,239,245,293,I65 & I85
**** These are the state routes addressed in this project: ST RTS 9,10,12,15,27,30,51,52,53,54,55,85,87,92,93,95,97,103,105,106,109,123,125,130,131,134,137,153,165,166,167,173,189,198,239,285 & 605

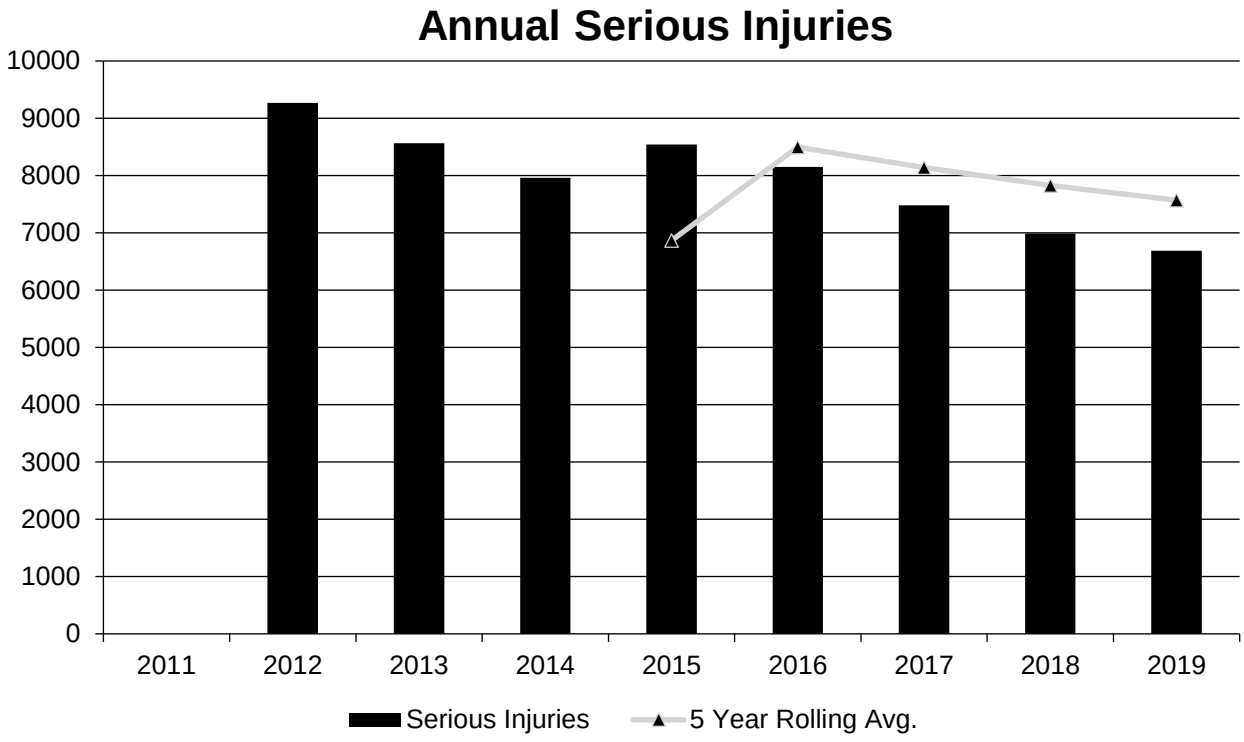
