ALABAMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

Disclaimer: This report is the property of the State Department of Transportation (State DOT). The State DOT completes the report by entering applicable information into the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP) online reporting tool. Once the State DOT completes the report pertaining to its State, it coordinates with its respective FHWA Division Office to ensure the report meets all legislative and regulatory requirements. FHWA's Headquarters Office of Safety then downloads the State's finalized report and posts it to the website (https://highways.dot.gov/safety/hsip/reporting) as required by law (23 U.S.C. 148(h)(3)(A)).

Photo source: Federal Highway Administration

Table of Contents

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 407 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 Traffic & Safety Operations section (TSOS) within the ALDOT Design Bureau is responsible for managing the Highway Safety Improvement Program and updating the Strategic Highway Safety Plan (SHSP). The TSOS commissions the development of crash modification factors, safety and performance functions, road safety reviews and audits, and other assorted studies and reports to further the Safety program or identify potential locations of concern. The TSOS collaborates with multiple sections internal to ALDOT as well as external state agencies, universities, and local agencies to identify locations of concern and develop projects to address transportation safety concerns consistent with the SHSP. Projects developed and approved through the HSIP include a combination of both systemic as well as spot locations which are identified through analysis of historical crash data.

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?

Other-Design and Regional Safety Engineers

How are HSIP funds allocated in a State?

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

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 10th annual Alabama roadway safety Conference is scheduled for October 2023. We have averaged 125 participants per conference who have learned from various subject matter experts. Participants also learned how to use the CARE system, to develop countermeasures for Stop-Controlled Intersections, Work Zone Safety for Local Roads, Measures to Improve Roadside Safety etc. The workshops and conferences have all been very successful for both internal and external outreach focusing on creating and maintaining a safety culture in our state.

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

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

The ALDOT is also sponsoring the development of Local Road Safety Plans for all 67 counties. One county is complete, ten are currently under development, and ten are expected to be initiated every year until all 67 have LRSPs. The pilot and phase I (10 counties) have been completed. right now, Phase II is on hold.

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.

The TSOS collaborates with multiple facets of the department on a regular basis.

- The TSOS partners with the Media and Community Relations Bureau on safety outreach efforts, the crash facts book, and other public facing facets of the safety program.
- The TSOS partners with the ALDOT Regions to identify locations of concern, determine potential solutions, and develop projects to implement those solutions.
- The TSOS partners with the Local Transportation Bureau and Region Local Transportation Engineers to administer the Local Road Safety Initiative and the High Risk Rural Roads Program(when triggered) as well as any standard HSIP projects awarded to local agencies.

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

ALDOT maintains a close relationship with its safety partners, including (1) Academia/University, (2) FHWA, (3) Alabama Governors Highway Safety Office, (4) Alabama Local Technical Assistance Program, (5) Regional Planning Organizations (MPOs, RPOs, & COGs), (6) County and Local Governments, (7) Alabama

Department of Public Health, (8) Alabama Department of Public Safety (aka ALEA), (9) Alabama Department of Education, and (10) Alabama Department of Economic and Community Affairs (ADECA).

The universities and the Alabama LTAP help advance the implementation of the HSIP through valuable research, data management, and data collection, and by providing training and support to ALDOT and its partners in the areas of roadway safety. The Planning Organizations, and the county/local government agencies apply and receive funding for safety projects through the HSIP. Although not directly funding through HSIP efforts, ALDOT maintains a close working relationship with Public Health, Public Safety, Education, and ADECA to advance safety throughout the state through a 4-E approach.

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

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

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

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

Program Methodology

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

Yes

https://www.dot.state.al.us/programs/HSIP.html contains all HSIP processes as well as others.

Select the programs that are administered under the HSIP.

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

Program: Bicycle Safety

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

No

Describe the methodology used to identify local road projects as part of this program.

Local projects are identified but are not addressed in this program.

How are projects under this program advanced for implementation?

- Other-Recently authorization project for Vulnerable Users Handbook

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

Rank of Priority Consideration

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

Program: Horizontal Curve

Date of Program Methodology:1/2/2012

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Relative Weight in Scoring

Available funding:50
Ranking based on net benefit:50
Total Relative Weight:100

Program: HRRR

Date of Program Methodology:5/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Relative Weight in Scoring

Available funding:50
Ranking based on net benefit:50
Total Relative Weight:100

Program: Intersection

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

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

Program: Local Safety

Date of Program Methodology:1/22/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

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

Program: Median Barrier

Date of Program Methodology:9/13/2011

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- All crashes

- Traffic
- Volume

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

What project identification methodology was used for this program?

- Crash frequency
- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- Other-Crash Analysis

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

Rank of Priority Consideration

Available funding:50
Other-Projects are ranked by priority:50

Program: Pedestrian Safety

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic

Roadway

- Roadside features

- Volume

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

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

Program: Roadway Departure

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Relative Weight in Scoring

Available funding:50
Cost Effectiveness:50
Total Relative Weight:100

Program: Shoulder Improvement

Date of Program Methodology:1/2/2006

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Horizontal curvature
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Sign Replacement And Improvement

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

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?

- 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?

- Add/Upgrade/Modify/Remove Traffic Signal
- Clear Zone Improvements
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Pavement/Shoulder Widening
- Rumble Strips
- Traffic Control Device Rehabilitation
- 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)	$50,375,000	$53,444,598	106.09%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,884,001	$3,884,001	100%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$388,110	$388,110	100%
Totals	$54,647,111	$57,716,709	105.62%

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

7%

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

7%

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

2%

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

2%

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

0%

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

0%

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

Impediments

- Identification of problem sites
  - Increased outreach and buy-in from all levels of ALDOT and local agencies to help in identifying locations.
- Timely Project development
  - Increased number of projects to over program HSIP budget in order to have backup project in the event a planned project does not stay on schedule.

