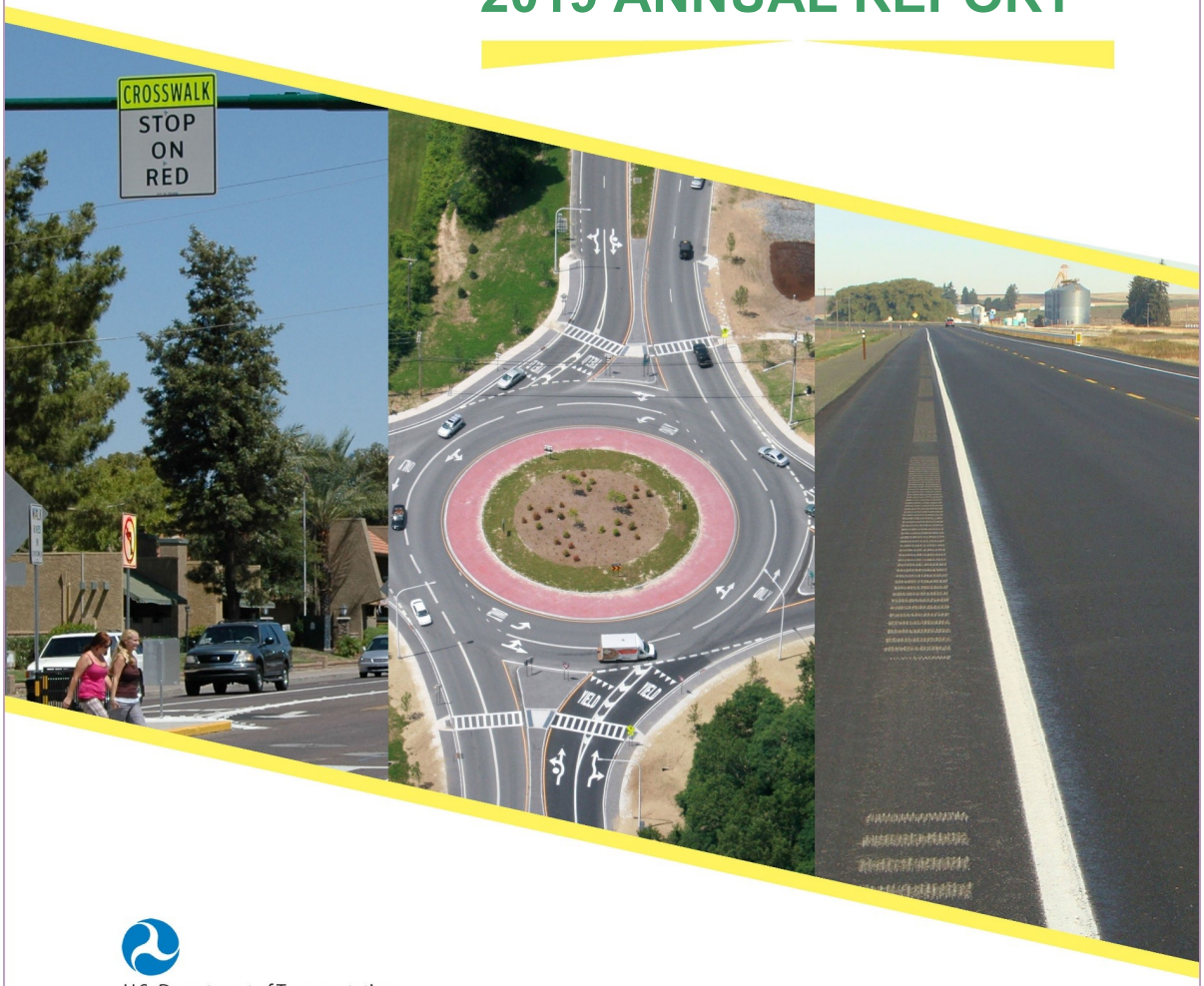
ALABAMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

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

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

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

The SHSP 3rd Edition has four key emphasis areas: High-Risk Behavior, Infrastructure and Operations, At-Risk Road Users, and Decision and Performance Improvement. The SHSP was developed in conjunction with the Alabama Department of Economic and Communities Affairs (ADECA) and multiple agencies and organizations. ADECA is responsible for the implementation of the National Highway Traffic Safety Administration (NHTSA) programs. The human behavioral aspects of the SHSP incorporate ADECA'S Statewide Highway Safety Plan which addresses the safety program behavioral elements related to occupant restraint use, impaired driving, distracted driving, speed, young drivers, motorcycles, and pedestrians. HSIP projects have generally focused on (3) three areas: Infrastructure Countermeasures (construction/supportive programs), Driver Behavior (safety outreach campaigns and overtime enforcement efforts), and Traffic Safety Information Systems (crash data analysis).

HSIP Infrastructure projects are developed through safety and operational analysis using crash data statistics, crash patterns, and benefit-cost engineering analysis. The projects have been more systemic in recent years and target more specific needs identified through data analysis such as Interstate Median Barrier, Shoulder Widening Program, Rumble Strips, and Horizontal Curve Safety Programs. Electronic ball bank equipment and training were provided to the ALDOT Regions/Districts/Counties to reduce roadway departure crashes. The HSIP program also launched the Roadway Departure Focus State Program which included an in-depth evaluation of roadway departure crashes and a set of roadway departure countermeasures such as the Horizontal Curve Resigning Program. A Roadway Safety Assessment Manual, HSIP Management Manual, Alabama Roundabout Guide, Red Light Running Camera Criteria, and Speed Management Manual were also developed to aid in project development for infrastructure and operations. The ALDOT HSIP Program continued its implementation of the Section 130 Rail-Highway Crossing Safety Program and is currently undertaking a program to update all passive devices at each public crossing in the state. The ALDOT implemented targeted marketing and media campaigns focused on High-Risk Driver Behavior. Public information campaigns using social media, radio, and outdoor advertising focused on distracted driving, seatbelt safety, speeding, and driving under the influence. In addition, our CARE Program (Critical Analysis Reporting Environment) identified impaired driving hotspots which resulted in our stakeholders implementing focused enforcement, educational programs and engineering fixes at these locations.

To enhance Decision and Performance Improvement, the ALDOT HSIP has strengthened its traffic safety information systems by increasing its electronic citations and electronic crash reporting. The Emergency Medical Services Information System (EMSIS) has also been deployed and it electronically collecting data from all licensed EMS agencies.
The ALDOT is also continuing its efforts to enhance its safety culture by making safety a priority in all aspects of planning, project development, and performance evaluation. A study was completed that allowed the ALDOT to assess the role of safety across bureaus and identify which bureaus play critical roles in advancing safety across the state. Peer roundtables were conducted with experts from across the country to determine what safety related skills are needed for various roles in the ALDOT. and developed what coursework would provide the proper training.

HSIP Infrastructure Projects/Tool Development

The Interstate Median Barrier program and the Shoulder Widening Program are safety programs which were established in 2002 and 2006, respectively. The Interstate Median Barrier program addresses median cross over crashes by installing median cable along selected sections of interstate with a high pattern of median cross over crashes. The shoulder widening program addresses the addition of two (2) feet of shoulder during maintenance resurfacing along state routes (where feasible).
In 2015, the Horizontal Curve Safety Program (HCSP) was the next systemic HSIP project developed and implemented. This program is evaluating horizontal curves on state maintained roads and is developing recommendations for traffic signing and pavement marking in accordance with the MUTCD 2009. In addition, high crash sites and roadway departure locations are undergoing road safety assessments (RSAs) to determine appropriate safety enhancements and countermeasures.

