ALASKA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

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. 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

Under the Alaska Highway Safety Improvement Program (HSIP), the Alaska DOT&PF identifies high risk intersections and roads, scopes and prioritizes corrective projects, funds the most cost -effective projects, and evaluates actual project and program effectiveness. HSIP dollars are distributed to the most effective projects from a single statewide fund. The purpose of the Alaska HSIP is to “maximize lives saved and major injuries eliminated per dollar spent.”

Regional Traffic and Safety personnel identify, scope, estimate, and rank candidate projects according to benefit-cost ratio (ranked projects) and potential for crash reduction (non-ranked projects). HQ Traffic & Safety reviews proposed new projects, works with the regions to clarify project description and scope, and submits recommended projects to DOT&PF's Chief Engineer for approval. Following approval of new HSIP projects, HQ Traffic and Safety selects the most effective projects and proposes a statewide HSIP funding plan for the coming federal fiscal year for approval by the Chief Engineer and the Director of Program Development.

The HSIP funding plan typically includes a blend of on-going projects and new projects. Regions design and construct funded projects and generate before-after studies when three years of post-improvement crash data becomes available. HQ Traffic & Safety manages funding for the statewide HSIP, annually updates the HSIP Handbook, maintains program effectiveness data, and produces the annual HSIP report.

Important Note on Performance Measures calculated by Online Reporting Tool: Alaska does not yet have serious injury data for 2015 and 2016. Alaska’s serious injury performance measures for 2015 and 2016 will be updated when the data for those years are finalized.

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 general structure of Alaska's HSIP is basically described in Sec. 1.3 of the Alaska HSIP Handbook:

Regional Traffic and Safety Engineers in Alaska's three regions (Northern, Central and Southcoast) screen crash data and consider other information to identify projects. Projects can be either ranked or non-ranked.

Ranked projects are implemented at locations with high crash history and are ranked by analyzing the benefit cost of specific safety-related improvements using estimated accident reduction factors and improvement costs. Non-ranked projects are implemented at locations with potential for severe crashes identified in SHSP strategies and may be spot or system-wide improvements. System wide, or systemic, improvement projects are implemented to reduce potential for fatal and serious injuries by mitigating road conditions or characteristics associated with specific crash types. Non-infrastructure projects are limited to those types specifically included in Appendix A (p. A-11) of this handbook, a reprinting of 23 U.S.C. Section 148 (a)(4)(B).

Alaska's three regional traffic & safety sections submit proposed projects to the State Traffic and Safety Engineer for review. HQ Traffic & Safety reviews the proposed new projects, works with regions to clarify project descriptions and scope, and submits recommended projects to the Chief Engineer for advancement as safety projects. Following Chief Engineer approval of new HSIP projects, the State Traffic and Safety Engineer proposes a list of new and on-going projects for funding and coordinates with HQ Project Development to prepare a funding plan for the coming federal fiscal year.

State Traffic and Safety personnel manage the federal funds for approved projects. Regional Traffic and Safety personnel work with preconstruction and construction personnel to ensure projects remain consistent with their HSIP scope throughout design and construction. The regions conduct follow-up studies to determine the effectiveness of completed projects. HQ Traffic & Safety summarizes the overall effectiveness of the statewide program in the annual HSIP Report.

Where is HSIP staff located within the State DOT?

Enter additional comments here to clarify your response for this question or add supporting information.

The program is managed out of the Chief Engineer's office of Design and Engineering Services.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process

Enter additional comments here to clarify your response for this question or add supporting information.

Describe how local and tribal roads are addressed as part of HSIP.

Safety projects on all public roads in Alaska are eligible to compete for HSIP funding. The same process is used to prioritize projects on both state and non-state (including local) roads.

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

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions
Governors Highway Safety Office

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

Design: Regional Traffic and Safety personnel identify, scope, estimate, and rank candidate projects according to benefit-cost ratio (ranked projects) and potential for crash reduction (non-ranked projects).

HQ Traffic & Safety reviews proposed new projects, works with the regions to clarify project description and scope, and submits recommended projects to the DOT&PF Chief Engineer for funding approval.

Planning: Funding plan developed in coordination with the Office of Program Development.

Maintenance and Operations: M&O staff consulted to determine alternative project nominations where safety problems may exist despite the lack of historic crash data.

2017 Alaska Highway Safety Improvement Program
Governors Highway Safety Office: Split penalty transfer funding to address engineering solutions to highway safety.

Identify which external partners are involved with HSIP planning.

Local Government Agency
FHWA

Enter additional comments here to clarify your response for this question or add supporting information.

Local agencies: Municipality of Anchorage, City of Fairbanks

Describe coordination with external partners.

There are no formal mechanisms in the program for coordination with local agencies. Their input is valued and considered in the development and delivery of HSIP projects. Coordination with FHWA is described under the most recent Stewardship and Oversight Agreement.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

No

Program Methodology

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

Yes

To upload a copy of the State processes, attach files below.

File Name:
hsip_hdbk_170101.pdf

Select the programs that are administered under the HSIP.

HSIP (no subprograms)

Enter additional comments here to clarify your response for this question or add supporting information.

Program: HSIP (no subprograms)

Date of Program Methodology: 1/1/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume	

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate
Critical rate

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

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

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 : 90

Enter additional comments here to clarify your response for this question or add supporting information.

What percentage of HSIP funds address systemic improvements?

77

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Traffic Control Device Rehabilitation
Pavement/Shoulder Widening
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Add/Upgrade/Modify/Remove Traffic Signal
Horizontal curve signs
Other-Install Passing Lanes

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.
Not at this time.

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

No

Enter additional comments here to clarify your response for this question or add supporting information.
Not at this time. HSIP funding is being used to develop Alaska specific calibration factors for some SPFs in the HSM. DOT&PF envisioned the calibration factors for use at planning level for HSIP nominations.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$30,277,371	$36,399,977	120.22%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$900,000	$975,197	108.36%
Penalty Funds (23 U.S.C. 154)	$11,060,227	$12,269,081	110.93%
Penalty Funds (23 U.S.C. 164)	$11,060,227	$12,269,081	110.93%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$1,150,000	$1,290,035	112.18%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$3,415,430	$4,187,779	122.61%
Totals	$57,863,255	$67,391,150	116.47%

Enter additional comments here to clarify your response for this question or add supporting information.

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

$3,986,500

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

$1,128,742

Enter additional comments here to clarify your response for this question or add supporting information.

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

2017 Alaska Highway Safety Improvement Program

$1,588,500

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

$180,000

Enter additional comments here to clarify your response for this question or add supporting information.

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

Enter additional comments here to clarify your response for this question or add supporting information.

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

Alaska DOT&PF believe the flexibility lost under the FAST Act by removing eligibility for non-infrastructure projects is an impediment not only to obligation of HSIP funds but to the purpose of the HSIP program listed in 23 USC 148(b)(2) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

HSIP projects are often smaller projects that must compete with other state priorities for the same resources (personnel, equipment, etc.) as the larger projects in the state. Strategies for overcoming these impediments include bundling projects in the construction phase with larger projects, and consider program revisions to allow leveraging HSIP funds by combining with other eligible federal funding.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
HSIP: COLLEGE ROAD RIGHT TURN LANES	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Lanes	$284278.5	$285197	Penalty Funds (23 U.S.C. 164)	Urban Minor Arterial	14,076	35	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Fairbanks: Danby-Wembly Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$425007	$472230	HSIP (23 U.S.C. 148)	Urban Minor Arterial	16,560		State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Fairbanks Area Signal Upgrades (combines 10NR01, 13NN05, 14NR01, 14NR02)	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	57	Locations	$85277	$85277	Penalty Funds (23 U.S.C. 154)	Mixed FCs	0	0	State Highway Agency	Systemic	Intersections	Implement infrastructure projects to address intersection crashes
Parks Highway Rest Areas	Parking	Truck parking facilities	29.759	Miles	$29851	$29851	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial - Other	0	0	State Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Fox Intersection Conspicuity Improvements	Roadway	Rumble strips - transverse	1	Intersections	$67500	$75000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,700	55	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
College Median Extension	Access management	Median crossover - close crossover	0.2	Miles	$180000	$200000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,036	35	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Badger Road Two Way Left Turn Lane	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	10	Miles	$378000	$420000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,600	55	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Richardson Hwy MP 351 Interchange	Interchange design	Convert at-grade intersection to interchange	1	Intersections	$837000	$930000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	16,858	55	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Fairbanks Ramp Sight Distance Improvements	Alignment	Horizontal and vertical alignment	3	Interchanges	$182700	$203000	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Spot	Intersections	Implement infrastructure projects to