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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
DEVELOP TIMING PLANS AND SUPPORT RTOP OPERATIONS IN THE SWR(PHASE 3)	Advanced technology and ITS	Adaptive Signal Control System			$50000	$450000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Other
ROAD SAFETY REVIEWS FOR SELECTED LOCATIONS STATEWIDE FOR FY 2024-FT 2027	Roadway	Roadway - other			$10000	$90000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Data	DATA
SAFETY STUDIES, TRAFFIC COUNTS,AND OTHER SERVICES TO SUPPORT STATEWIDE SAFETY PROGRAM FY2024-FY2027	Roadway	Roadway - other			$13000	$113000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Data	DATA
RESURFACING AND 2' SAFETY WIDENING ON SR-227 FROM CR-26 TO SR-68	Roadway	Roadway - other		Miles	$18000	$1594000	HSIP (23 U.S.C. 148)	Rural	Major Collector	416	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ACCESS MANAGEMENT ALONG SR-2(US-72) INCLUDING SIGNAL MODIFICATIONS AND R-CUT	Miscellaneous	Miscellaneous - other			$90000	$810000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	55,234	55	State Highway Agency	Systemic	Multiple	Other
SAFETY IMPROVEMENTS R-CUT INTERSECTION ON SR-53 AT BURWELL RD	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)			$10000	$98000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,632	55	State Highway Agency	Spot	Intersections	Intersection
SAFETY IMPROVEMENTS (CURVE WARNING SIGNS, STRIPING, PAVEMENT MARKERS, GUARDRAIL AND SHOULDER WIDENING	Roadway	Roadway - other			$101643	$137691	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,623		County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND GUARDRAIL END ANCHORS AT SITE 1 ELKWOOD SECTION RD OVER BRIER FORK FLINT RIVER; SITE 2 PULASKI PIKE OVER BEAVERDAM CREEK	Roadside	Barrier- metal			$73000	$433000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Roadway Departure	Roadway departure
R-CUT MODIFICATIONS AT SR-13(US-43) AND SR-64	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)			$6000	$60000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	7,702	60	State Highway Agency	Spot	Intersections	Intersection
RESURFACING, STRIPING, GUARDRAIL SAFETY IMPROVEMENTS ON SR-25	Roadside	Barrier- metal			$1000	$13000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,202	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACING AND 2'SAFETY WIDENING ON SR-3(US-31)	Roadway	Roadway - other			$1064000	$6053000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,685	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
STRIPING AND GUARDRAIL SAFETY IMPROVEMENTS ON I-65	Roadside	Barrier- metal			$1586000	$13829000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	60,000	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
PAVED SHOULDERS AND SCORING ON MAYS BEND RD	Roadway	Rumble strips – edge or shoulder			$231000	$231000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	0		City or Municipal Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, ACCESS MANAGEMENT AND GUARDRAIL RESET FOR STEEL BLOCKOUTS ON SR-38(US-280)	Miscellaneous	Miscellaneous - other			$77000	$4723000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND WIDENING ON CR-9	Roadway	Roadway - other			$697000	$697000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,459		City or Municipal Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION IMPROVEMENTS ON SR-160 AT THE I-65 INTERCHANGE RAMP AND AT SR-3(US-31)	Miscellaneous	Miscellaneous - other			$1166000	$11339000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
PLACENENT OF OGFC SAFETY LAYER ON I-59	Roadway	Pavement surface – high friction surface			$35000	$35000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
PLACEMENT OF OGFC SAFETY LAYER ON I-59	Roadway	Pavement surface – high friction surface			$4623000	$7316000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	68,978	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
TRAFFIC STRIPE,GUARDRAIL,GUARDRAIL ENDANCHORS, BRIDGE GUARDRAIL RETROFIT AND 2' SAFETY WIDENING ON SR-148	Miscellaneous	Miscellaneous - other			$1134000	$3438000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
TRAFFIC STRIPING, BRIDGE ATTENUATOR RETROFIT AND 2' SAFETY WIDENING ON SR-22	Miscellaneous	Miscellaneous - other			$1122000	$3033000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,600	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, TRAFFIC STRIPE, GUARDRAIL END ANCHORS, BRIDGE GUARDRAIL RETROFIT ON SR-1(us-431 FROM SR-144 TO SR-204	Roadside	Barrier- metal			$31000	$5658000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	37,000	65	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACIN, TRAFFIC STRIPE, GUARDRAIL END ANCHORS AND 2' SAFETY WIDENING ON SR-38(US280) FROM SHELBY COUTY LINE TO CR-25	Roadside	Barrier- metal			$251000	$6263000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,000		State Highway Agency	Systemic	Roadway Departure	Roadway departure
SAFETY IMPROVEMENTS ROW CLEARING ON CR-32, CR-83 AND CR-187	Roadside	Removal of fixed objects (trees, poles, etc.)			$518000	$518000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2' SAFETY WIDENING, SCORING, AND MEDIAN CROSSOVER REMOVAL ON SR-6(US82)	Miscellaneous	Miscellaneous - other			$318000	$4012000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,000	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND SAFETY SCORING ON SR-7(US-11)	Roadway	Rumble strips – edge or shoulder			$7000	$5477000	HSIP (23 U.S.C. 148)	Rural	Major Collector	900	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2' SAFETY WIDENING, CONVERTING 4 LANES TO 3 LANES WITH BIKE LANES ON SR-14 FROM MARION TO SR-5	Pedestrians and bicyclists	On road bicycle lane			$140000	$1469000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,000		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, CENTERLINE SCORING ON SR-39 FROM SR-7 TO HODGES DIAL RD	Roadway	Rumble strips – center			$1000	$2060000	HSIP (23 U.S.C. 148)	Rural	Major Collector	900	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND SAFETY SCORING ON SR-25 FROM CR-67 TO SHELBY COUNTY	Roadway	Rumble strips – edge or shoulder			$6000	$3118000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ACCESS MANAGEMENT AND TRAFFIC STUDY FOR SR-215	Access management	Access management - other			$79000	$79000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,000	45	State Highway Agency	Systemic	Data	DATA
ACCESS MANAGEMENT AND TRAFFIC STUDY FOR SR-7(US11)	Access management	Access management - other			$77000	$77000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,000	55	State Highway Agency	Systemic	Data	DATA
INSTALLATION OF GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-2	Roadside	Barrier- metal			$112000	$112000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	550		County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-129	Roadway	Roadway - other			$535000	$3583000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING AND SCORING ON SR-17	Miscellaneous	Miscellaneous - other			$20000	$5431000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,600	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACING AND 2' SAFETY WIDENING ON SR-102	Roadway	Roadway - other			$771000	$3633000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,800	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING AND SCORING ON SR-18	Roadway	Roadway - other			$595000	$6130000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,900	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-86	Roadway	Roadway - other			$595000	$3557000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2' SAFETY WIDENING ON SR-129	Roadway	Roadway - other			$714000	$3604000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,550	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