Safety Performance

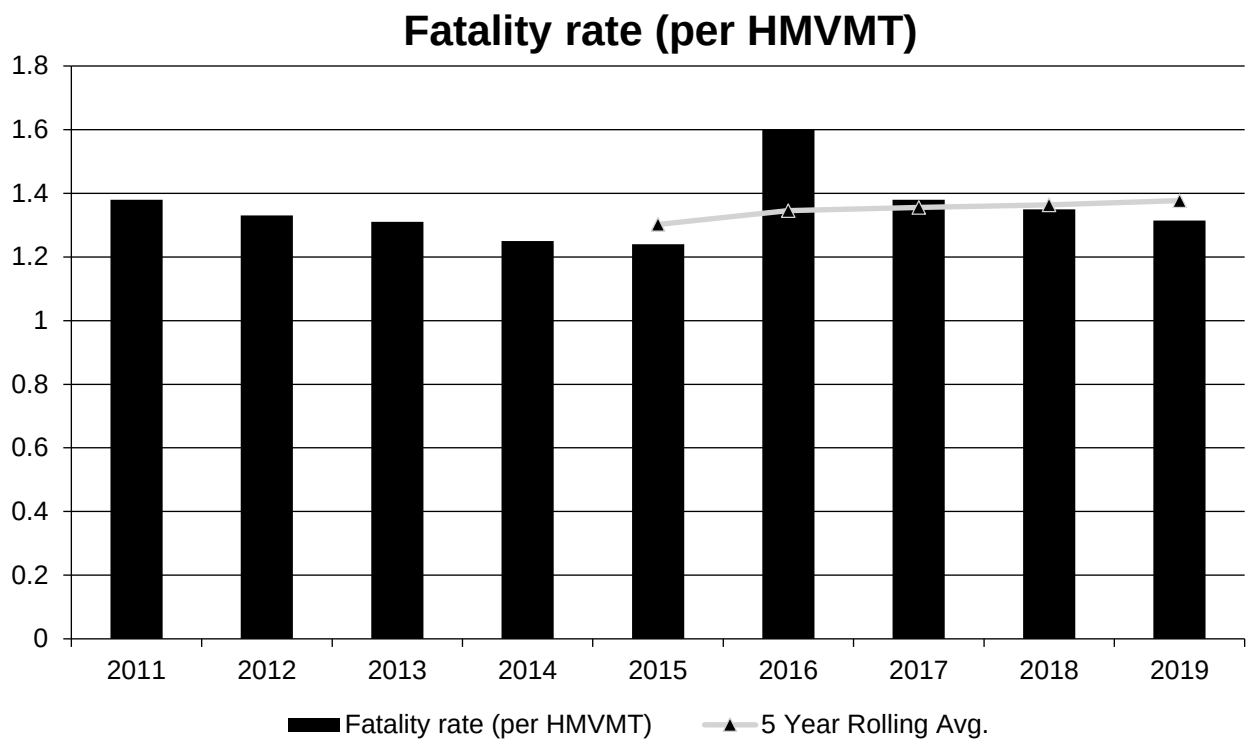
General Highway Safety Trends

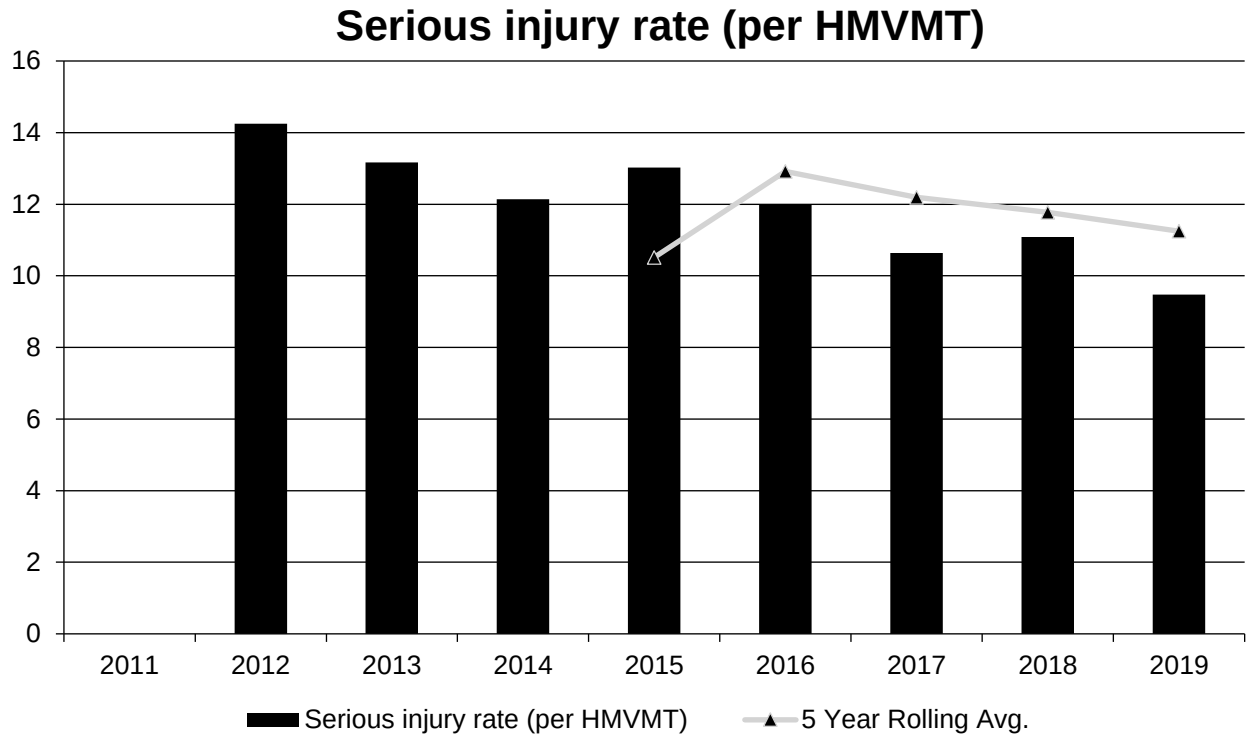
Present data showing the general highway safety trends in the State for the past five years.