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

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

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

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

Local roads safety programs are included in the HSIP program of projects. The Alabama Local Technical Assistance Program (LTAP) through Auburn University provides both training and practical application of safety principles to educate local entities. Other tools and equipment, such as the HSIP Manual provides guidance on how to apply for HSIP funds.
TSOS in conjunction with FHWA also hosted the first annual Rural Road Safety Conference in 2014, with the 5th conference scheduled for September, 2019. The Conference focuses on local safety issues and provided training on various roadway safety topics.

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

Non-Infrastructure Safety Efforts

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

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

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

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

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

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

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

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

Where is HSIP staff located within the State DOT?

Design

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. 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 6th Annual Local Rural Road Safety Workshop and Conference is scheduled for September 2019. 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.

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
- 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 signage to meet the current MUTCD (Manual on Uniform Traffic Control Devices). As an effort to improve safety, TSOS is collaborating by identifying high crash horizontal curve locations for enhanced signage upgrades. HSIP funding will be used to implement this portion of the overall program.

In 2012, TSOS initiated a pilot project for a potential statewide inventory of traffic control devices at signalized intersections. The pilot provided a mixture of urban and rural collections of traffic data inventory. The purpose of this study would be to collect data at each location for both the TSOS and the ALDOT Maintenance Bureau. TSOS is using this database to develop Safety Performance Functions (SPFs) for use with the Highway Safety Manual. Additionally, the Maintenance Bureau will be using the data to advance maintenance, operations, and financial management of the State's Traffic Signal Inventory. The project has now expanded statewide and ALDOT Computer Services will develop a database for the use of ALDOT Region personnel. To date, approximately 2/3 of the signalized intersections along the state-maintained system have been inventoried.

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

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

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

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement 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
FileName:
AL HSIP PROGRAM MANAGEMENT MANUAL.pdf

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Horizontal Curve
- Intersection
- 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	Exposure	Roadway
All crashes	Traffic Volume	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	Exposure	Roadway
All crashes Fatal and serious injury crashes only	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-B/C Analysis

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

Relative Weight in Scoring

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

Program: Intersection

Date of Program Methodology:1/2/2000

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	Functional classification
Fatal and serious injury crashes only		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:1
Available funding:2

Program: Median Barrier

Date of Program Methodology:7/29/2003

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	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

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?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Program: Roadway Departure

Date of Program Methodology:1/2/2006

What is the justification for this program?

- 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 Lane miles	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

2019 Alabama Highway Safety Improvement Program
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	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic Volume Lane miles	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:1/1/2006

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	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:5/1/2014

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	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?

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

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

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

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$48,416,000	$44,321,000	91.54%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$5,577,000	$5,122,000	91.84%
Totals	$53,993,000	$49,443,000	91.57%

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

5%

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

5%

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?

$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?