BRIDGE REPLACEMENT AND INTERSECTION IMPROVEMENTS ON SR-5	Intersection geometry	Intersection geometry - other			$171000	$684000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,000	45	State Highway Agency	Spot	Intersections	Intersection
BRIDGE REPLACEMENT AND INTERSETION IMPROVEMENTS ON SR-5	Intersection geometry	Intersection geometry - other			$2068000	$8185000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,000	45	State Highway Agency	Spot	Intersections	Intersection
INSTALLATION OF SIGNALIZED CONTINUOUS GREEN-T INTERSECTION AT SR-14 AND CR-59	Intersection traffic control	Modify control – other			$121000	$121000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,000	55	State Highway Agency	Spot	Intersections	Intersection
ACCESS MANAGEMENT ON SR-9(US-231)	Access management	Access management - other			$128000	$128000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,000	50	State Highway Agency	Spot	ACCESS MANAGEMENT	Other
INTERSECTION IMPROVEMENTS SR-53(US231) AND SR-6(US82)	Intersection geometry	Intersection geometry - other			$55000	$55000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,000	65	State Highway Agency	Spot	Intersections	Intersection
IMPROVEMENTS AT THE INTERSECTION OF SR-6(US82) AND CR-29	Intersection geometry	Intersection geometry - other			$80000	$80000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,000	55	State Highway Agency	Spot	Intersections	Intersection
INTERSECTIONS WITH SIGNAL UPGRADES ALONG SR-9(US231)	Intersection traffic control	Intersection traffic control - other			$253000	$253000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	39,000	55	State Highway Agency	Spot	Intersections	Intersection
RESURFACING ANS 2' SAFETY WIDENING ON SR-147	Roadway	Roadway - other			$293000	$293000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, GUARDRAIL SAFETY IMPROVEMENTS AND BRIDGERAIL RETROFIT ON SR-152 FROM I-65 TO SR-9	Roadside	Barrier- metal			$72000	$5913000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	23,000	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
INTERSECTION MODIFICATIONS AT SR-8(US80) AND SR-97	Intersection geometry	Intersection geometry - other			$306000	$306000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
ROUNDABOUT AT SR-126/SR-8(US80) INTERSECTION AND AT SR-8(US80)/MARLER RD	Intersection traffic control	Modify control – Modern Roundabout			$780000	$780000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
INTERSECTION IMPROVEMENTS OF SR-53(US-231) AND SR-6(US82)	Intersection geometry	Intersection geometry - other			$1804000	$1804000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
ACCESS MANAGEMENT ALONG SR-9(US231)	Access management	Access management - other			$51000	$51000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Multiple	Other
RESURFACE AND 2' SAFETY WIDENING ON SR-10	Roadway	Roadway - other			$2376000	$2376000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESTRICTED CROSSING U-TURN(RCUT) AT SR-9(US331) AND CR-61	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)			$1690000	$1690000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
ACCESS MANAGEMENT ON SR-1(US431)	Access management	Access management - other			$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Multiple	Other
2' SAFETY WIDENING,SCORING,STRIPING AND GUARDRAIL AT 6 CURVES ON CR-379 FROM CR-798 TO CR-372	Miscellaneous	Miscellaneous - other			$328000	$328000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND 2' SAFETY WIDENING ON SR-8(US80) FROM MONTGOMERY TO CR-40	Roadway	Roadway - other			$672000	$672000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, SAFETY STEEL BLOCKOUT SR-8(US80) FROM SR-1(US431) TO W END OF BRIDGE	Roadside	Barrier - other			$101000	$101000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	2,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ACCESS MANAGEMENT ON SR-9(US231)	Access management	Access management - other			$1996000	$1996000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	36,000	50	State Highway Agency	Systemic	Multiple	Other
ACCESS MANAGEMENT ALONG SR-6(US82) IN PRATTVILLE	Access management	Access management - other			$25000	$25000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,600	55	State Highway Agency	Systemic	Multiple	Other
ACCESS MANAGEMENT ON SR-10(US231) FROM SR-87 TO INDUSTRIAL PARK BLVD	Access management	Access management - other			$350000	$350000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,000	55	State Highway Agency	Systemic	Multiple	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RESURFACING 2' SAFETY WIDENING ON SR-53	Roadway	Roadway - other			$857000	$3173000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,500	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING 2' SAFETY WIDENING ON SR-10	Roadway	Roadway - other			$1350000	$5872000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,800	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
CENTERLINE SCORING ON SR-55 BUTLER COUNTY	Roadway	Rumble strips – center			$5000	$5000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
ACCESS MANAGEMENT ON SR-210	Access management	Access management - other			$255000	$255000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT AT SR-52, SR-153 AND CR-5	Intersection traffic control	Modify control – Modern Roundabout			$409000	$409000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
INSTALLATION OF GUARDRAIL AND GUARDRAIL ENDANCHORS CR-42,CR-41 AND SHELLY JACKSON SPUR	Roadside	Barrier- metal			$296000	$296000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
ADD CENTER TURN LANE ON SR-13(US43 FROM CLARKE ELECTRIC CORP TO TODDTOWN RD	Roadway	Roadway - other			$28000	$28000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,000	55	State Highway Agency	Systemic	ADDITIONAL CENTER TURN LANE	Other
ADD CENTER TURN LANE FROM CLARKE ELECTRIC CORP TO TODDTOWN RD	Roadway	Roadway - other			$1316000	$1316000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,000	55	State Highway Agency	Systemic	ADDITIONAL CENTER TURN LANE	Other
RESURFACING INCLUDING SIGNAL UPGRADES AND ROAD DIET ON CR-20	Miscellaneous	Miscellaneous - other			$100000	$1760000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,000	55	State Highway Agency	Systemic	Multiple	Other
RESURFACE AND STEEL BLOCKOUT REPLACEMENT ON SR-10 FROM SR-5 PINEHILL TO YELLOW BLUFF	Roadside	Barrier - other			$6000	$3015000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND STEEL BLOCKOUT ON SR-13(US43) FROM ROBERTS BRANCH TO BASSETTS CREEK	Roadside	Barrier - other			$2000	$2137000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
2' SAFETY WIDENING AND SCORING ON CR-18 FROM SR-295 TO SR-12	Roadway	Roadway - other			$720000	$720000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure

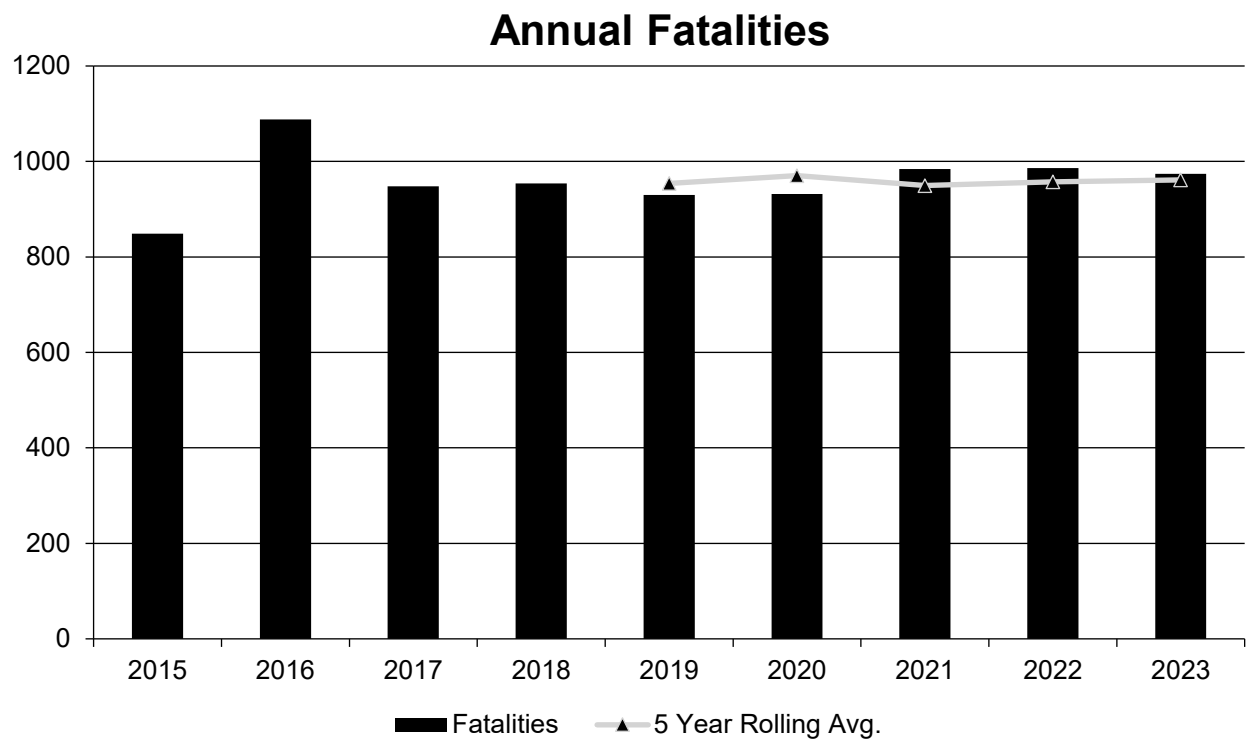
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2' WIDENING, STRIPING ON MOSLEY BRIDGE	Roadway	Roadway - other			$335000	$335000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0		City or Municipal Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT AT CR-13 AND CR-44	Intersection traffic control	Modify control – Modern Roundabout			$1977000	$3189000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Spot	Intersections	Intersection
RESURFACE SIGNAL BACKPLATES ON SR-16(US90)	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders			$30000	$1640000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,000	35	State Highway Agency	Systemic	Intersections	Intersection
RESURFACE AND STEEL BLOCKOUT ON SR-21	Roadside	Barrier - other			$9000	$2687000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND SIGNAL BACKPLATES ON SR-42(US98) BROAD ST TO BANKHEAD TUNNEL	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders			$16000	$1102000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,500	55	State Highway Agency	Systemic	Intersections	Intersection
RESURFACE AND STEEL BLOCKOUT, SIGNAL BACKPLATES ON SR-42(US98) FROM DOLIVE CREEK TO 104	Miscellaneous	Miscellaneous - other			$164000	$7308000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	40,000	45	State Highway Agency	Systemic	Multiple	Other
RESURFACE, STEEL BLOCKOUT AND SIGNAL BACKPLATES ON SR-16(US90) FROM SR-59 TO CR54	Miscellaneous	Miscellaneous - other			$43000	$4087000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,000	45	State Highway Agency	Systemic	Multiple	Other
RESURFACE, SIGNAL BACKPLATES AND 2' SAFETY WIDENING ON SR-59 FROM SR-3 TO SR-287	Miscellaneous	Miscellaneous - other			$19000	$2504000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Multiple	Other
INTERSECTION REALIGNMENT AND MODIFICATIONS OF SR-3(US31) AND SR-12(US84)	Intersection geometry	Intersection realignment			$47000	$47000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,900	55	State Highway Agency	Spot	Intersections	Intersection
WIDENING FOR CENTER TURN LANE ON SR-3(US31) FROM OLD HWY 31 TO COLEMAN LANE	Roadway	Roadway widening - add lane(s) along segment			$1821000	$1821000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	ADDITIONAL CENTER TURN LANE	Other
INSTALLATION OF GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-67 OVER CHAVERS CREEK	Roadside	Barrier- metal			$69000	$69000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure

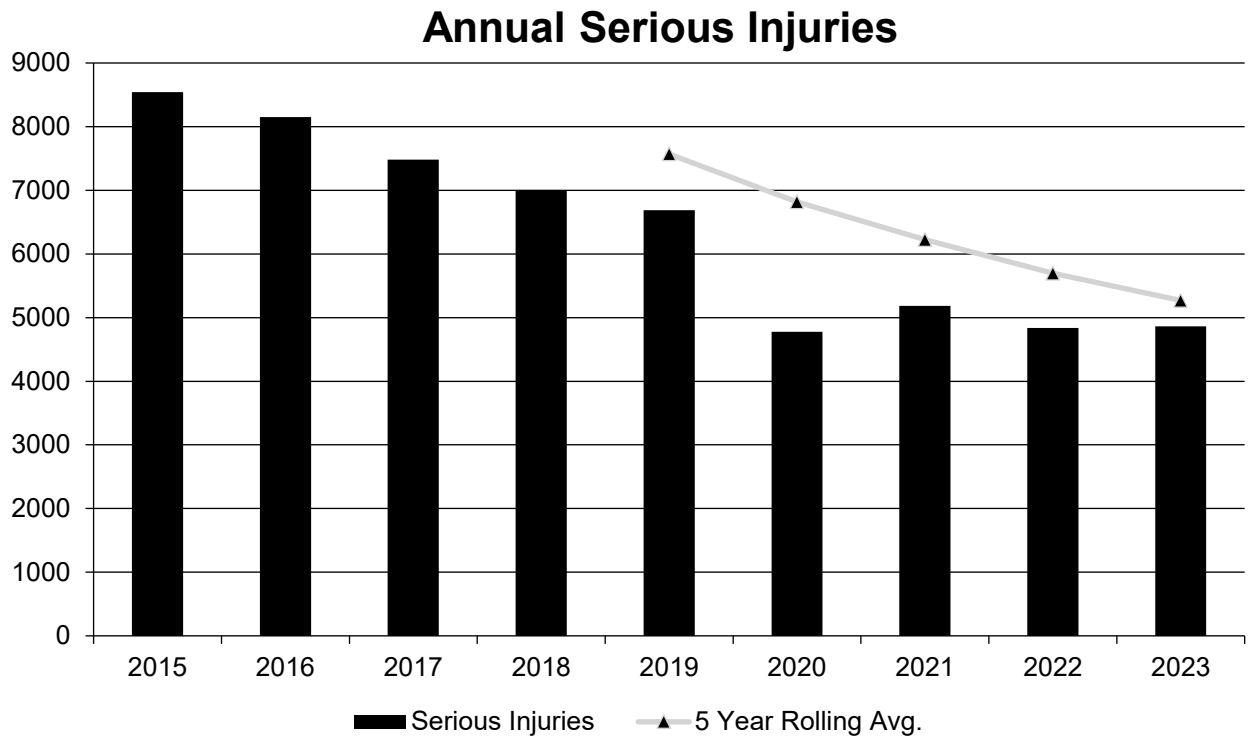
Safety Performance

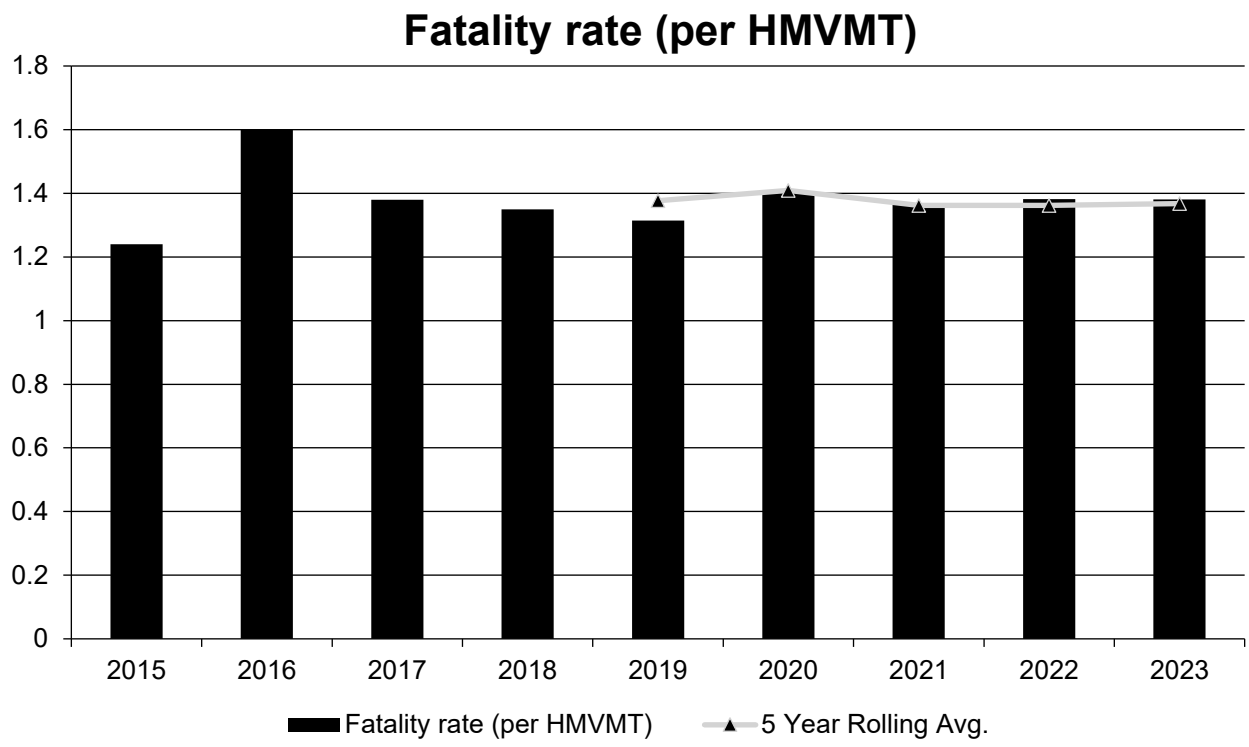
General Highway Safety Trends

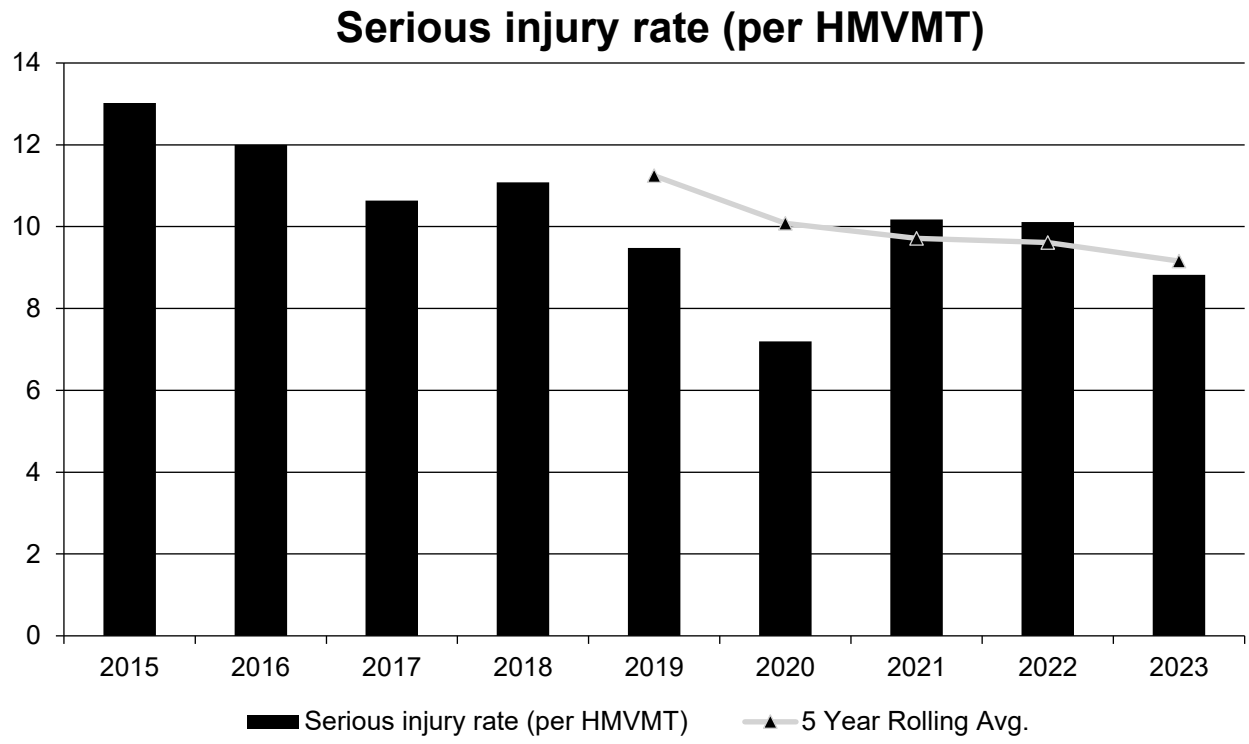
Present data showing the general highway safety trends in the State for the past five years.