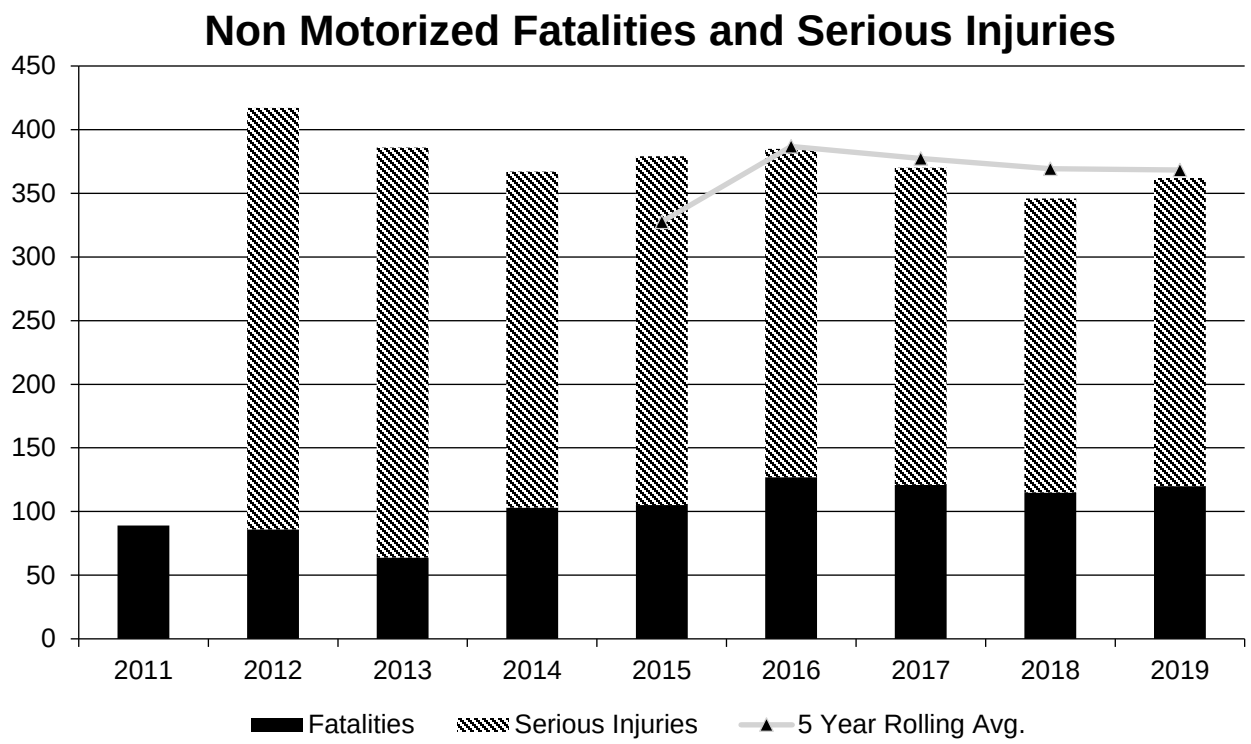
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	899	865	852	820	849	1,088	948	954	930
Serious Injuries	0	9,266	8,564	7,960	8,540	8,152	7,480	6,990	6,687
Fatality rate (per HMVMT)	1.380	1.330	1.310	1.250	1.240	1.600	1.380	1.350	1.314
Serious injury rate (per HMVMT)	0.000	14.250	13.170	12.140	13.020	12.000	10.640	11.080	9.479
Number non-motorized fatalities	89	86	64	103	105	127	121	115	120
Number of non-motorized serious injuries	0	331	322	264	274	258	249	231	242