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														address intersection crashes
Phillips Field Road Safety Improvements	Roadside	Roadside grading	0.65	Miles	$450000	$450000	Penalty Funds (23 U.S.C. 154)	Urban Major Collector	5,120	40	Other State Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
HSIP: Airport Way / Steese Expwy Interchange	Interchange design	Convert at-grade intersection to interchange	1	Intersections	$2300000	$2300000	Penalty Funds (23 U.S.C. 154)	Mixed FCs	36,265	55	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
NR Guardrail Inventory and Upgrades	Roadside	Barrier - other	970	Miles	$1000000	$1000000	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial - Other	0	0	State Highway Agency	Systemic	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Bragaw Street @ 16th Avenue 5 Lane	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	0.5	Miles	$236160	$236160	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial - Other	18,583		City of Municipal Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Kodiak Island: Pillar Mountain Rock Fall Hazard Remediation	Roadside	Barrier - other	1	Locations	$296964	$329960	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,430	45	State Highway Agency	Spot	Hazard correction and prevention	Implement infrastructure to prevent hazardous conditions
UPS Load Center Battery Backup for Traffic Signals	Intersection traffic control	Intersection traffic control - other	7	Locations	$99449.1	$110499	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Spot	Intersections	Implement infrastructure to address intersection crashes
HSIP: Parks Hwy Grade Separations 2014	Railroad grade crossings	Grade separation	0.49	Miles	$1148114.376	$1275682.64	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	2,640	65	State Highway Agency	Spot	Roadways	Implement infrastructure to address rail road crossings
C St Railroad Crossing - Pathway Traffic Control Devices	Railroad grade crossings	Upgrade railroad crossing signal	1	Intersections	$72269.1	$80299	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban Principal Arterial - Other	18,893	50	State Highway Agency	Spot	Pedestrians	Identify and implement appropriate engineering strategies to address high-crash locations involving pedestrians
Northern Lights Boulevard @ UAA Drive	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$67531	$67531	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial - Other	41,858	40	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
CR School Zone Upgrades Phase II	Roadway signs and traffic control	Roadway signs (including post) - new or updated	8	Locations	$263110.5	$292345	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Spot	Pedestrians	Implement infrastructure to

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														address signing/delineation for drivers and pedestrians
Lake Otis Parkway @ 68th Avenue Channelization Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$165795.3	$184217	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	26,054	45	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Son of Downtown Anchorage Curb Bulb Project	Intersection geometry	Intersection geometrics - modify intersection corner radius	18	Locations	$551038.5	$612265	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Palmer-Wasilla Highway HSIP: Center Left Turn Lane Widening	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	10	Miles	$1204400	$1204400	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial - Other	0	0	State Highway Agency	Spot	Lane Departure	Implement infrastructure projects to address head-on crashes
Johns Road and Klatt Road Intersection	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$960432.7	$1022831	HSIP (23 U.S.C. 148)	Urban Minor Collector	10,153	40	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Sterling Highway & Main Street (Homer) Intersection Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$136448	$136448	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial - Other	11,405	35	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
George Parks Highway Systemic Passing Lanes Project	Roadway	Roadway widening - add lane(s) along segment	80.2	Miles	$4963985	$4963985	Penalty Funds (23 U.S.C. 164)	Rural Principal Arterial - Other	0	65	State Highway Agency	Systemic	Lane Departure	Implement infrastructure projects to address passing crashes
CR Traffic Safety Corridor Left Turn Lanes	Intersection geometry	Auxiliary lanes - add left-turn lane	3	Intersections	$3488801	$3488801	Penalty Funds (23 U.S.C. 164)	Rural Principal Arterial - Other	0	55	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address rear end crashes
Central Region Sign Assembly Compliance Improvement	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2100	Signs	$141696	$157440	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Systemic	Roadway and Special Users	Implement infrastructure to improve signing/delineation
54474 Flashing Yellow Arrows - Kenai and Mat-Su	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	18	Locations	$247489	$247489	Penalty Funds (23 U.S.C. 154)	Mixed FCs	0	0	State Highway Agency	Systemic	Intersections	Implement infrastructure to address intersection crashes
Sterling Highway Shoulder Widening	Shoulder treatments	Widen shoulder - paved or other	20.3	Miles	$31607497.8	$35119442	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,677	55	State Highway Agency	Systemic	Roadway Departure	Implement infrastructure to

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- Soldotna to Clam Gulch														address SVROR and head-on crashes
Freeway/ Ped Safety Fence Seward Freeway and Glenn Freeway	Roadside	Fencing	2	Locations	$1674285	$1674285	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial - Other	0	65	State Highway Agency	Spot	Pedestrians	Implement infrastructure to address pedestrian safety improvements
Railroad Crossing Surface Upgrades	Railroad grade crossings	Surface treatment	6	Locations	$666994.5	$741105	HSIP (23 U.S.C. 148)	Mixed FCs	0	0		Spot	Intersections	Implement infrastructure projects to address intersection crashes
Glenn Hwy Median Barrier, MP 30-34	Roadside	Barrier - other	3.5	Miles	$315000	$350000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	27,750	65	State Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address head-on crashes
Tudor Rd at C St and Dimond Blvd at C St - Right Turn Channelization	Intersection geometry	Splitter island - install on one or more approaches	2	Intersections	$408000	$408000	Penalty Funds (23 U.S.C. 154)	Mixed FCs	0	0	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Minnesota Dr Weaving Lane	Interchange design	Acceleration / deceleration / merge lane	1	Locations	$310000	$310000	Penalty Funds (23 U.S.C. 164)	Urban Principal Arterial - Other	48,285	60	State Highway Agency	Spot	Roadways	Identify and implement work zone and rail-highway crossing safety improvements, planning activities, improvements in data collection and analysis, road safety audits, and engineering strategies that correct or improve a hazardous road location or fea
Seward Highway Passing Lanes, MP 37-52	Roadway	Install / remove / modify passing zone	3.7	Miles	$928250	$928250	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial - Other	4,429	60	State Highway Agency	Spot	Lane Departure	Implement infrastructure projects to address head-on crashes
Minnesota Dr Guide Sign Upgrades	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3	Numbers	$75000	$75000	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial - Other	37,700	60	State Highway Agency	Spot	Lane Departure	Identify and implement work zone and rail-highway crossing safety improvements, planning activities, improvements in data collection and analysis, road safety audits, and

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														engineering strategies that correct or improve a hazardous road location or fea
HSIP: Central Region Curve Warning Signs Evaluation/Upgrade (Systemic)	Roadway signs and traffic control	Roadway signs and traffic control - other	413	Miles	$81776.7	$90863	HSIP (23 U.S.C. 148)	varies	0	0	State Highway Agency	Systemic	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Old Glenn Hwy and Knick Goose Bay Rd: Wider Lane Lines	Roadway signs and traffic control	Roadway signs and traffic control - other	23.5	Miles	$75196.8	$83552	HRRR Special Rule (23 U.S.C. 148(g)(1))	varies	0	0	State Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
KTN - North Tongass Highway Illumination Upgrade	Lighting	Continuous roadway lighting	4.876	Miles	$60534	$60534	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	0	0	State Highway Agency	Spot	Lane Departure	Implement infrastructure projects to address night time crashes
SR Regionwide Traffic Signal System Upgrades	Intersection traffic control	Modify traffic signal - modernization/replacement	22	Locations	$377856	$377856	Penalty Funds (23 U.S.C. 154)	Mixed FCs	0	0	State Highway Agency	Systemic	Intersections	Implement infrastructure projects to address intersection crashes
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	Lighting	Intersection lighting	1	Intersections	$375000	$375000	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	12,638	30	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
SR Regionwide Horizontal Alignment Signing Compliance	Roadway signs and traffic control	Roadway signs and traffic control - other	36	Numbers	$500000	$500000	Penalty Funds (23 U.S.C. 154)	Mixed FCs	0	0	State Highway Agency	Systemic	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
SR FFY 18-19 HSIP/SMS	Non-infrastructure	Transportation safety planning	1	Numbers	$180000	$200000	HSIP (23 U.S.C. 148)	N/A	0	0	N/A	Other	Roadways	Identify and implement work zone and rail-highway crossing safety improvements, planning activities, improvements in data collection and analysis, road safety audits, and engineering strategies that correct or improve a hazardous road location or fea