$10,050,000

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 & 2' SAF. WIDENING OF SR-9 FROM COVINGTON/CRENSHAW CO. LINE TO APPROX 1 MI N. OF THE S. BRANTLEY CITY LIMITS	Roadway	Roadway - other	10.085	Miles	$759575.26	$3617025.02	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,170	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL INT. MED. CABLE BARRIER FROM MP 75.5 TO MP 105.5 IN CONECUH CO.	Roadside	Barrier - cable	30	Miles	$2991912.74	$2991912.74	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	27,187	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL INT. MED. CABLE BARRIER ON I-65 FROM MP 13.0 (SR-158) TO MP 16.9 (N. OF CR-41) IN MOBILE CO.	Roadside	Barrier - cable	3.9	Miles	$561347.59	$561347.59	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	71,118	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
I-65 INSTALL INT. MED. CABLE BARRIER FROM SR-59 MP 33.7 TO RR BRIDGE MP 75.5	Roadside	Barrier - cable	41.8	Miles	$3420267.72	$3420267.72	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	25,470	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL INT. MED. CABLE BARRIER ON I-10 FROM SR-181 TO PERDIDO RIVER BRIDGE	Roadside	Barrier - cable	27.6	Miles	$895602.78	$895602.78	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	51,388	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
GUIDERAIL INSTALL. ON I-85 FROM MONTGOMERY CO. LINE TO LEE CO. LINE	Roadside	Barrier - cable	26.823	Miles	$1540581.71	$1540581.71	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	43,562	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & GUIDERAIL I-10 FROM W. OF CR-39 (MCDONALD RD) TO CR-59 (CAROL PLANTATION RD)	Roadside	Barrier - cable	4.46	Miles	$411367.35	$10284183.77	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	59,555	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL. OFF. LT TURN LANES & MAST ARM TRAFFIC SIGNAL ON SR-42 (US-98) FROM 1000' S. OF PARKER RD TO 1000' N OF PARKER RD	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$778254.2	$778254.2	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,176	50	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. MED. BARRIER ON I-20 FROM 0.4 MI E. OF SNOW CREEK BRIDGE TO SR-46	Roadside	Barrier - cable	18.721	Miles	$1801188.44	$1801188.44	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	36,420	70	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
ROUNDABOUT CONSTRUCTION @ SR-53 (US-231) & SR-25 (US-411)/CR-33 INT.	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$456824.1	$456824.1	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,359	55	State Highway Agency	Spot	Intersections	Intersections
ROUNDABOUT CONSTRUCTION @ SR-53 (US-231) & SR-25 (US-411)/CR-33 INT.	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$3003198.46	$3003198.46	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,359	55	State Highway Agency	Spot	Intersections	Intersections
ROUNDABOUT CONSTRUCTION @ SR-79 & SR-160 INT.	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$1219401.73	$1219401.73	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,051	45	State Highway Agency	Spot	Intersections	Intersections
ROUNDABOUT CONSTRUCTION @ SR-79 AND SR-160 INT.	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$3270989.04	$3270989.04	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,051	45	State Highway Agency	Spot	Intersections	Intersections
ROUNDABOUT CONSTRUCTION @ SR-5 & CR-58 INT.	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$3135515.03	$3135515.03	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,060	45	State Highway Agency	Spot	Intersections	Intersections
RS & SAF. IMPROVEMENTS (ACCESS MANAGEMENT & INT. MOD.) ON SR-2 (US-72) FROM E. OF PERIMETER PKWY TO SR-1 (US-231/431) (MEMORIAL PARKWAY)	Access management	Change in access - close or restrict existing access	4.23	Miles	$1090375.61	$4350093.56	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	59,160	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
INSTALL. ROUNDABOUT @ INT. OF REDLAND RD (CR-8) & FIRETOWER/DOZIER RD (CR-59)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$68064.37	$68064.37	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,993	35	State Highway Agency	Spot	Intersections	Intersections
INT. MOD. ON SR-251 @ CR-83 (LINDSAY LN) TO INSTALL ROUNDABOUT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$767002.5	$767002.5	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,147	50	State Highway Agency	Spot	Intersections	Intersections
RS & 2' SAF. WIDENING ON SR-14 FROM SR-9 (US-231) TO SR-63	Roadway	Roadway - other	7.465	Miles	$560179.7	$3734531.34	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	7,747	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-227 THROUGH GUNTERSVILLE STATE	Roadway	Roadway - other	10.32	Miles	$338524.8	$4231560.05	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,093	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
PARK FROM THE INT. OF SR-62 TO THE INT. OF CR-455															
RS, STRIPE & 2' SAF. WIDENING SR-4 (US-78) FROM TALLADEGA CO. LINE (MP 148.827) TO RR CROSSING 0.3 MI W. OF SR-202 (MP 154.320)	Roadway	Roadway - other	5.223	Miles	$229281.36	$2292813.56	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,232	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-28 FROM CR-21 TO SR-13 (US-43)	Roadway	Roadway - other	8.765	Miles	$541050.78	$2459321.71	HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,130	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-15 (US-29) FROM END OF 4 LN IN ANDALUSIA TO CRENSHAW CO. LINE	Roadway	Roadway - other	12.186	Miles	$1320663.32	$6603316.61	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	6,983	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-33 FROM MP 35.500 @ 0.6 MI S. OF CR-249 TO MP. 39.620 @ SR-20 TO INCLUDE NS @ GRADE RR CROSSING	Roadway	Roadway - other	4.12	Miles	$138725.35	$990895.39	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,199	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING SR-15 (US-29) FROM COVINGTON CO. LINE TO CURB SECTION NEAR S. BRANTLEY TOWN LIMITS	Roadway	Roadway - other	11.335	Miles	$794783.68	$3612653.1	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,491	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-95 FROM CR-92 TO SR-1 (US-431)	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	9.5	Miles	$936537.84	$3900413.88	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	3,020	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
PVMT PRESERVATION & 2' SAF. WIDENING ON SR-141 FROM SR-189 TO THE CRENSHAW CO. LINE	Roadway	Roadway - other	10.9	Miles	$769040.42	$3204335.09	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,150	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-10 FROM W. OF CR-25 TO E. BRIDGE END OF VANNMILL CREEK	Roadway	Roadway - other	5.01	Miles	$381195.5	$2242326.46	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,786	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 & 2' SAF. SR-111 FROM SR-14 TO HOGAN RD	Roadway	Roadway - other	9.389	Miles	$590827.29	$3282373.84	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	8,528	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
DEVELOPMENT OF USRAP (PHASE V); COVERING THE STATE	Non-infrastructure	Data/traffic records			$378125.82	$378125.82	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	Data	Data
INT. MOD. ON BALCH RD @ GILLESPIE RD TO INSTALL A ROUNDABOUT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$75000	$75000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,116	40	State Highway Agency	Spot	Intersections	Intersections
PED. & ACCESS MANAGEMENT IMPROVEMENTS ON SR-6 (S. BYPASS) FROM THE I-65 INT. TO DAVENPORT DR	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	4	Crosswalks	$4538079.47	$5467565.63	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,250	55	State Highway Agency	Spot	Pedestrians	Pedestrians