Annual Fatalities
1200
1000
800
600
400
200
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
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
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
16
14
12
10
8
6
4
2
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
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 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	0	0	0	0
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other				
Rural Minor Arterial				
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 2019

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

The breakdown of fatalities and serious injuries by Roadway Functional Class is not possible given the current crash database (CARE) structure. As the CARE database is improved, the ability to summarize crashes by functional class may be accessible in future reporting years.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:961.0

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

Based on 5-year moving average from forecast trendline of actual fatalities.

Number of Serious Injuries:6595.0

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

Based on trendline forecast of 5-year moving average for serious injuries.

Fatality Rate:1.360

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

Forecast fatalities/VMT with forecast zero growth after 2018

Serious Injury Rate:9.355

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

Serious injuries (extrapolated from 5-year moving average trendline values) / VMT with forecast zero growth after 2018

Total Number of Non-Motorized Fatalities and Serious Injuries:366.0

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

Based on trendline forecast of 5-year moving average for fatal and serious injuries for pedestrian and cyclists.

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 2019 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	932.0	953.8
Number of Serious Injuries	8469.0	7569.8
Fatality Rate	1.330	1.377
Serious Injury Rate	12.080	11.244

Non-Motorized Fatalities and Serious Injuries	394.0	368.4

Alabama met targets relating to Serious Injuries and non-motorized road users, but unfortunately failed to meet targets related to total fatalities in the state for the 5-year moving average from 2015-2019. 2015 marked the end of a remarkable downward trend in fatalities. The 5-year moving average is also compounded by the anomalous spike in fatalities which occurred in 2016 that have so far remained unexplained. Alabama has since resumed a slight downward trajectory in fatalities beginning in 2017.

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	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	128	153	145	179	182	134	159
Number of Older Driver and Pedestrian Serious Injuries	1,521	1,249	1,437	1,385	1,344	584	604

Due to a miscommunication between TSOS and CAPS, there has been incorrect data reported in previous reporting cycles.