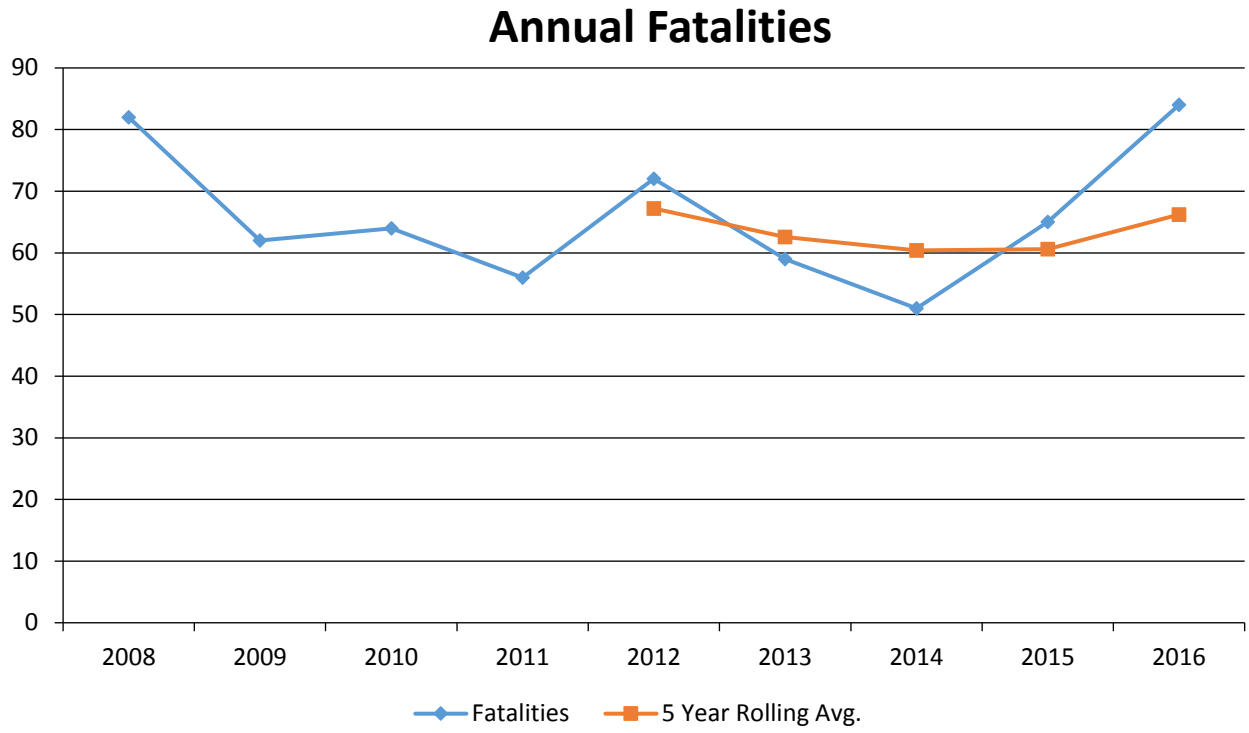
Enter additional comments here to clarify your response for this question or add supporting information.