RS & 2; SAF. WIDENING ON SR-189 FROM SR-52 IN KINSTON TO JUST N. OF CR-442	Roadway	Roadway - other	4.96	Miles	$427821.26	$2139106.32	HSIP (23 U.S.C. 148)	Rural	Minor Collector	1,310	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-52 FROM N. REX ST TO JUST E. OF WYNNWOOD LN	Roadway	Roadway - other	6.72	Miles	$493067.57	$2900397.43	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,159	35	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING SR-123 FROM SR-12 (US-84) TO SR-134	Roadway	Roadway - other	5.93	Miles	$306358.84	$2356606.43	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,131	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-239 FROM THE BARBOUR CO. LINE TO SR-15 (US-29)	Roadway	Roadway - other	10.65	Miles	$981337.1	$4906685.5	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,086	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING SR-21 FROM SR-97 TO SR-8 (US-80)	Roadway	Roadway - other	8.209	Miles	$560597.68	$3737317.89	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,531	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2' SAF. WIDENING, RS, PLANING, & PATCHING SR-61 FROM THE PERRY CO. LINE TO THE SOUTHERN CITY LIMITS OF NEWBERN	Roadway	Roadway - other	6.928	Miles	$1113041.26	$3838073.3	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,681	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
2' SAF. WIDENING, RS, PLANING, & PATCHING SR-5 FROM SR-219 TO SOUTHERN CITY LIMITS OF W. BLOCTON	Roadway	Roadway - other	5.215	Miles	$376660.19	$3138834.88	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,269	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, 2' SAF. WIDENING, PLANING, & PATCHING ON SR-22 FROM SR-3 (US-31) TO THE COOSA RIVER BRIDGE	Roadway	Roadway - other	6.113	Miles	$482748.58	$3218323.87	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,912	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS, STRIPE, & 2' SAF. WIDENING SR-9 FROM MP 187.215 TO N. SIDE OF MAD INDIAN CREEK BRIDGE (MP 193.931)	Roadway	Roadway - other	6.716	Miles	$321644.3	$2144295.3	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,783	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING & STRIPE SR-49 FROM THE MACON CO. LINE TO SR-14	Roadway	Roadway - other	4.942	Miles	$400369.48	$2224274.91	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,139	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2 FT SAF. WIDENING ON SR-18 FROM MP 49.20 JUST W. OF CR-125 TO WALKER CO. LINE	Roadway	Roadway - other	3.297	Miles	$319329.16	$1995807.23	HSIP (23 U.S.C. 148)	Rural	Major Collector	843	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-86 FROM SR-17 TO JUST W. OF ALLMAN RD	Roadway	Roadway - other	6.44	Miles	$484094.31	$4034119.25	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,195	35	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-17 FROM N. OF BNSF RR @ MP 254.108 TO MP 260.480 JUST N. OF MORMON HOLLOW RD	Roadway	Roadway - other	6.475	Miles	$300071.61	$4616486.25	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,784	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & SAF. SCORING SR-74 (US-278) FROM CHILCOAT RD TO JUST E. OF CR-3089	Roadway	Rumble strips - edge or shoulder	3.22	Miles	$3499.8	$1634294.16	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,230	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & SAF. SCORING SR-118 FROM E. OF RIPLEY LOOP TO JUST E. OF SARAGOSSA RD	Roadway	Rumble strips - edge or shoulder	3.167	Miles	$3029.33	$3838148.87	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,695	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & SAF. SCORING ON SR-171 FROM SR-118 TO MP 64.10 S. OF PHILADELPHIA RD	Roadway	Rumble strips - edge or shoulder	3.86	Miles	$7292.3	$2574271.74	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,150	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & SAF. SCORING ON SR-118 FROM THE LAMAR CO. LINE TO THE JUNCTION W/ SR-171	Roadway	Rumble strips - edge or shoulder	2.56	Miles	$6548.03	$1784921.55	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,875	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 & SAF. SCORING ON SR-18 FROM MP 25.110 JUST W. OF CR-21 N. TO MP 29.240	Roadway	Rumble strips - edge or shoulder	4.13	Miles	$1749.9	$1486681.86	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,620	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. ON SR-21 FROM SR-47 TO 0.88 MI S. OF CR-30	Roadway	Roadway - other	3.282	Miles	$199118.26	$1047990.84	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,160	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDENING ON SR-13 (US-43) FROM S. OF CR-30 TO 0.69 MI N. OF CR-47	Roadway	Roadway - other	5.568	Miles	$377098.61	$1714084.6	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,552	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
PRELIM. ENG. FOR THE 2017 RD SAF. ASSESSMENTS TO REDUCE RDWY DEPARTURES ON VARIOUS ROUTES IN THE WCR	Non-infrastructure	Road safety audits	65	Locations	$808000	$808000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	RSA	Other
CLEARING FOR WCR RD SAF. ASSESSMENT SITES ON SR-5, SR-6, SR-7, SR-13, SR-19, SR-28, SR-39, SR-69, SR-171, SR-216, AND SR-269	Non-infrastructure	Road safety audits	11	RSA	$2334874.07	$2334874.07	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Other
RS & 2' SAF. WIDENING ON SR-210 (ROSS CLARK CIRCLE) FROM INT. OF SR-1 (US-231) S. TO JUST S. OF FORTNER ST	Roadway	Roadway - other	2.051	Miles	$227314.73	$2273147.37	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	34,518	50	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
LEVELING, RS & 2' SAF. WIDENING ON SR-143 FROM THE AUTAUGA CO. LINE TO SR-3 (US-31)	Roadway	Roadway - other	0.727	Miles	$53732.22	$537322.2	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,693	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
OPERATIONAL & SAF. ANALYSIS STUDY ON SR-2 (US-72) FROM JUST W. OF SHIELDS RD TO E. OF BROCK RD	Access management	Median crossover - close crossover	6.6	Miles	$126250	$126250	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,269	65	State Highway Agency	Spot	Intersections	Intersections
STOP CONTROLLED INT. SAF. REVIEW (N. REGION)	Non-infrastructure	Non-infrastructure - other	34	Intersections	$42346.27	$42346.27	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		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
HSIP SAFETY TARGET SETTING TECHNICAL SUPPORT	Non-infrastructure	Non-infrastructure - other			$65402.56	$65402.56	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Data	Data	Data
STOP CONTROLLED INT. SAF. REVIEW (ECR)	Non-infrastructure	Non-infrastructure - other	70	Intersections	$111517	$111517	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersections
INCORPORATE HPMS DATA INTO SAF. RESEARCH PROGRAMS	Non-infrastructure	Non-infrastructure - other			$86445	$86445	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	N/A	Data	Data
ELMORE CO. SAF. PLAN & DEVELOPMENT OF A LOCAL RD SAF. PLAN GUIDANCE DOC.	Non-infrastructure	Non-infrastructure - other			$194100	$194100	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	N/A	SAFETY PLAN	Other
EVAL. OF SAF. EFFECTS OF SIGHT DISTANCE RESTRICTIONS ON VERT. CURVES	Non-infrastructure	Non-infrastructure - other			$137654	$137654	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Data	Data
DEVELOPMENT OF GUIDELINES & TRAINING FOR PREVENTING WRONG-WAY DRIVING	Non-infrastructure	Non-infrastructure - other			$49371	$49371	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Spot	Data	Data
INT. MOD. ON SR-3 (US-31) @ SR-225 TO INSTALL OFF. LT TURN LANES	Intersection geometry	Intersection geometry - other	1	Intersections	$87075.14	$87075.14	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	22,008	45	State Highway Agency	Spot	Intersections	Intersections
INT. RELOCATION & TRAFFIC SIGNAL INSTALL. ON SR-16 (US-90) @ SR-59 IN LOXLEY	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$298888.89	$298888.89	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	24,680	55	State Highway Agency	Spot	Intersections	Intersections
RS & 2' SAF. WIDENING ON SR-5 FROM THE SR-28 OVERPASS TO THE N. END OF CHILATCHEE CREEK BRIDGE INCLUDING RAMP TO SR-28	Roadway	Roadway - other	4.511	Miles	$293703.43	$1727667.23	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,624	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
RS & 2' SAF. WIDEN ON SR-200 FROM SR-21 TO SR-74 (US-278)	Roadway	Roadway - other	0.892	Miles	$90056.85	$692744.97	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,250	45	State Highway Agency	Systemic	Roadway Departure	Roadway Departure