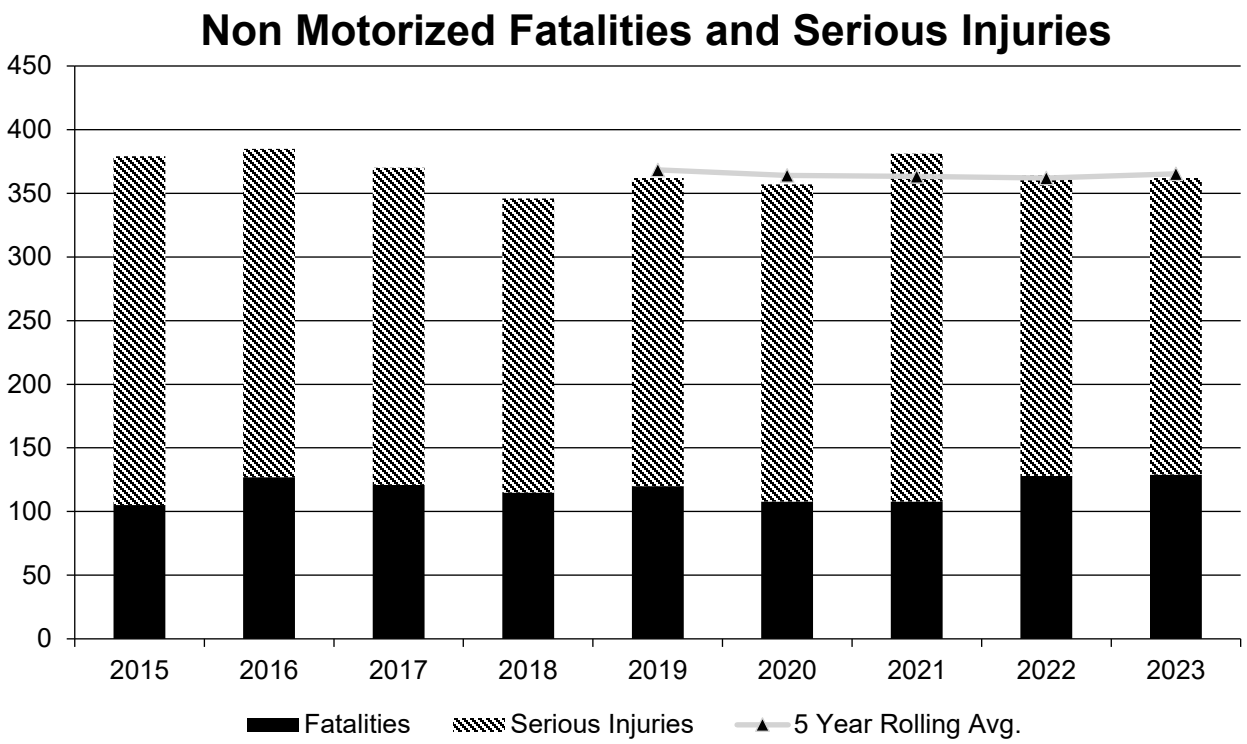
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	849	1,088	948	954	930	932	984	986	974
Serious Injuries	8,540	8,152	7,480	6,990	6,687	4,777	5,184	4,836	4,860
Fatality rate (per HMVMT)	1.240	1.600	1.380	1.350	1.314	1.400	1.364	1.382	1.381
Serious injury rate (per HMVMT)	13.020	12.000	10.640	11.080	9.479	7.200	10.179	10.116	8.821
Number non-motorized fatalities	105	127	121	115	120	108	108	128	129
Number of non-motorized serious injuries	274	258	249	231	242	249	273	236	233


Annual Fatalities
1200
1000
800
600
400
200
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
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
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
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 2023

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	74	1,170.8		
Rural Principal Arterial (RPA) - Other Freeways and Expressways		1.8		
Rural Principal Arterial (RPA) - Other	109.8	1,621.8		
Rural Minor Arterial	110.8	1,775.6		
Rural Minor Collector	17	298		
Rural Major Collector	139.2	2,005		

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	58.2	1,214.6		
Urban Principal Arterial (UPA) - Interstate	46.2	1,524.4		
Urban Principal Arterial (UPA) - Other Freeways and Expressways	3.8	192.8		
Urban Principal Arterial (UPA) - Other	116.4	6,343.6		
Urban Minor Arterial	75.6	4,571.6		
Urban Minor Collector	4	52.8		
Urban Major Collector	43	2,164		
Urban Local Road or Street	34.8	2,603.2		

Year 2020

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	435	1,976		
County Highway Agency	230	1,281		
Town or Township Highway Agency				
City or Municipal Highway Agency	146	787		
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:1000.0

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020. This target supports the SHSP by helping Alabama focus its safety strategy, investment and making decisions on allocating its resources to reduce long-term fatality trends.

Number of Serious Injuries:6300.0

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020. This target supports the SHSP by helping Alabama focus its safety strategy, investment and making decisions on allocating its resources to reduce long-term serious injury trends.

Fatality Rate:1.400

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020.Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020. This target supports the SHSP by helping Alabama focus its safety strategy, investment and making decisions on allocating its resources to reduce long-term fatality rate trends.

Serious Injury Rate:9.800

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020.This target supports the SHSP by helping Alabama focus its safety strategy, investment and making decisions on allocating its resources to reduce long-term serious injury rate trends.

Total Number of Non-Motorized Fatalities and Serious Injuries:400.0

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

This performance target was developed through analyzing trend analysis of both individual years crashes in conjunction with trend analysis of the five-year rolling averages. Trend analysis projections were then adjusted to account for uncertainty due to the trends that began in 2020. This target supports the SHSP by helping Alabama focus its safety strategy, investment and making decisions on allocating its resources to reduce long-term non motorized fatality and serious injury trends.

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

Statewide safety performance targets are set through a collaborative effort between ALDOT and ADECA utilizing historic data combined with trend forecasting. The targets are reported and then submitted to the MPO's for their concurrence and adoption, or if they choose they may adopt their own targets.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2023 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	1000.0	961.2
Number of Serious Injuries	6500.0	5268.8
Fatality Rate	1.420	1.368
Serious Injury Rate	9.820	9.159
Non-Motorized Fatalities and Serious Injuries	400.0	365.2

Alabama met all targets for 2023.