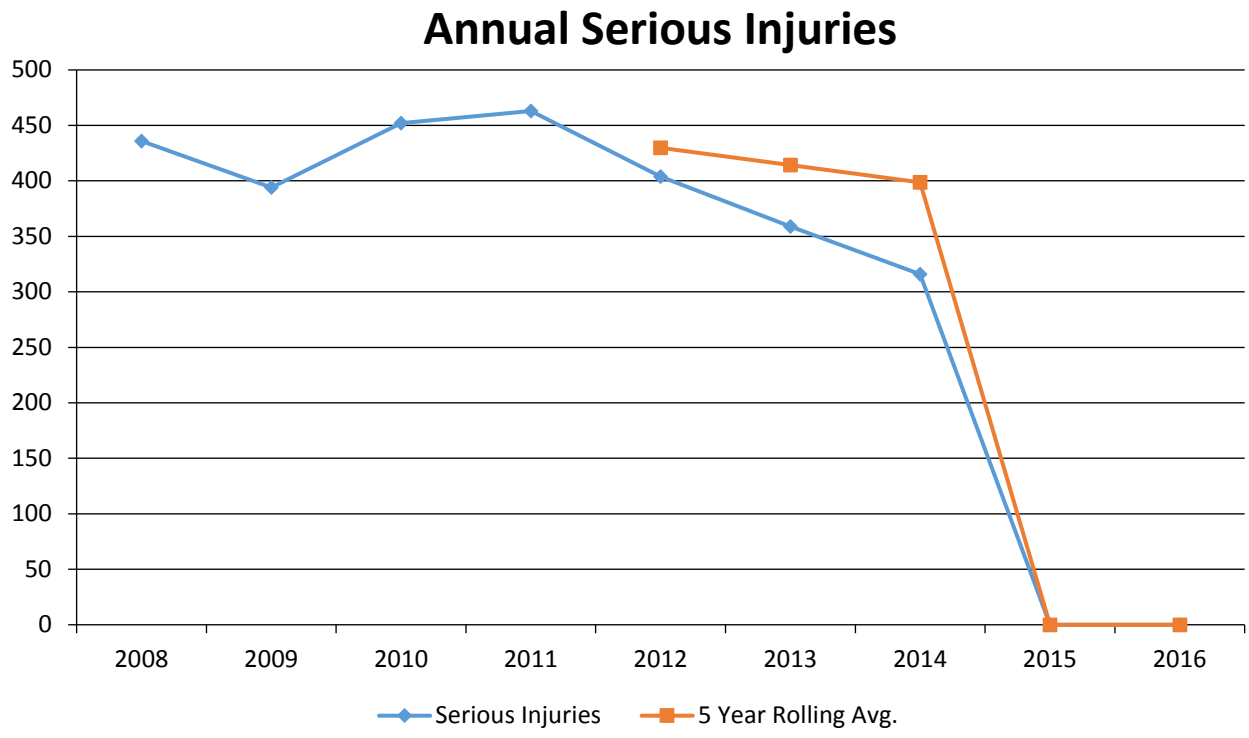
Safety Performance

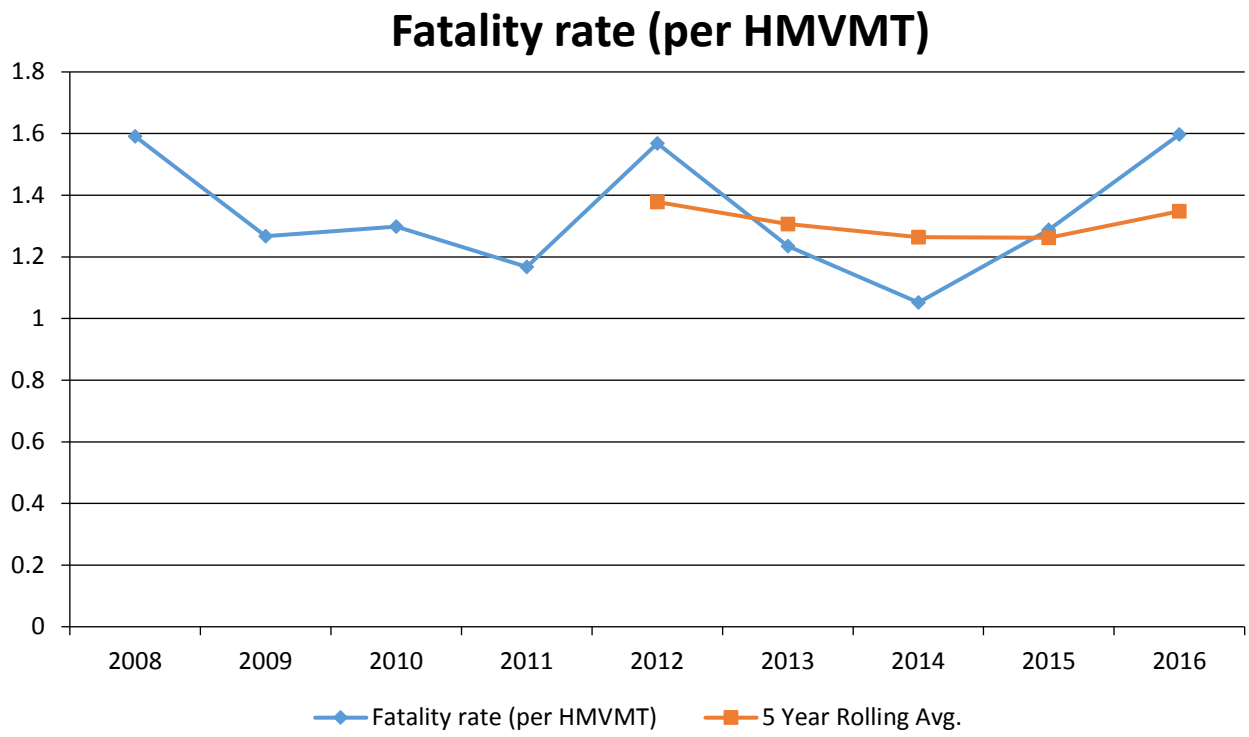
General Highway Safety Trends

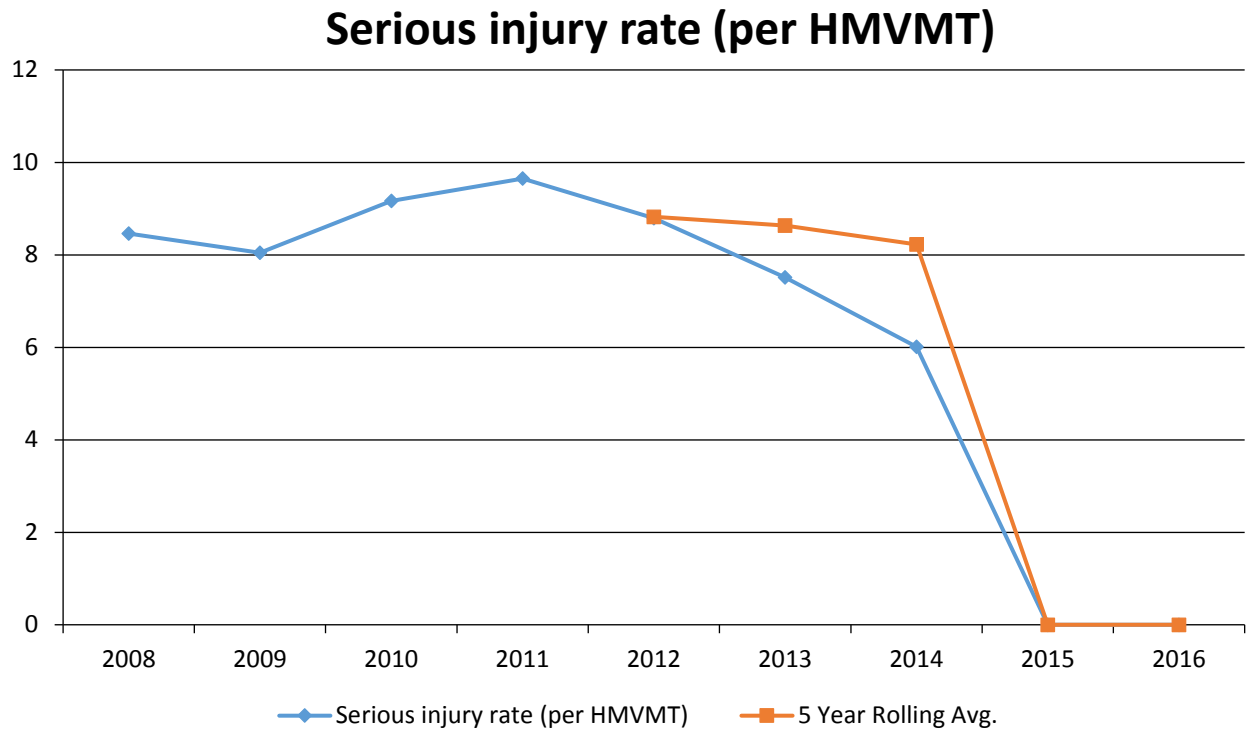
Present data showing the general highway safety trends in the State for the past five years.

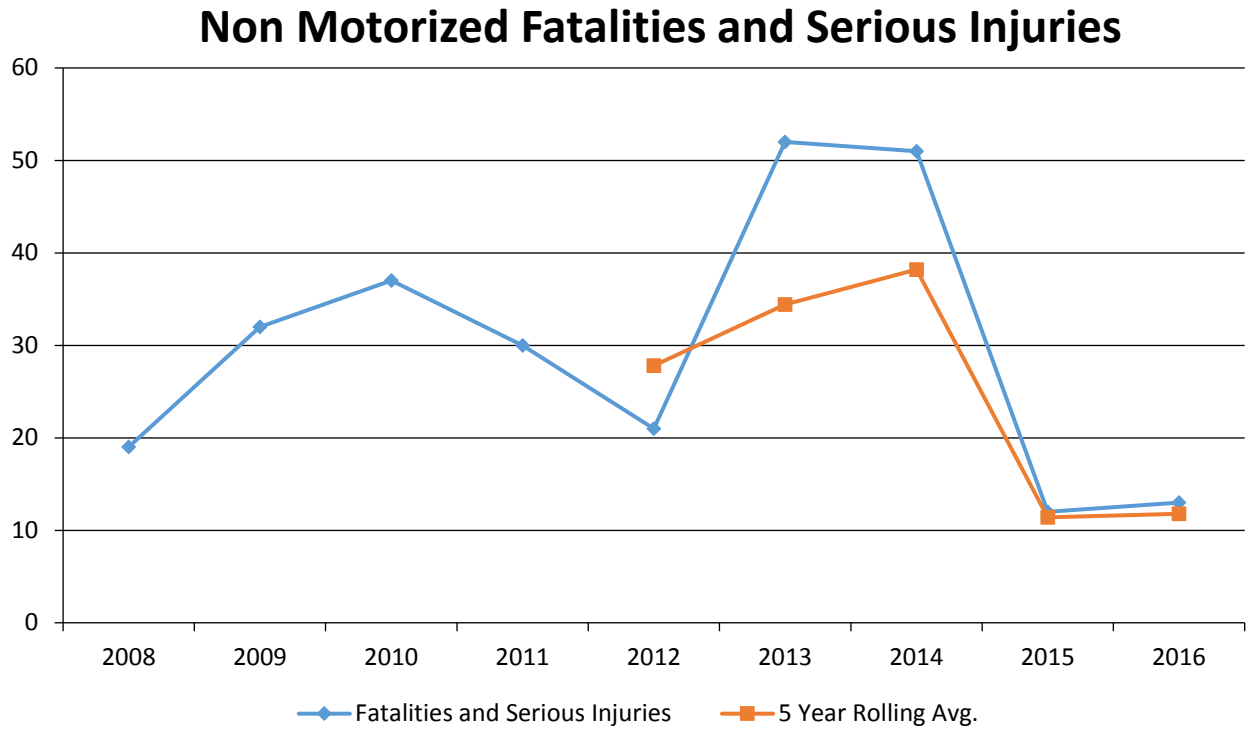
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	82	62	64	56	72	59	51	65	84
Serious Injuries	436	394	452	463	404	359	316	0	0
Fatality rate (per HMVMT)	1.591	1.267	1.298	1.167	1.568	1.235	1.052	1.288	1.597
Serious injury rate (per HMVMT)	8.461	8.049	9.165	9.650	8.796	7.512	6.009	0.000	0.000
Number non-motorized fatalities	4	12	6	11	10	7	17	12	13
Number of non-motorized serious injuries	15	20	31	19	11	45	34	0	0


Annual Fatalities
90
80
70
60
50
40
30
20
10
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
500
450
400
350
300
250
200
150
100
50
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
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
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