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

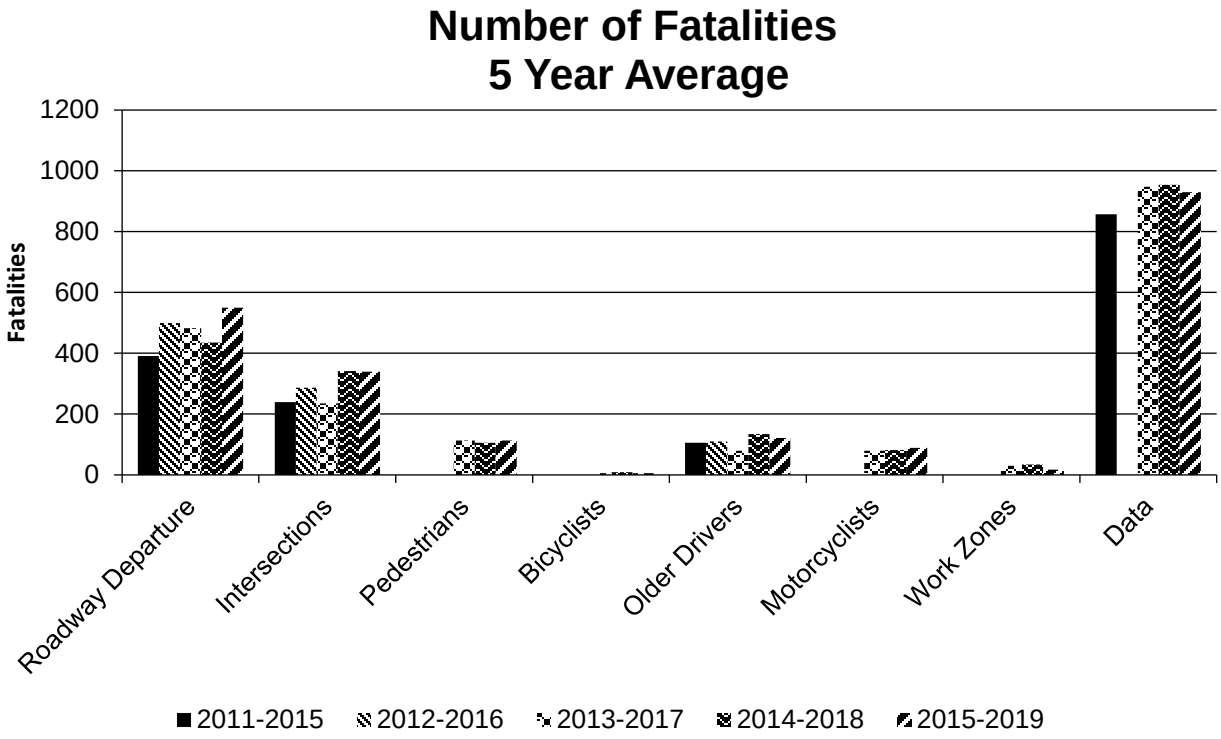
Effectiveness of Groupings or Similar Types of Improvements

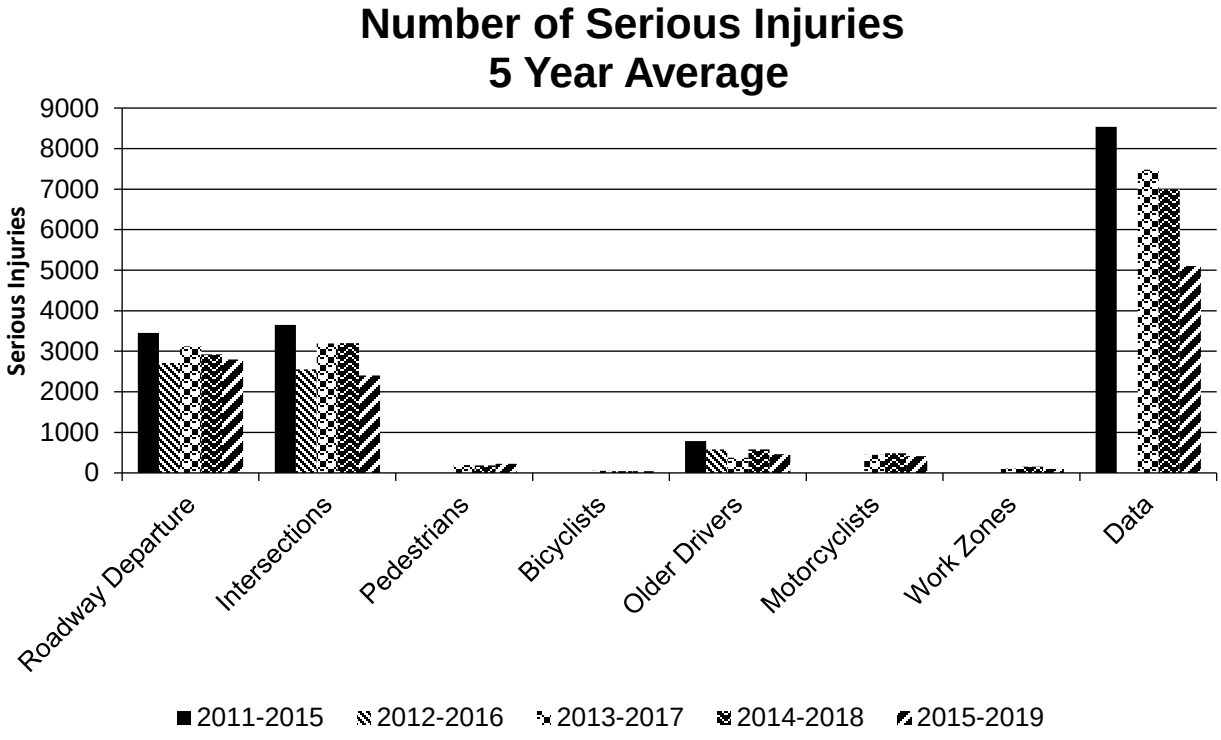
Present and describe trends in SHSP emphasis area performance measures.