Applicability of Special Rules

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

No

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	182	134	159	115	114	139	138
Number of Older Driver and Pedestrian Serious Injuries	1,344	584	604	360	409	482	450

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 in 2016, Alabama has shown a downward trend in the last few 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

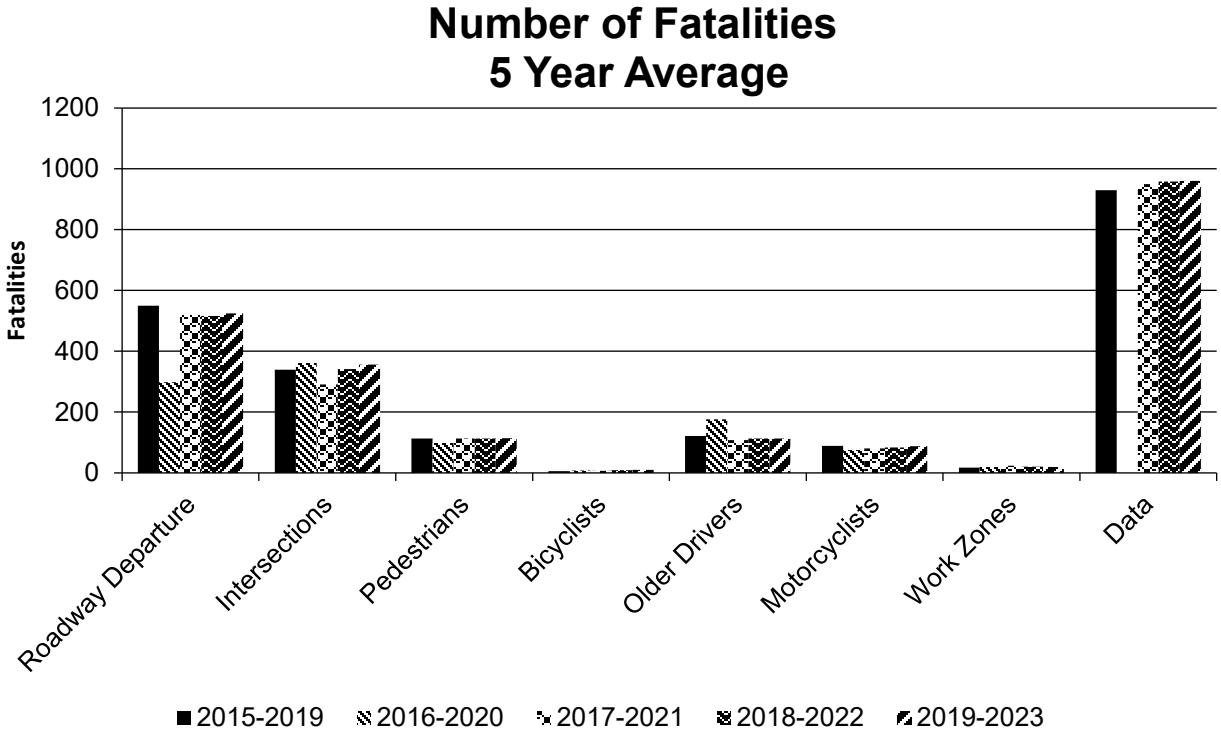
Effectiveness of Groupings or Similar Types of Improvements

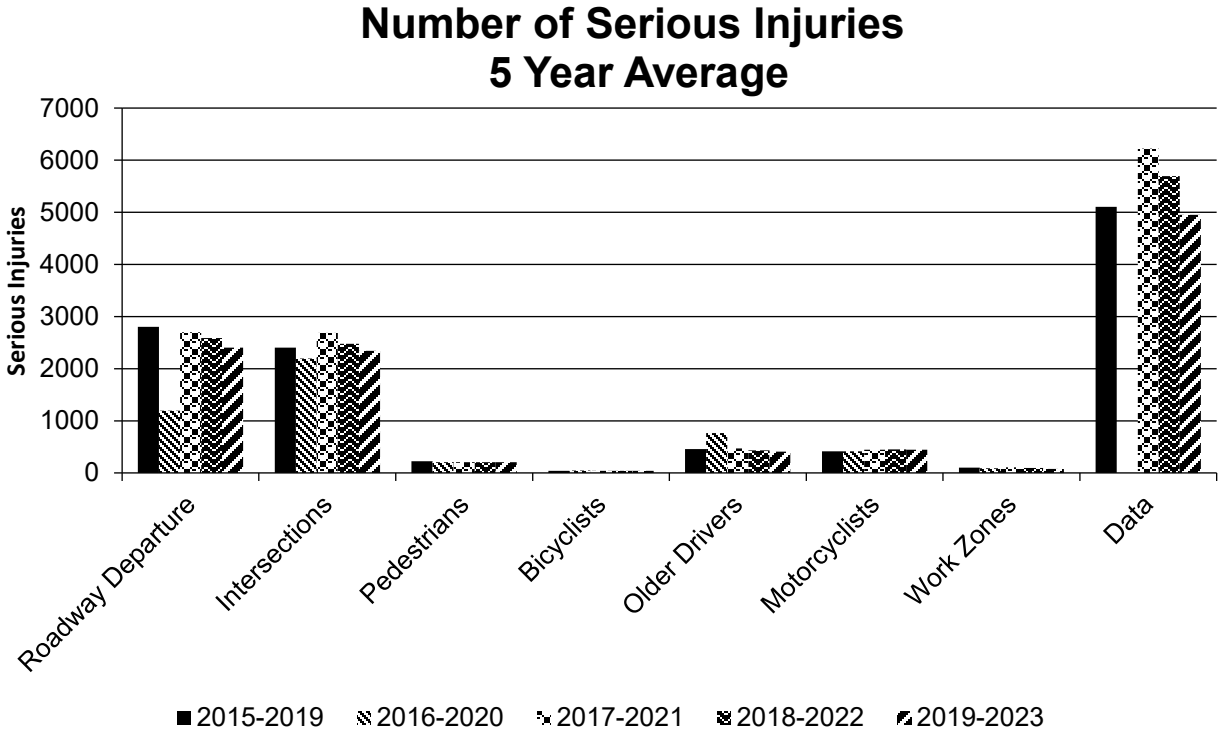
Present and describe trends in SHSP emphasis area performance measures.