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

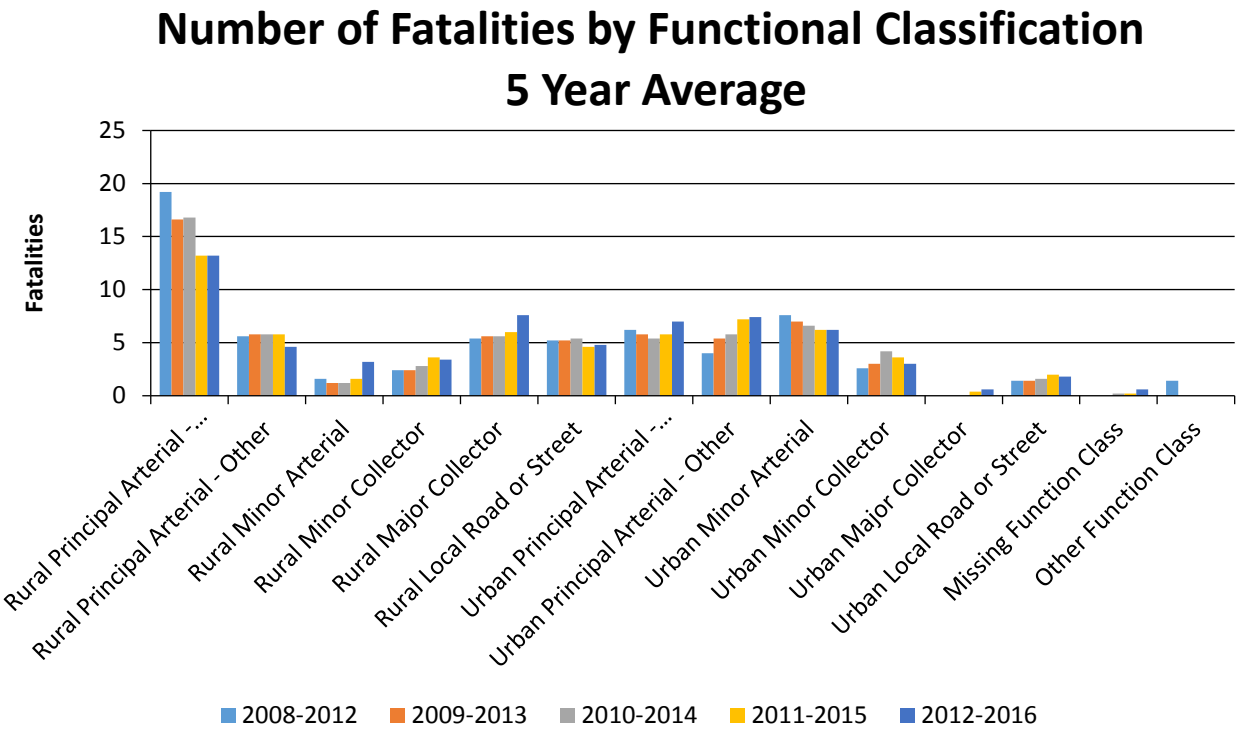
Year 2016

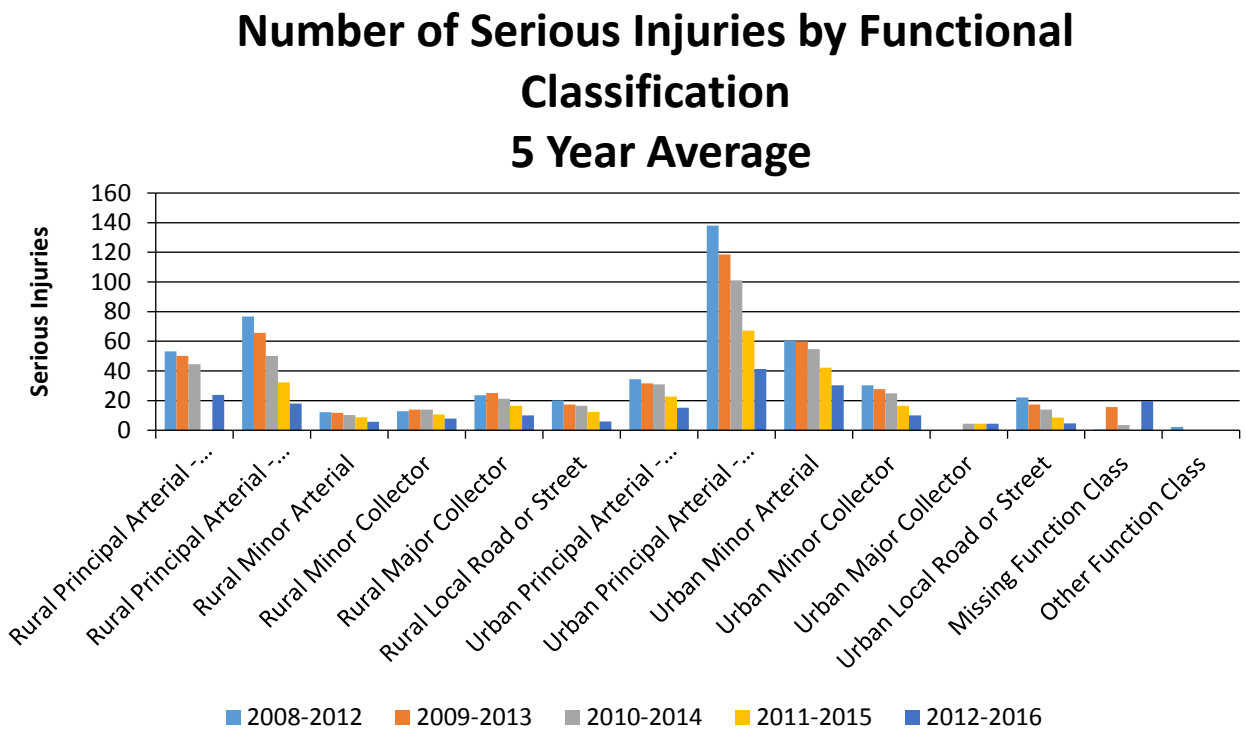
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	13.2	23.8	1.41	2.55
Rural Principal Arterial - Other Freeways and Expressways				
Rural Principal Arterial - Other	4.6	18	0.71	2.4
Rural Minor Arterial	3.2	5.8	2.38	3.59

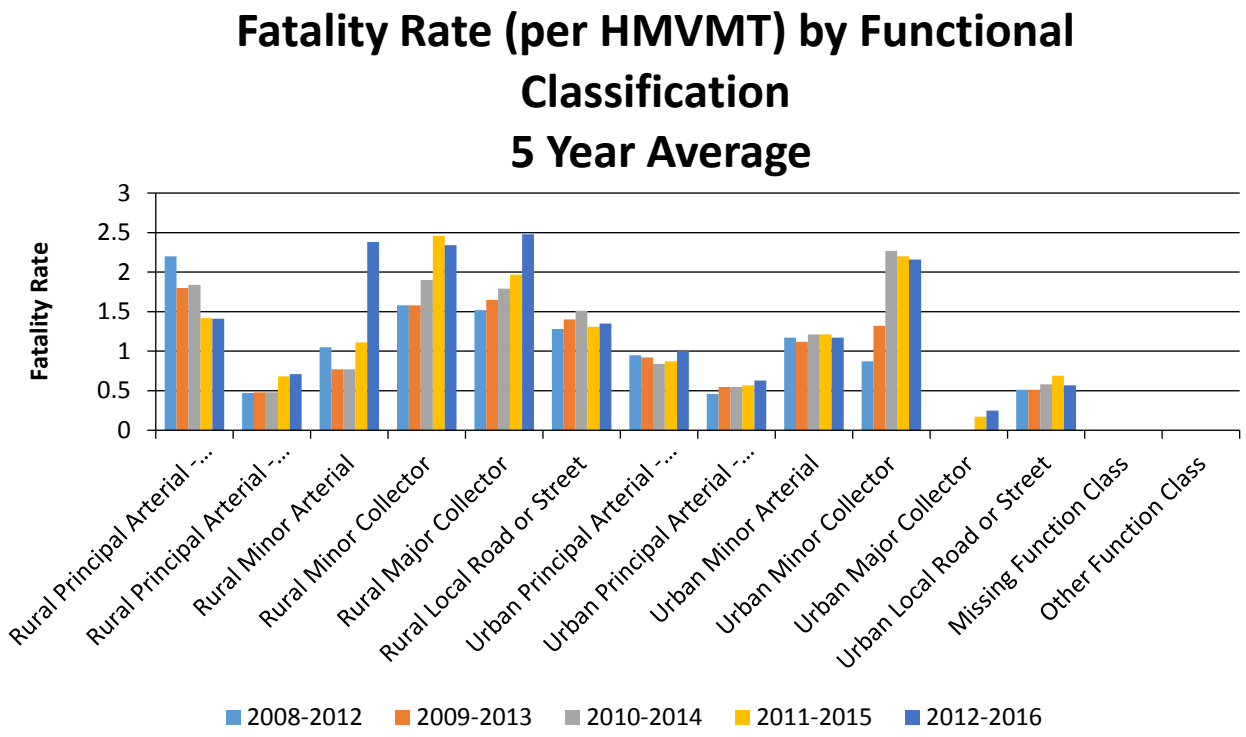
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	3.4	7.8	2.34	5.14
Rural Major Collector	7.6	10	2.48	3.17
Rural Local Road or Street	4.8	6	1.35	1.84
Urban Principal Arterial - Interstate	7	15.2	1	2.49
Urban Principal Arterial - Other Freeways and Expressways				
Urban Principal Arterial - Other	7.4	41.4	0.63	3.33
Urban Minor Arterial	6.2	30.4	1.17	5.84
Urban Minor Collector	3	10	2.16	6.1
Urban Major Collector	0.6	4.4	0.25	1.86
Urban Local Road or Street	1.8	4.6	0.57	1.93
Missing Function Class	0.6	19.8	0	0
Other Function Class				