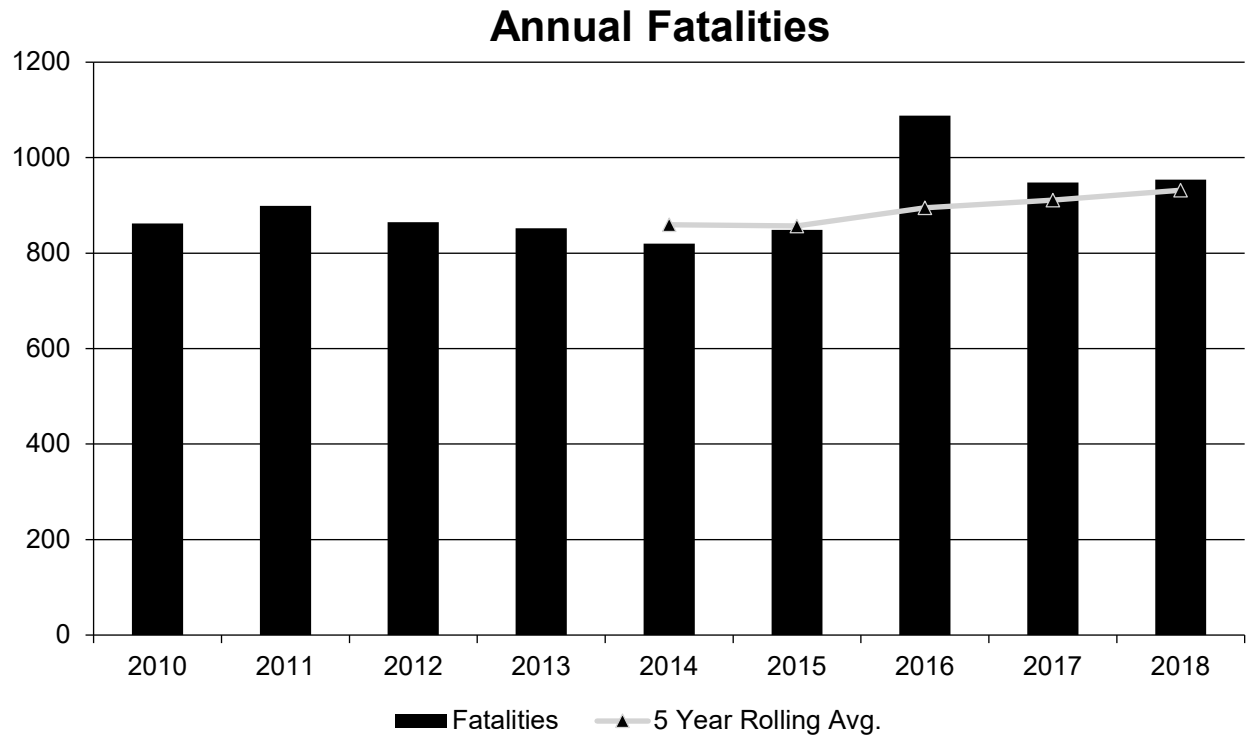
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
ROUNDABOUT @ THE INT. OF SR-147 (N. COLLEGE ST) & CR-72 (FARMVILLE RD)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$249430	$249430	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,965	55	State Highway Agency	Spot	Intersections	Intersections
INSTALL. OF TRAFFIC SIGNAL, RT TURN LN EXT., & ACCELERATION LN EXT. @ THE INT. OF SR-3 (US-31) & OLIVE ST	Roadway	Roadway - other	1	Intersections	$157722.95	$157722.95	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,752	55	State Highway Agency	Spot	Intersections	Intersections
WET PVMT ANALYSIS, PH. 2: TO DEVELOP & REFINE METHODS TO IDENTIFY & ANALYZE SITES W/ WET PVMT CRASHES	Non-infrastructure	Non-infrastructure - other			$181344	$181344	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	Data	Data
INSTALL. OF TRAFFIC SIGNAL, RT TURN LN EXT., & ACCELERATION LN EXT. @ THE INT. OF SR-3(US-31) & OLIVE ST	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$20000	$20000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,170	45	State Highway Agency	Spot	Intersections	Intersections
SAF. IMPROVEMENTS ON SR-38 (US-280) FROM 0.46 MI W. OF OLD SYLACAUGA HWY TO 0.20 MI E. OF OLD BIRMINGHAM HWY	Access management	Median crossover - close crossover	2.675	Miles	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,647	65	State Highway Agency	Spot	Intersections	Intersections
ACCELERATING SAF. ACTIVITIES PROGRAM (ASAP)	Roadway	Pavement surface - high friction surface	1	Miles	$38370.12	$38370.12	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure

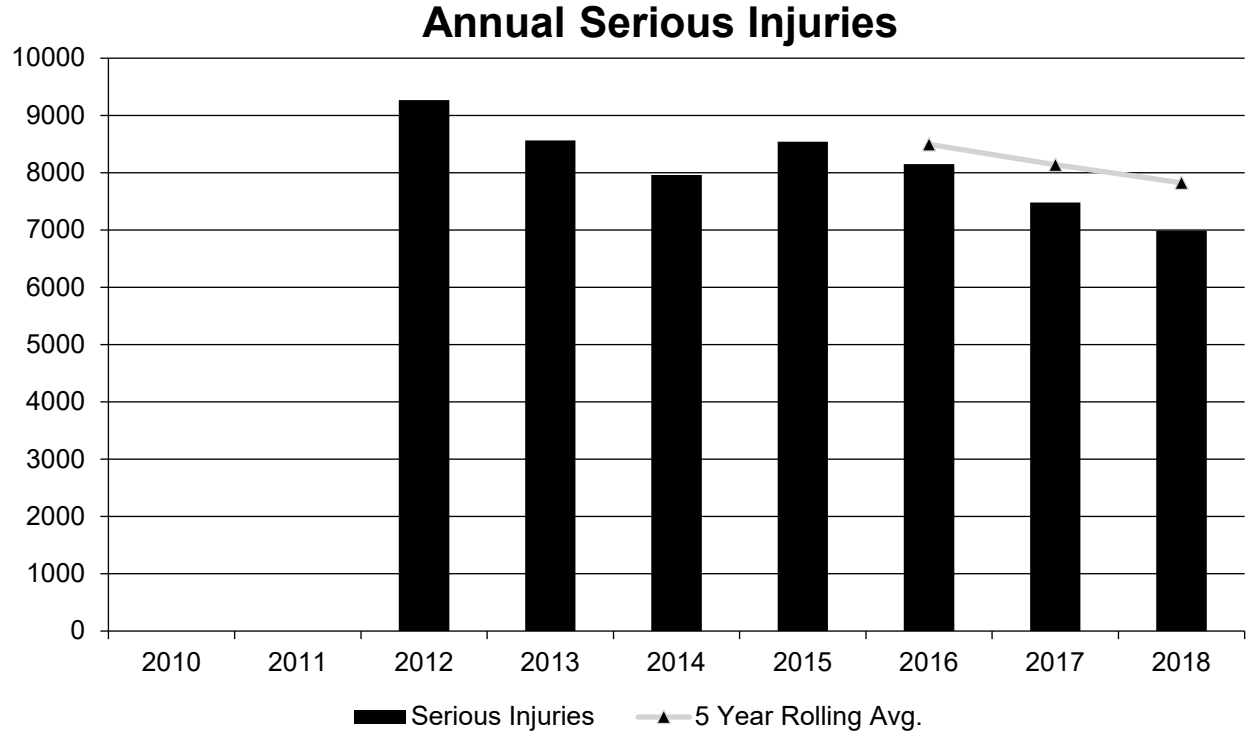
Safety Performance

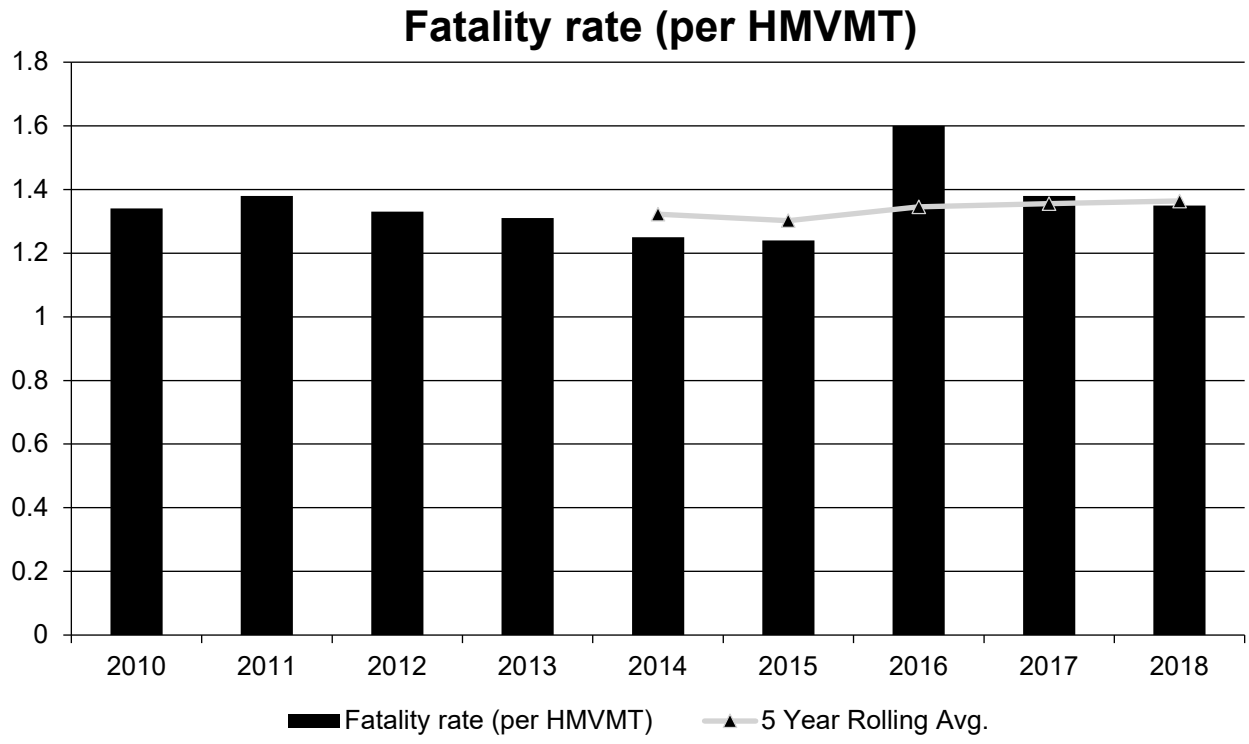
General Highway Safety Trends

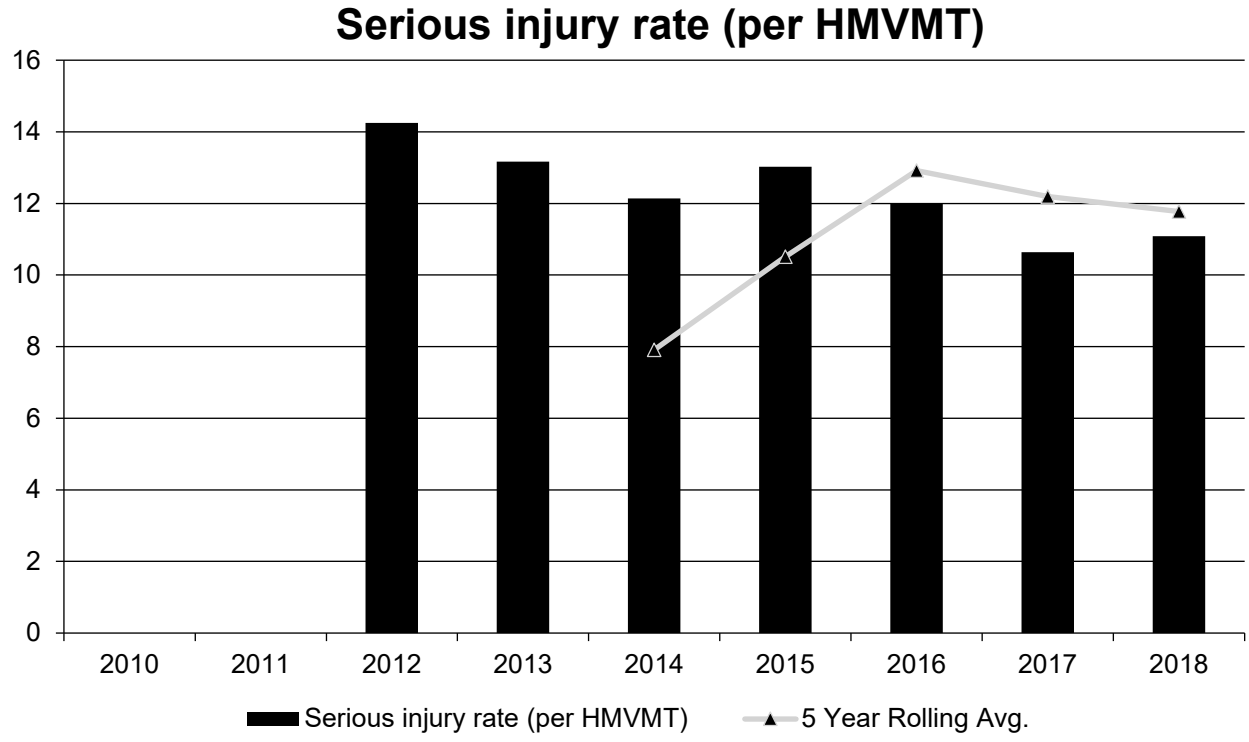
Present data showing the general highway safety trends in the State for the past five years.

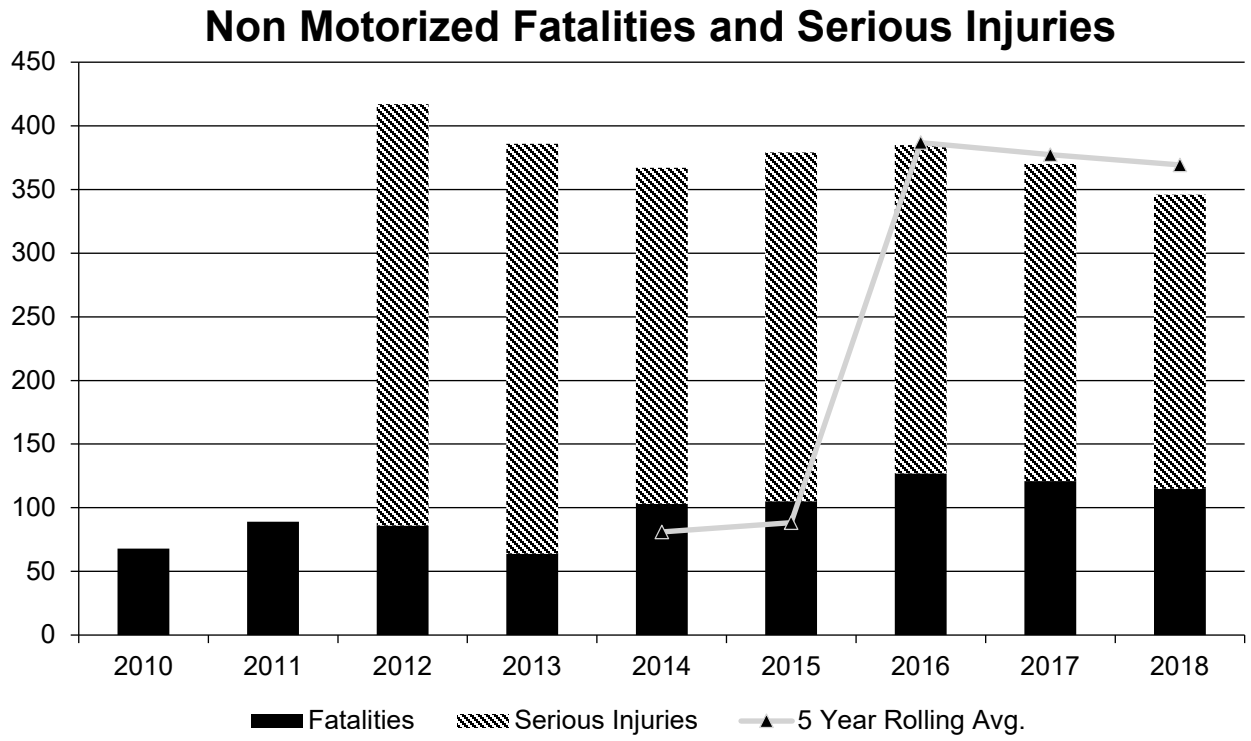
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	862	899	865	852	820	849	1,088	948	954
Serious Injuries	0	0	9,266	8,564	7,960	8,540	8,152	7,480	6,990
Fatality rate (per HMVMT)	1.340	1.380	1.330	1.310	1.250	1.240	1.600	1.380	1.350
Serious injury rate (per HMVMT)	0.000	0.000	14.250	13.170	12.140	13.020	12.000	10.640	11.080
Number non-motorized fatalities	68	89	86	64	103	105	127	121	115
Number of non-motorized serious injuries	0	0	331	322	264	274	258	249	231


Annual Fatalities
1200
1000
800
600
400
200
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
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
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
16
14
12
10
8
6
4
2
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



At the time of this submittal, FARS has not reported it's data for 2018. The 2018 annual performance measure data was pulled from the state's Critical Analysis Reporting Environment (CARE).

Describe fatality data source.

FARS

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

Year 2017

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	0	0	0	0
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other				
Rural Minor Arterial				
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 2017

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	0	0	0	0
County Highway Agency				
Town or Township Highway Agency				
City 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 2020 Targets *

Number of Fatalities:964.0

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

This performance target was developed through a trend line analysis of the 5-year moving average for fatalities, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the 5-year moving average plus a 1.7% increase associated with increasing GDP correlated with the currently observed trend of fatalities in Alabama. This target supports the SHSP by helping Alabama focus its strategy, investment, and making decisions on allocating its resources to reduce long-term fatality trends.

Number of Serious Injuries:8143.0

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

This performance target was developed through a trend line analysis of the five-year moving average for serious injuries, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the 5-year moving average plus a 1.7% increase associated with increasing GDP correlated with the currently observed trend of serious injuries in Alabama. This target supports the SHSP by helping Alabama focus its strategy, investment, and making decisions on allocating its resources to reduce long-term fatality trends.

Fatality Rate:1.350

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

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

Serious Injury Rate:11.025

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

This performance target was developed using the fatalities and an estimated 1% growth in vehicle miles traveled (VMT) from the previous year. The target represents the projected serious injuries as a ratio to 100 million VMT. This target supports the SHSP by helping Alabama focus its strategy, 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:384.0

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

This performance target was developed through a trend line analysis of the five-year moving average for non-motorized fatalities and serious injuries, Alabama unemployment rate trend, and Alabama Gross Domestic Product (GDP) trend. This analysis determined the non-motorized fatalities and serious injuries 5-year moving average plus a 1.7% increase associated with increasing GDP correlated with the currently observed trend of non-motorized fatalities and serious injuries. This target supports the SHSP by helping Alabama focus its strategy, investment, and making decisions on allocating its resources to reduce long-term non-motorized fatalities and serious injuries trends.