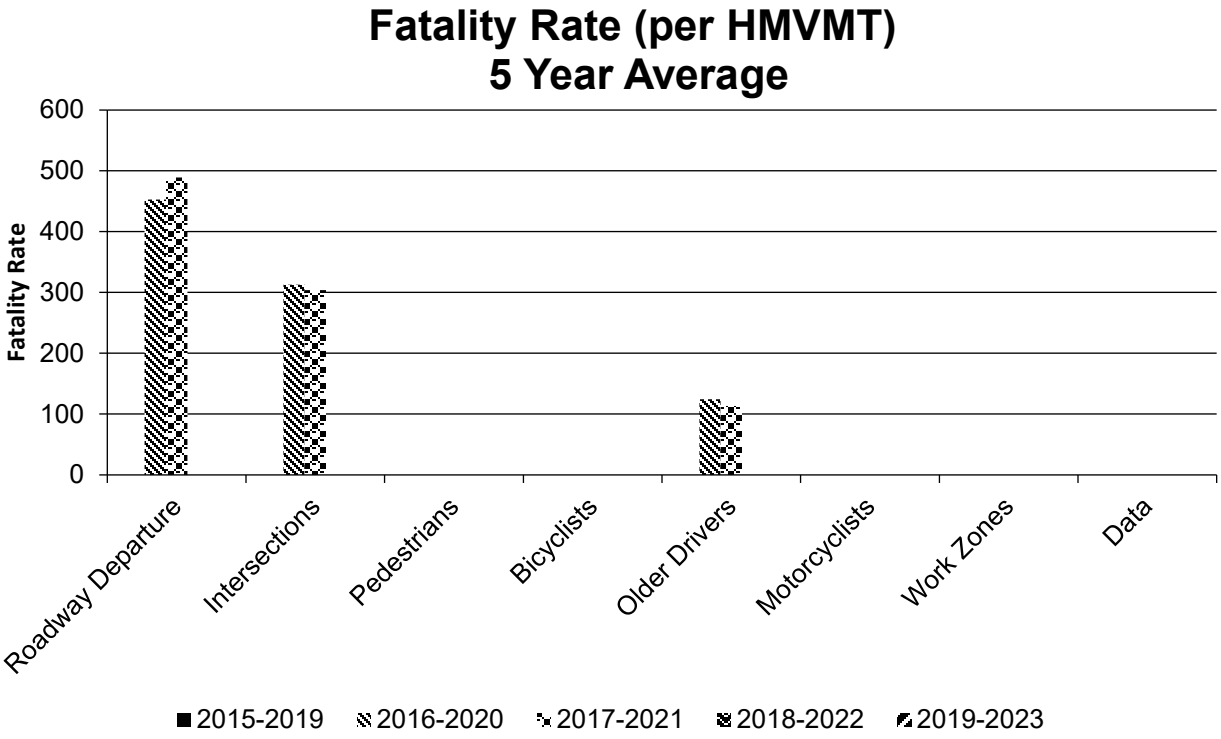
Year 2023

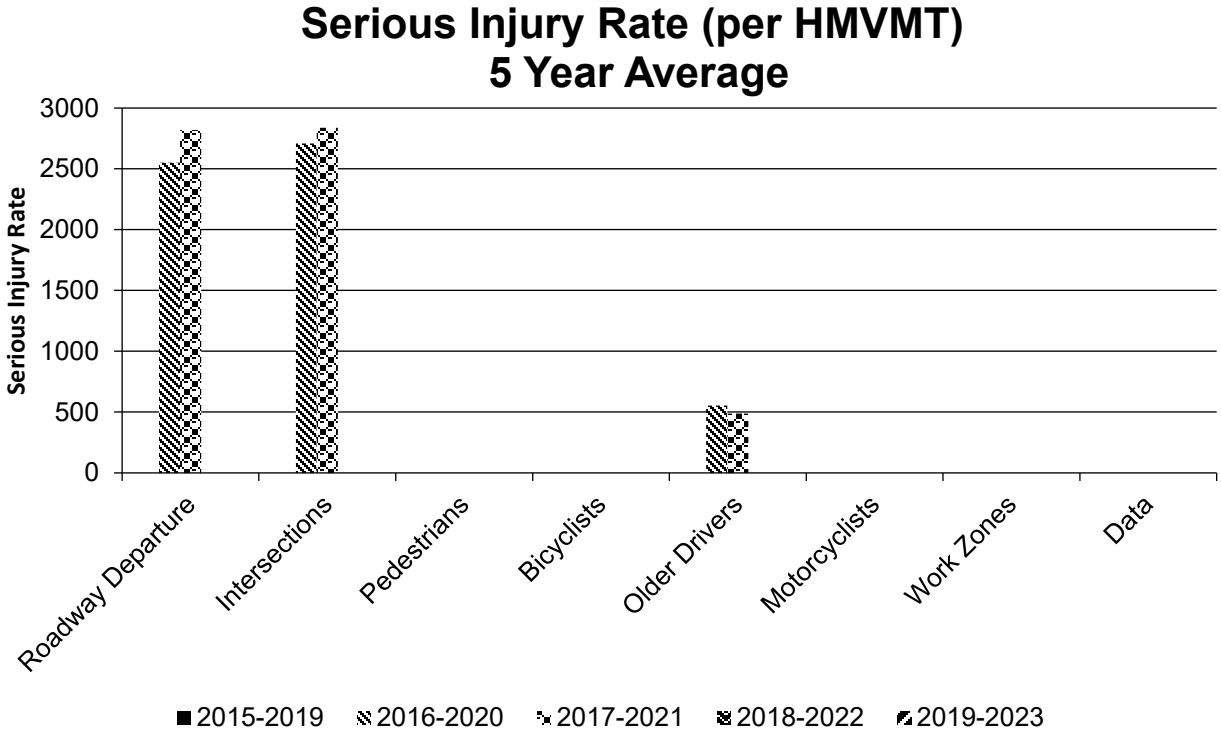
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	524.2	2,405.6		
Intersections	Intersections	356.2	2,341.6		
Pedestrians	All	114.4	204.4		
Bicyclists	All	9.6	42.2		
Older Drivers	All	113.2	406.2		
Motorcyclists	All	87.8	443.2		

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)
Work Zones	All	19	75		
Data	All	960	4,953		


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
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
600
500
400
300
200
100
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
3000
2500
2000
1500
1000
500
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023

Project Effectiveness

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

Compliance Assessment

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

12/31/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2027

When does the State anticipate completing its next SHSP update?

2027

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]	50	50					25	25	25	25
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100								
	Begin Point Segment Descriptor (10) [10]	100	100					100		100	
	End Point Segment Descriptor (11) [11]	100	100					100		100	
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100		100	

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	65	65								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100			
	Average Annual Daily Traffic (79) [81]	100	100								
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100		100	
INTERSECTION	Unique Junction Identifier (120) [110]			15	15						
	Location Identifier for Road 1 Crossing Point (122) [112]			15	15						
	Location Identifier for Road 2 Crossing Point (123) [113]			15	15						
	Intersection/Junction Geometry (126) [116]			15	15						
	Intersection/Junction Traffic Control (131) [131]			15	15						
	AADT for Each Intersecting Road (79) [81]										
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			15	15						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					10	10				
	Location Identifier for Roadway at					10	10				

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]					10	10				
	Ramp Length (187) [177]					10	10				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					10	10				
	Roadway Type at End Ramp Terminal (199) [189]					10	10				
	Interchange Type (182) [172]					10	10				
	Ramp AADT (191) [181]					10	10				
	Year of Ramp AADT (192) [182]					10	10				
	Functional Class (19) [19]					10	10				
	Type of Governmental Ownership (4) [4]					10	10				
Totals (Average Percent Complete):		**95.28**	**95.28**	**23.75**	**23.75**	**10.00**	**10.00**	**69.44**	**13.89**	**85.00**	**5.00**

*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:

HSIP-PAG.pdf
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.