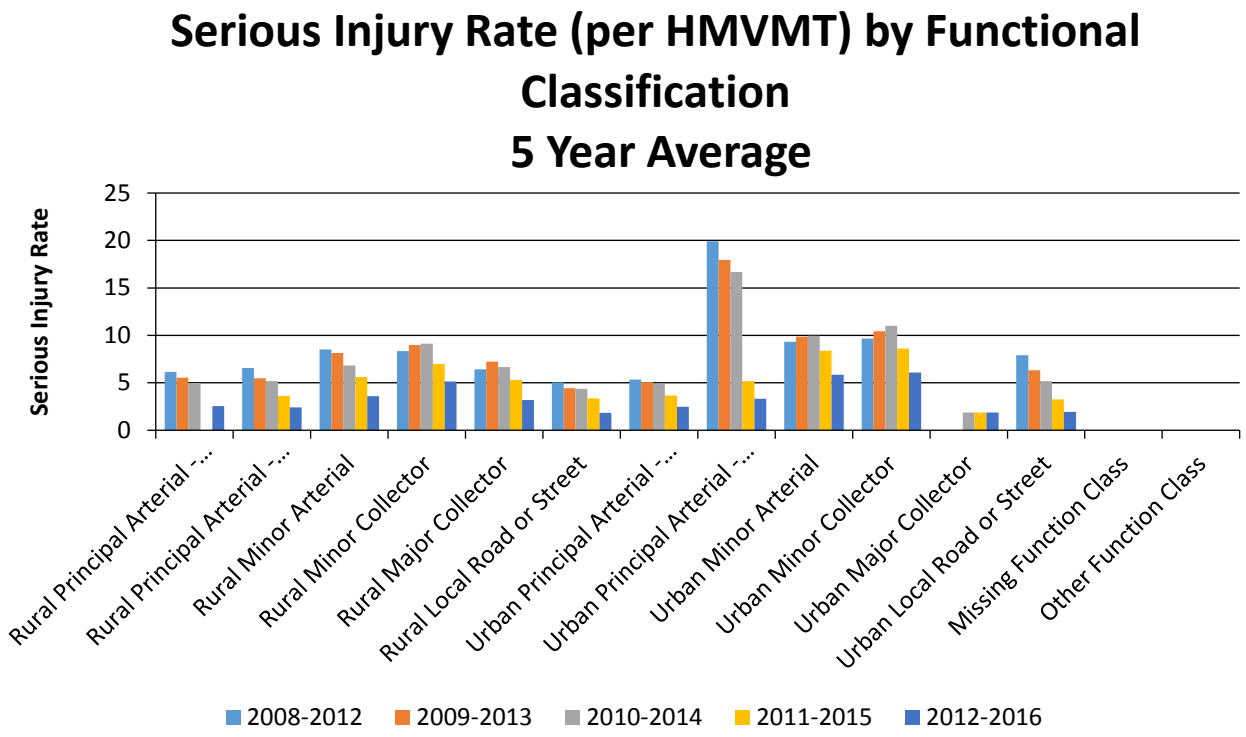
Year 2016

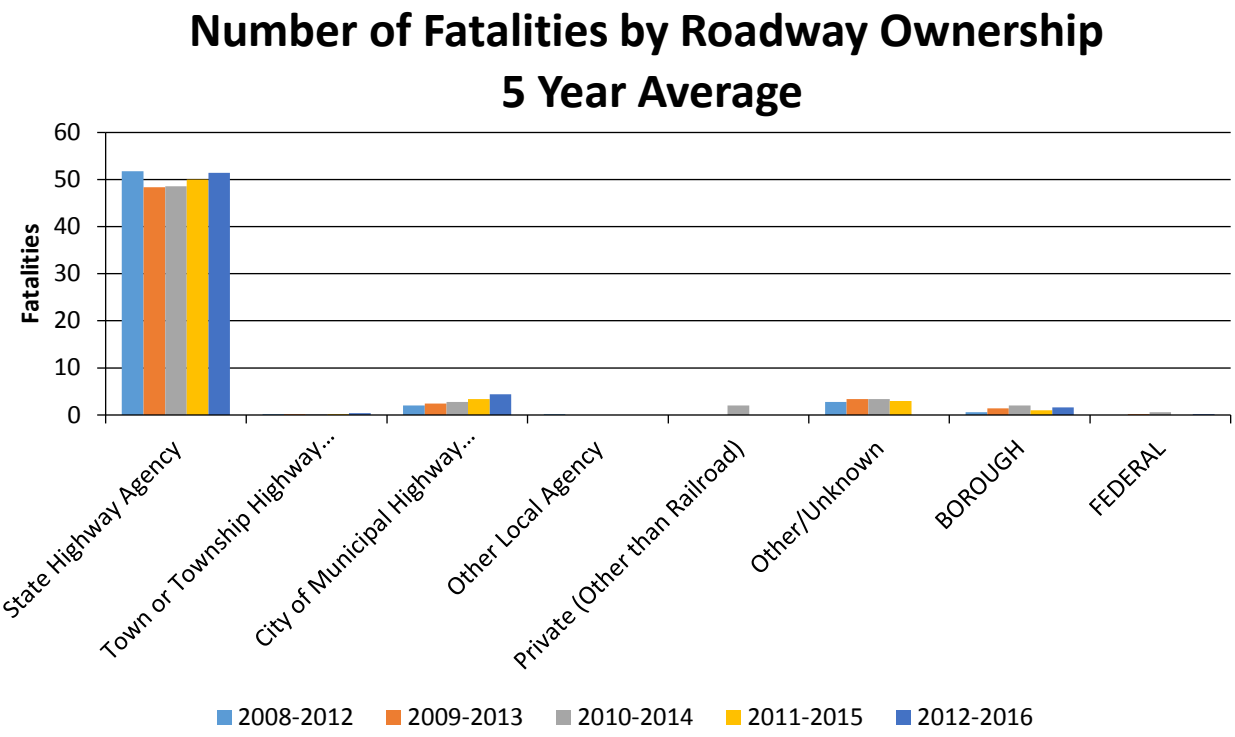
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	51.4	140.8	0	0
County Highway Agency				
Town or Township Highway Agency	0.4	0	0	0
City of Municipal Highway Agency	4.4	8.2	0	0
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				
BOROUGH	1.6	0	0	0
FEDERAL	0.2	0	0	0

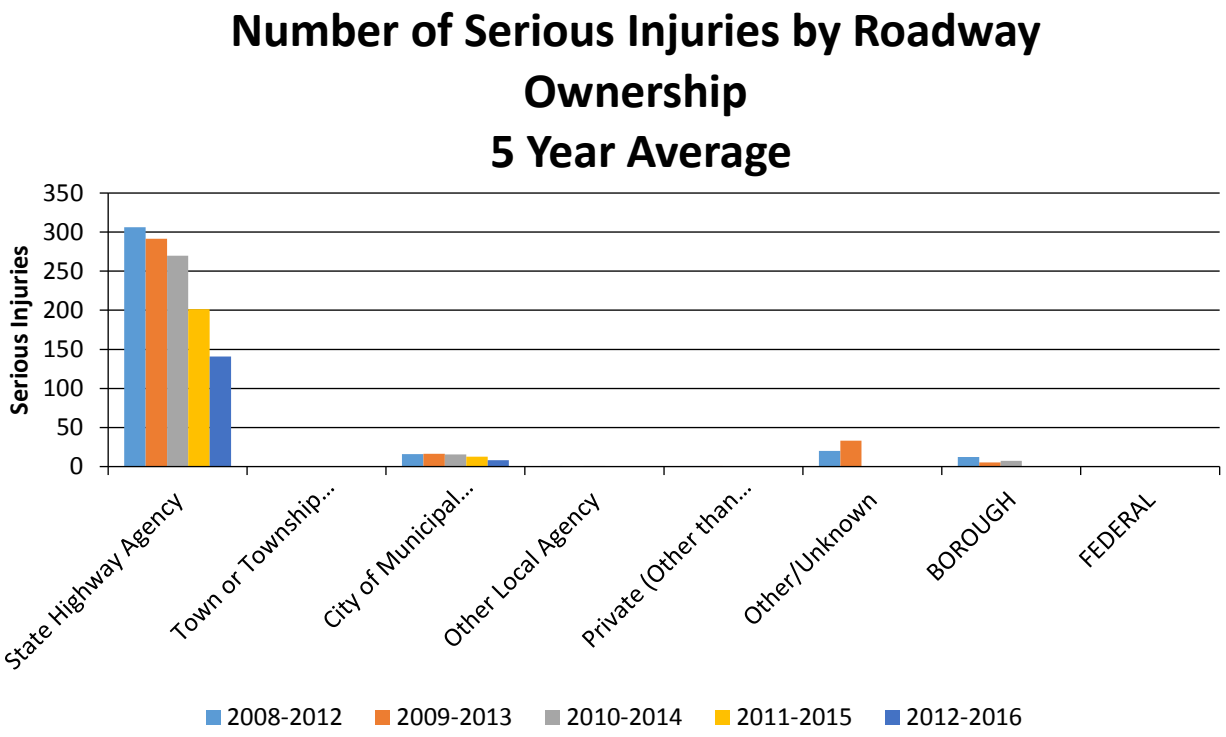

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
25
20
15
10
5
0
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
Other Function Class
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

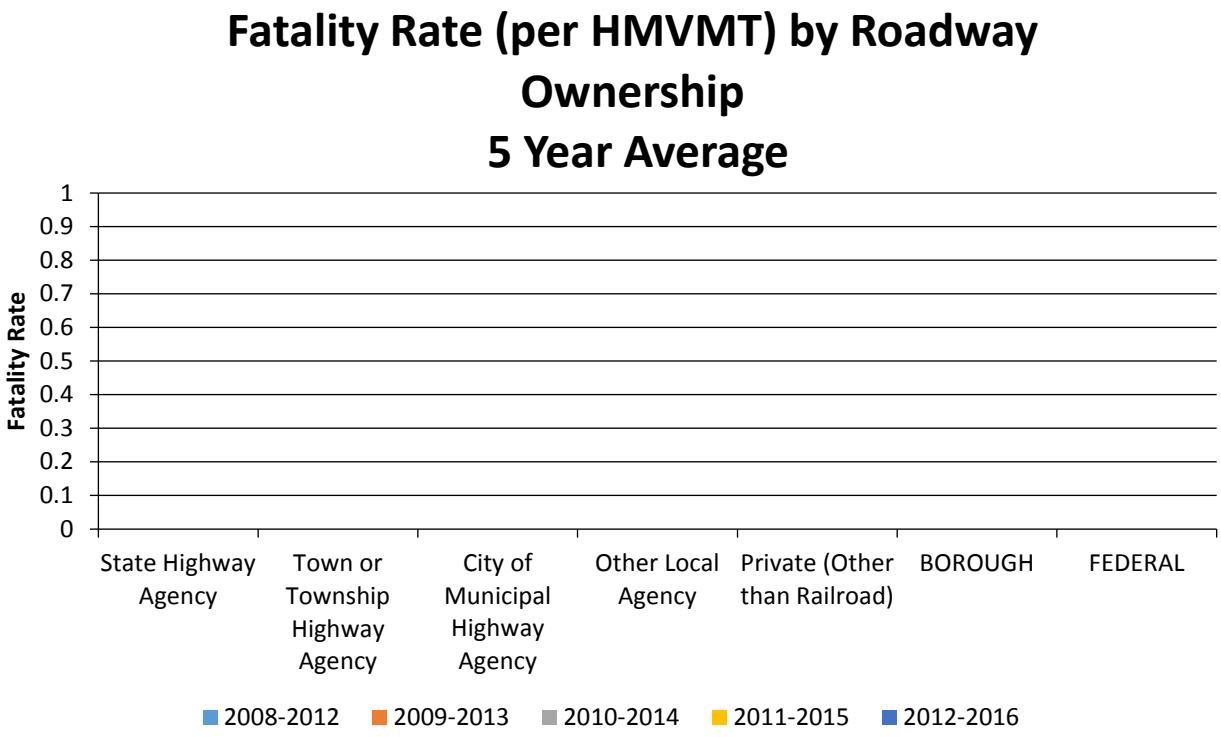

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
160
140
120
100
80
60
40
20
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
Other Function Class
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