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 2018 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.

For each of the five safety performance targets, Alabama has met all five targets for 2018. The following is a comparison of Alabama's 2018 targets and the actual 2018 numbers for the five safety performance targets respectively:
Number of Fatalities: 1010 ; 953
Number of Serious Injuries: 8369 ; 6990
Fatality Rate: 1.490 ; 1.316
Serious Injury Rate: 12.420 ; 9.654
Number of Non-motorized Fatalities and Serious Injuries: 390 ; 346

Applicability of Special Rules

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

We were unable to modify the columns to reflect 2018 data. The Number of Older Driver and Pedestrian Fatalities for 2018 is 240, and the Number of Older Driver and Pedestrian Serious Injuries is 770.

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

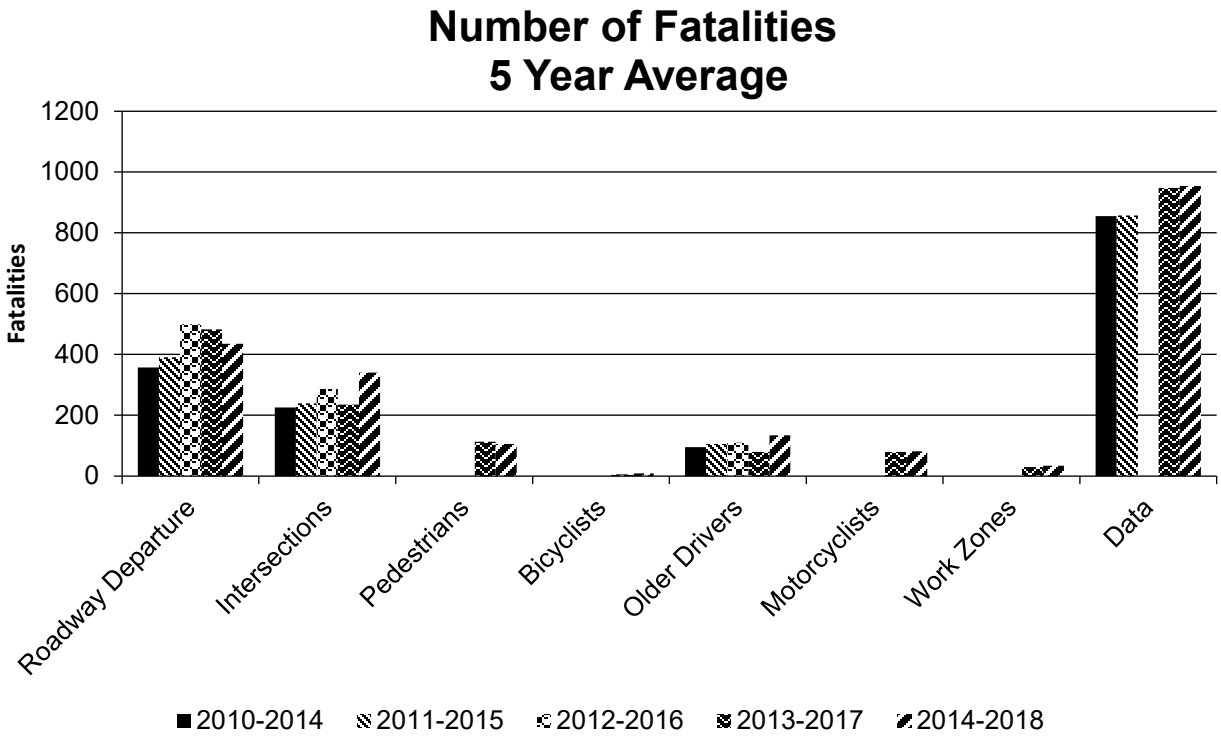
Present and describe trends in SHSP emphasis area performance measures.