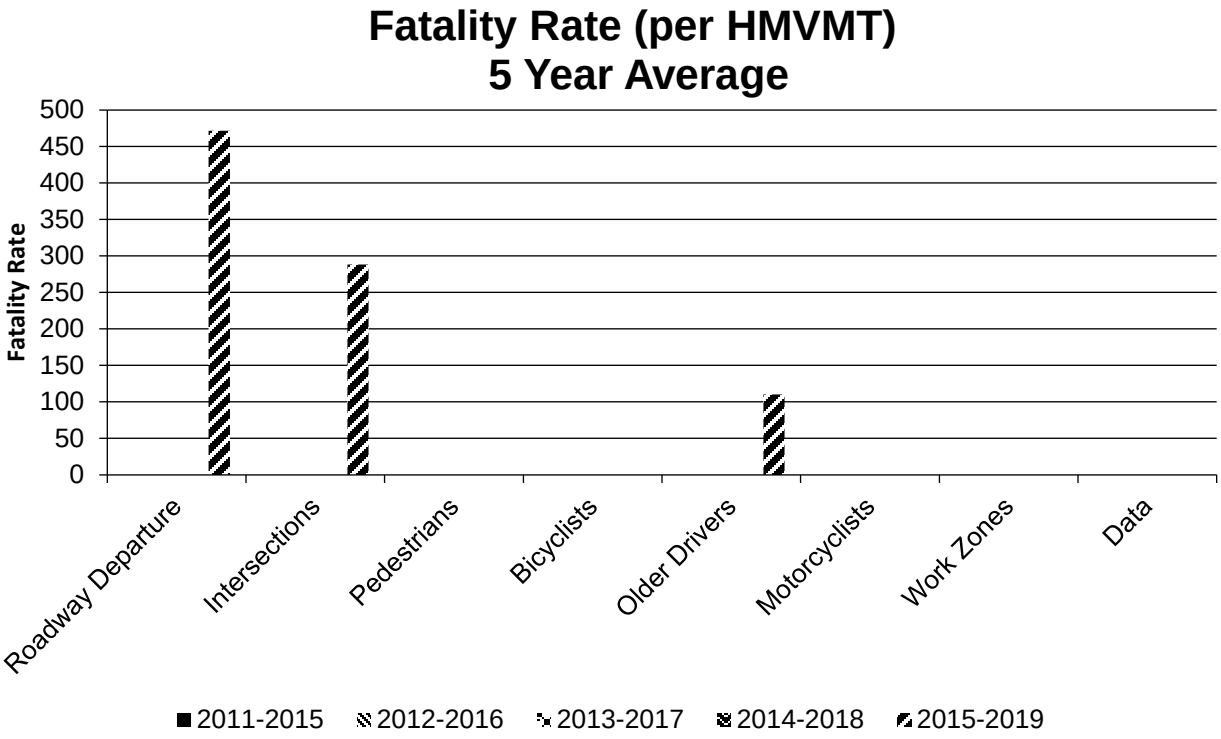
Year 2019

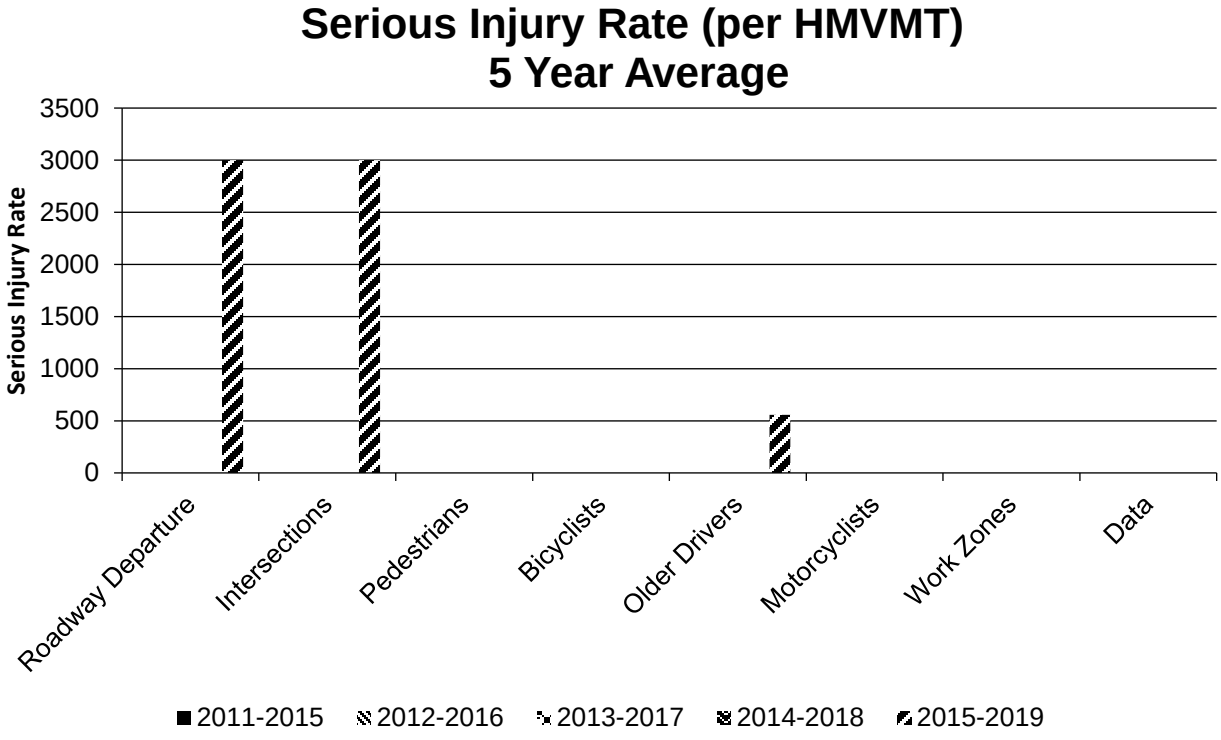
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	550	2,802	471.6	3,002
Intersections	Intersections	339	2,406	288.2	3,001
Pedestrians	All	113	224		
Bicyclists	All	6	40		
Older Drivers	All	122	460	110.2	556.6
Motorcyclists	All	89	417		
Work Zones	All	17	102		

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	930	5,103		


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
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Number of Serious Injuries
5 Year Average
Serious Injuries
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


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
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
3500
3000
2500
2000
1500
1000
500
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019

Project Effectiveness

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

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

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

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]	50	75								
	Route/Street Name (9) [9]	95	85								
	Federal Aid/Route Type (21) [21]	80	45								
	Rural/Urban Designation (20) [20]	50	50								
	Surface Type (23) [24]	100	15								
	Begin Point Segment Descriptor (10) [10]	75	80								
	End Point Segment Descriptor (11) [11]	75	80								
	Segment Length (13) [13]	75	80								
	Direction of Inventory (18) [18]	100	50								
	Functional Class (19) [19]	100	45								

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]	60	65								
	One/Two Way Operations (91) [93]	75	80								
	Number of Through Lanes (31) [32]	60	80								
	Average Annual Daily Traffic (79) [81]	100	99					100	2		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	75	80								
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]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]										
	Type of Governmental Ownership (4) [4]										
Totals (Average Percent Complete):		**73.89**	**65.22**	**0.00**	**0.00**	**18.18**	**18.18**	**11.11**	**0.22**	**0.00**	**0.00**

*Based on Functional Classification (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.