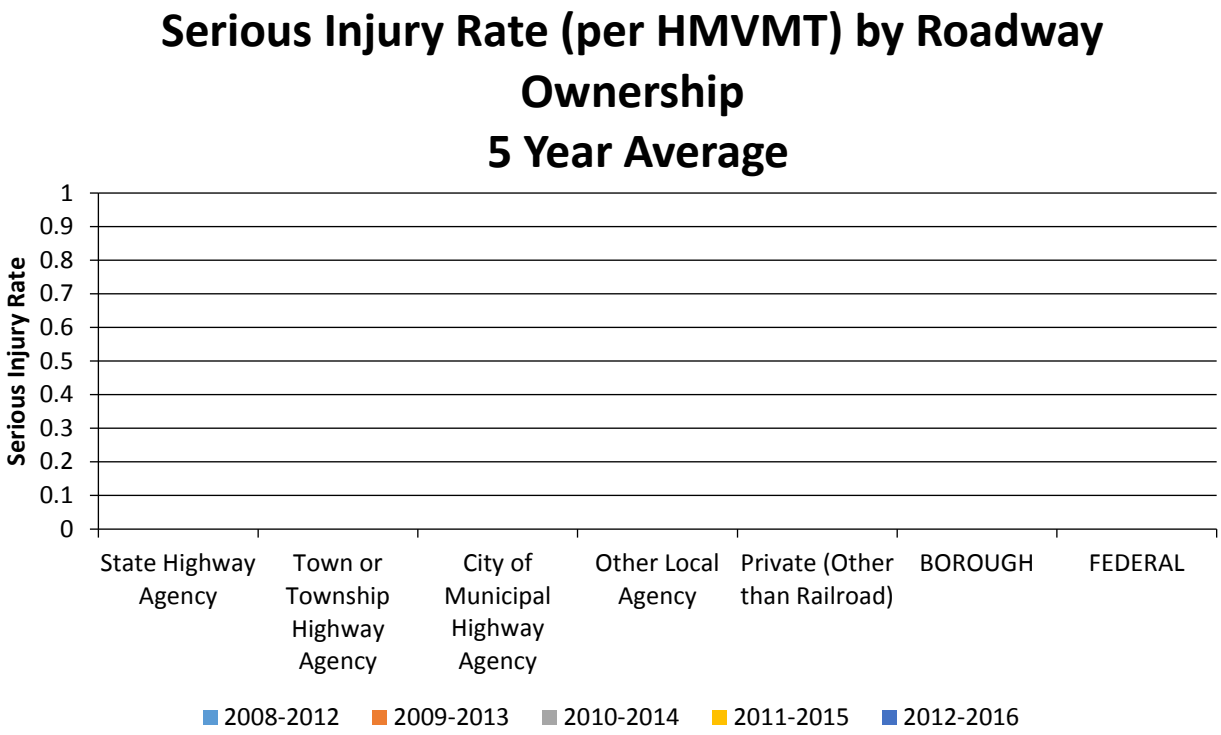

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3
2.5
2
1.5
1
0.5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
Other Function Class
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
25
20
15
10
5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
Other Function Class
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
60
50
40
30
20
10
0
State Highway Agency
Town or Township Highway...
City of Municipal Highway...
Other Local Agency
Private (Other than Railroad)
Other/Unknown
BOROUGH
FEDERAL
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
350
300
250
200
150
100
50
0
State Highway Agency
Town or Township...
City of Municipal...
Other Local Agency
Private (Other than...
Other/Unknown
BOROUGH
FEDERAL
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
State Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
Other Local Agency
Private (Other than Railroad)
BOROUGH
FEDERAL
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016



Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities	75.0

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an upward trend combined with external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's

vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Number of Serious Injuries 375.0

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an downward trend combined with external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Fatality Rate 1.500

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an upward trend combined with external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Serious Injury Rate 7.500

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an downward trend combined with external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Total Number of Non-Motorized Fatalities and Serious Injuries 55.0

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select

scenarios. This target is representative of an upward trend combined with external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Enter additional comments here to clarify your response for this question or add supporting information.

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

Both the Fairbanks Metropolitan Area Transportation System (FMATS) Executive Director and Anchorage Metropolitan Area Transportation Solutions (AMATS) Coordinator were included in meetings during the development of initial target recommendations that were delivered to DOT&PF management for review and edits. Coordination involved paying for their travel to attend a 1 day training by FHWA on target setting and coordination as well two conference calls to discuss external factors and a process for coordination beyond this first target setting effort.

The Alaska Highway Safety Office (AHSO) was involved in establishing targets throughout the entire process. An AHSO data analyst attended every meeting and was instrumental in the analysis of data trends and external factors. The Governor's highway safety representative was a signatory to the memo signed by the Governor establishing the State's targets.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

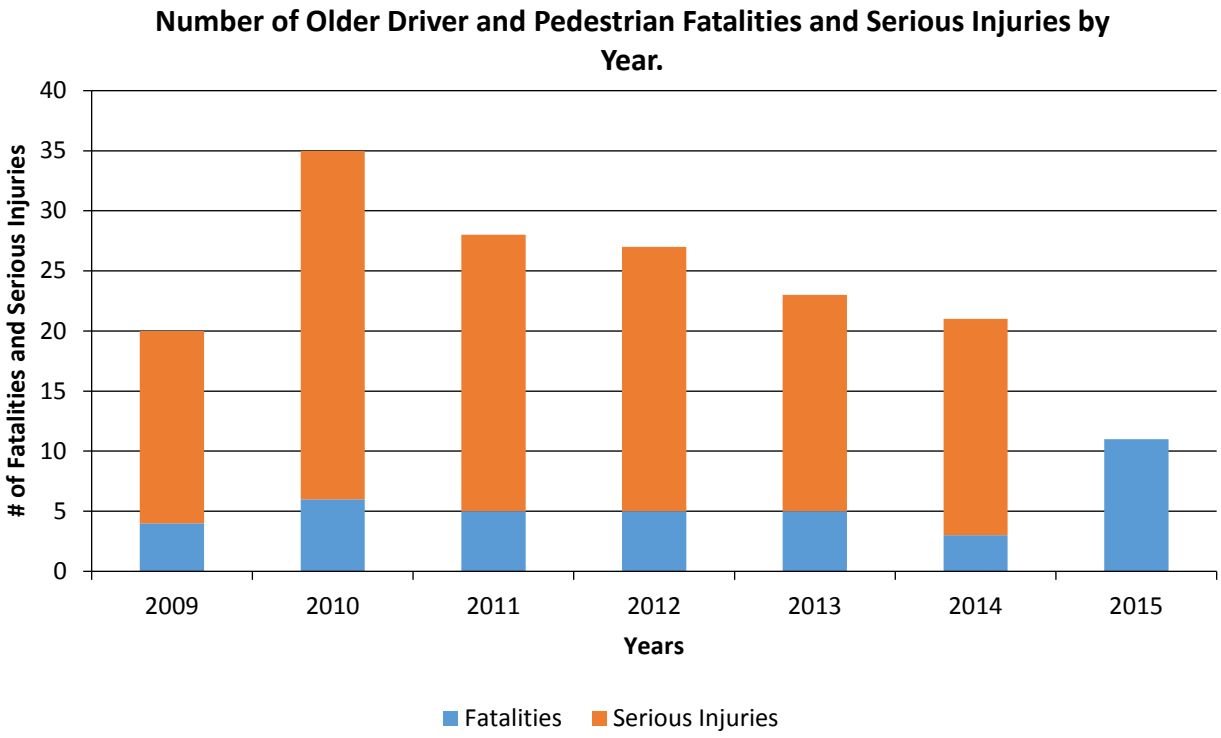
Does the HRRR special rule apply to the State for this reporting period?

Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the number of older driver and pedestrian fatalities and serious injuries for the past seven years.

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	4	6	5	5	5	3	11
Number of Older Driver and Pedestrian Serious Injuries	16	29	23	22	18	18	0



Enter additional comments here to clarify your response for this question or add supporting information.

Alaska does not yet have suspected serious injury counts for 2015.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Benefit/Cost Ratio

Enter additional comments here to clarify your response for this question or add supporting information.