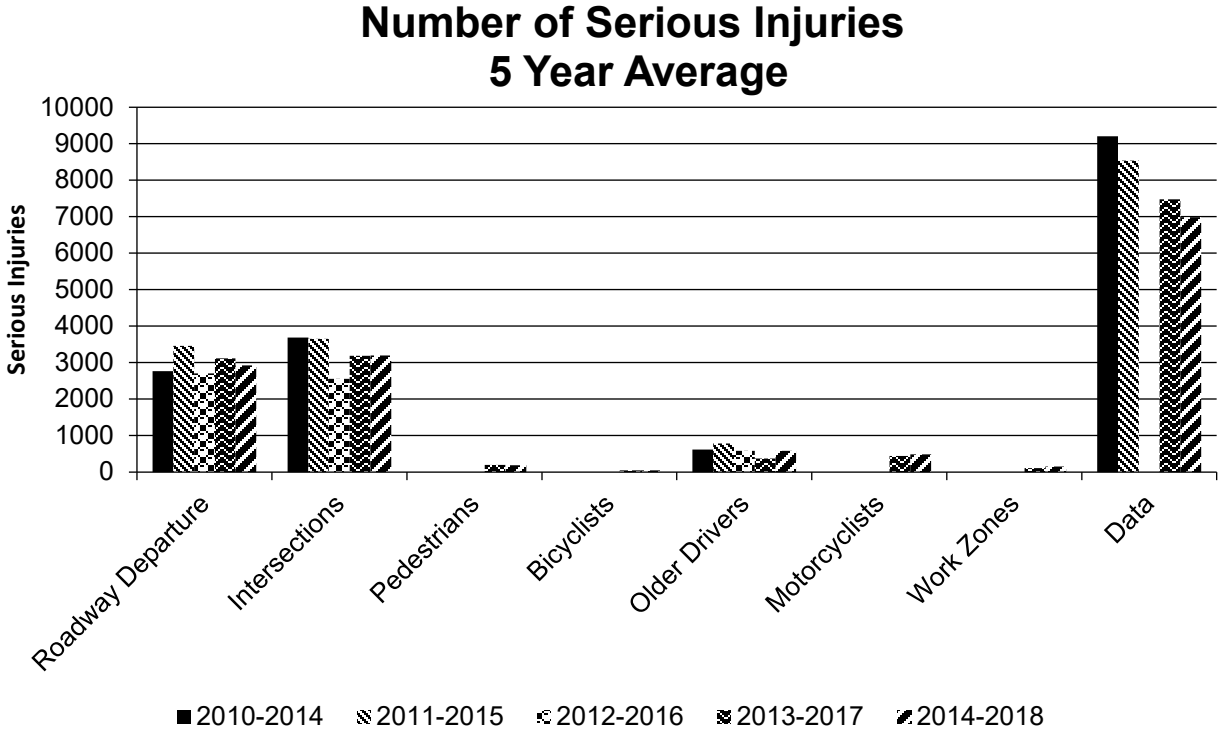
Year 2018

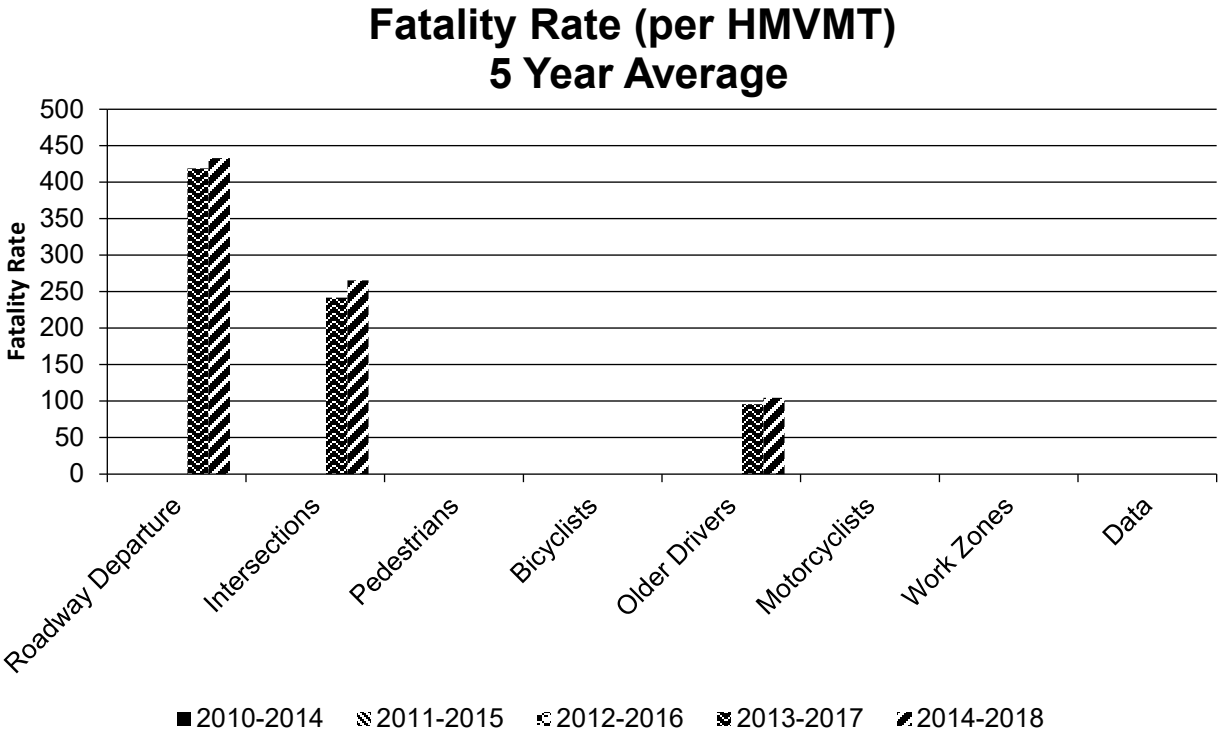
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	435	2,924	433	2,994.2
Intersections	Intersections	341	3,201	265.6	3,258
Pedestrians	All	106	186		
Bicyclists	All	9	45		
Older Drivers	All	134	584	104.8	588
Motorcyclists	All	82	485		
Work Zones	All	34	151		

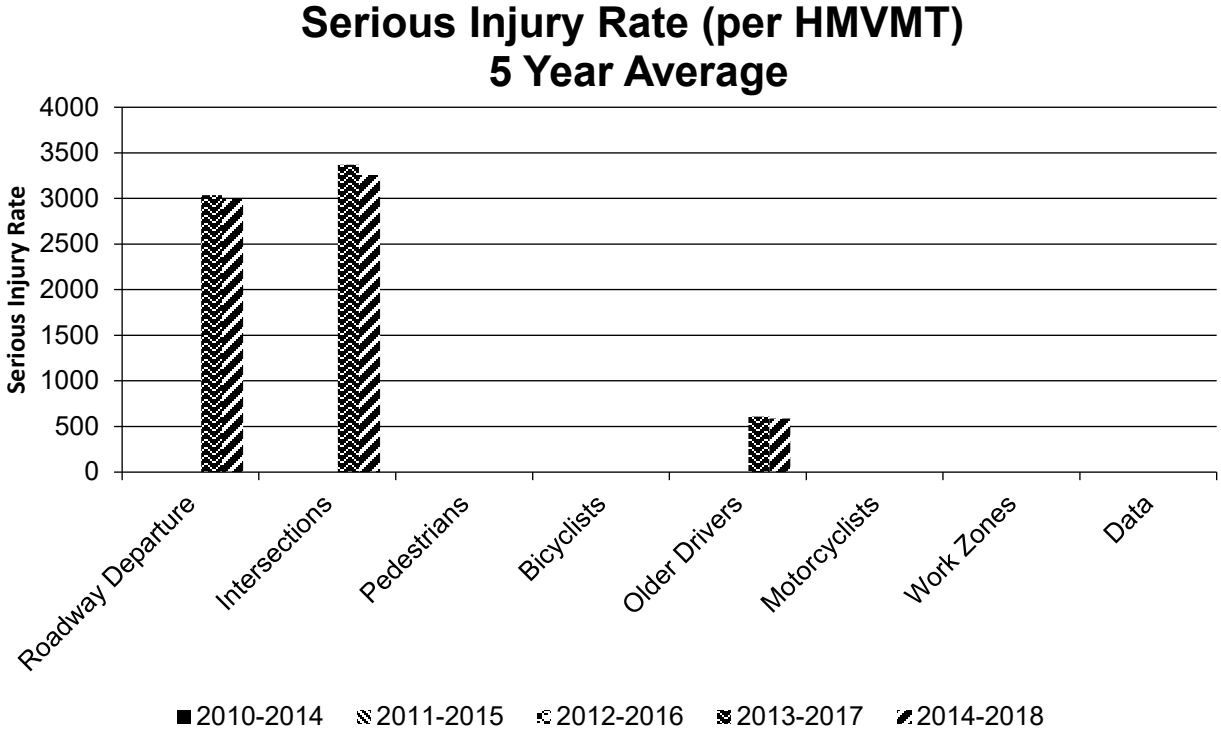
2019 Alabama Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Data	All	954	6,990		


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
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





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

No

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.

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	10	15								
	Route Number (8)	50	75								
	Route/Street Name (9)	95	85								
	Federal Aid/Route Type (21)	80	45								
	Rural/Urban Designation (20)	50	50								
	Surface Type (23)	100	15								
	Begin Point Segment Descriptor (10)	75	80								
	End Point Segment Descriptor (11)	75	80								
	Segment Length (13)	75	80								
	Direction of Inventory (18)	100	50								
	Functional Class (19)	100	45								
	Median Type (54)	50	50								
	Access Control (22)	60	65								

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	One/Two Way Operations (91)	75	80								
	Number of Through Lanes (31)	60	80								
	Average Annual Daily Traffic (79)	100	99					100	2		
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	75	80								
INTERSECTION	Unique Junction Identifier (120)										
	Location Identifier for Road 1 Crossing Point (122)										
	Location Identifier for Road 2 Crossing Point (123)										
	Intersection/Junction Geometry (126)										
	Intersection/Junction Traffic Control (131)										
	AADT for Each Intersecting Road (79)										
	AADT Year (80)										
	Unique Approach Identifier (139)										
INTERCHANGE/RAMP	Unique Interchange Identifier (178)										
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)										
	Location Identifier for Roadway at Ending Ramp Terminal (201)										
	Ramp Length (187)										

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Roadway Type at Beginning of Ramp Terminal (195)										
	Roadway Type at End Ramp Terminal (199)										
	Interchange Type (182)										
	Ramp AADT (191)					100	100				
	Year of Ramp AADT (192)					100	100				
	Functional Class (19)										
	Type of Governmental Ownership (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

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.

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

No

When does the State plan to complete its next HSIP program assessment.

2020

Optional Attachments

Program Structure:

AL HSIP PROGRAM MANAGEMENT MANUAL.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.