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

The overall benefit / cost ratio of Alaska's HSIP program is 7.2:1 over the last 5 years of completed projects with at least 3 years of post construction crash data available. The B/C ratio includes three projects which may be considered outliers due to their high B/C ratios and excluding them would result in a 5 yr program B/C of 2.9:1.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

Other-None

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

Effectiveness of Groupings or Similar Types of Improvements

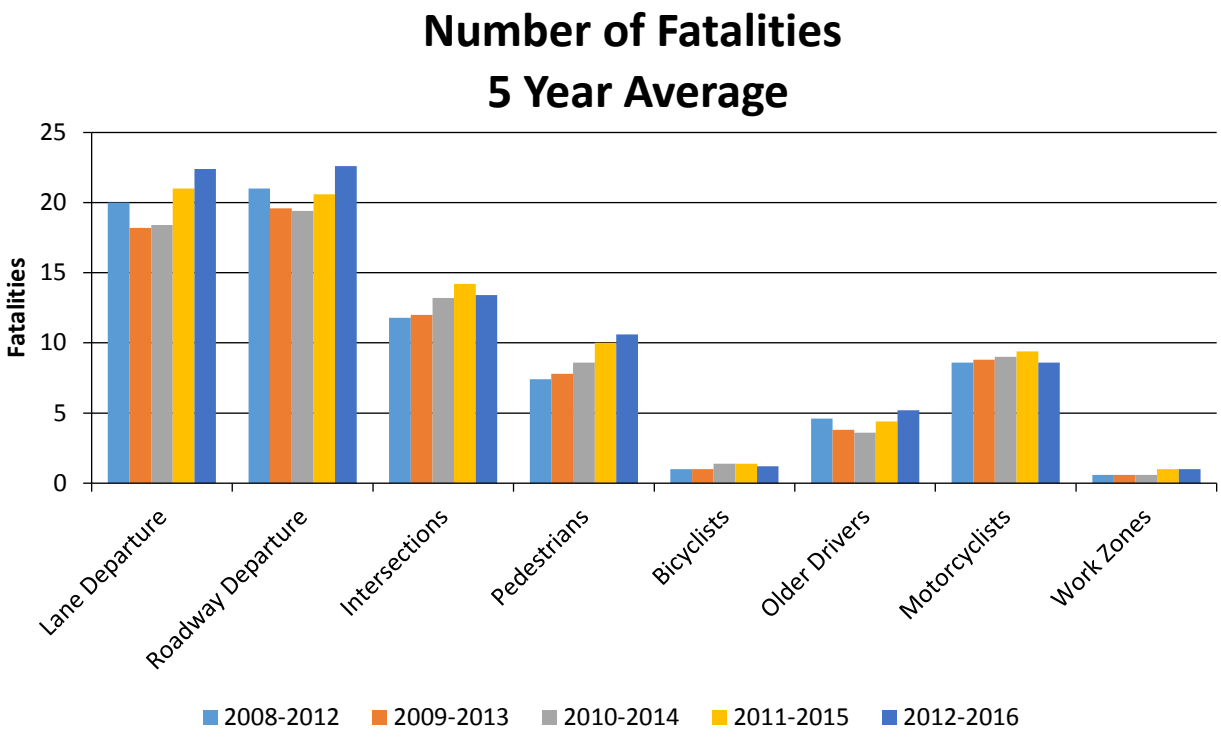
Present and describe trends in SHSP emphasis area performance measures.

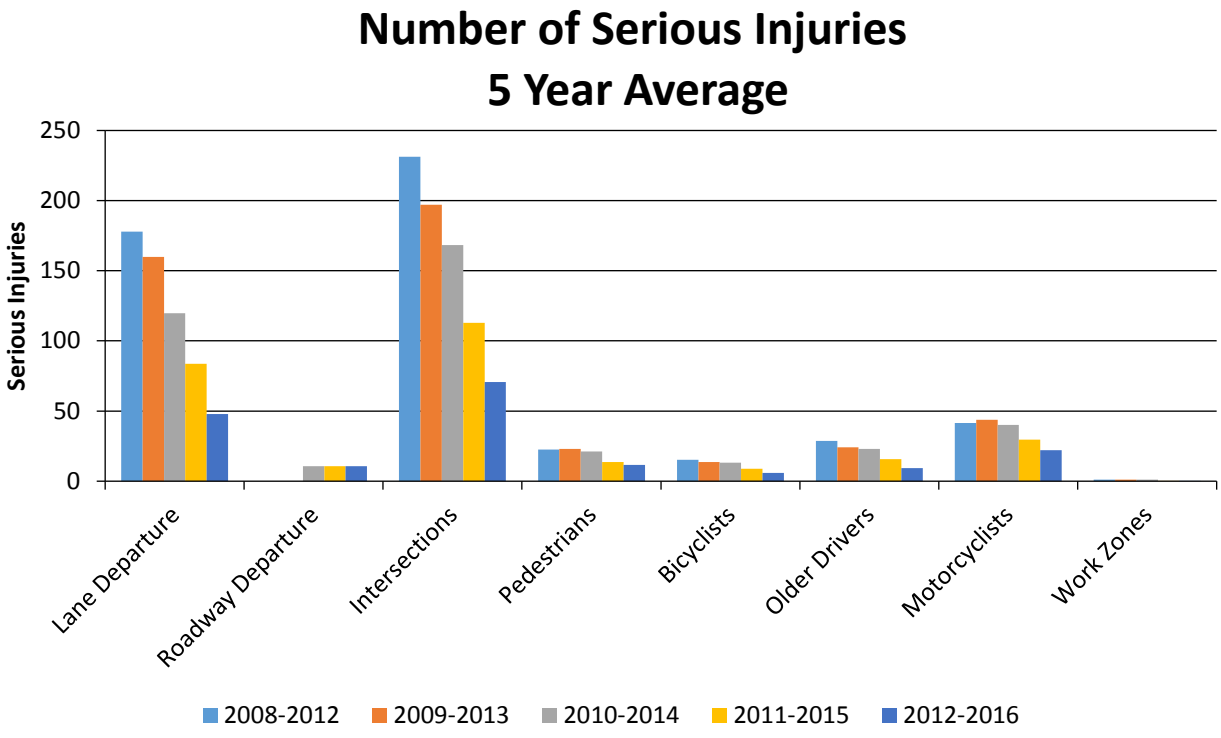
Year 2016

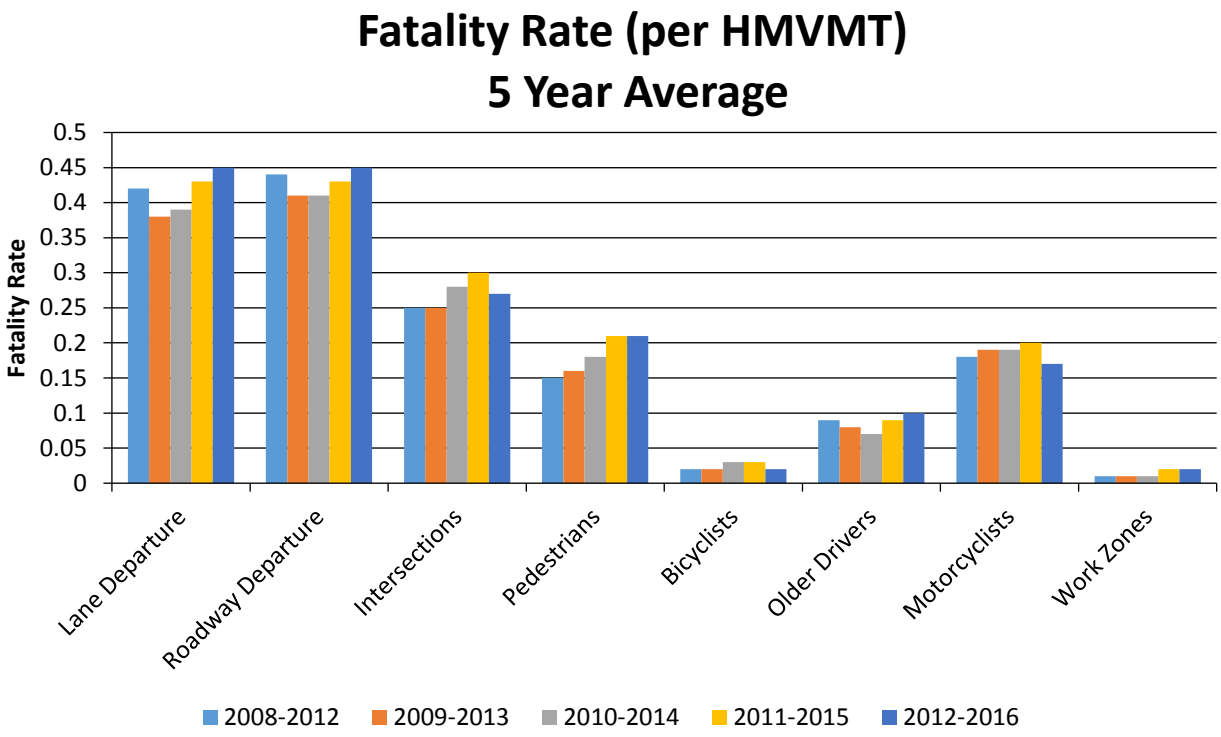
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Lane Departure		22.4	47.8	0.45	1			
Roadway Departure		22.6	10.6	0.45	0.22			

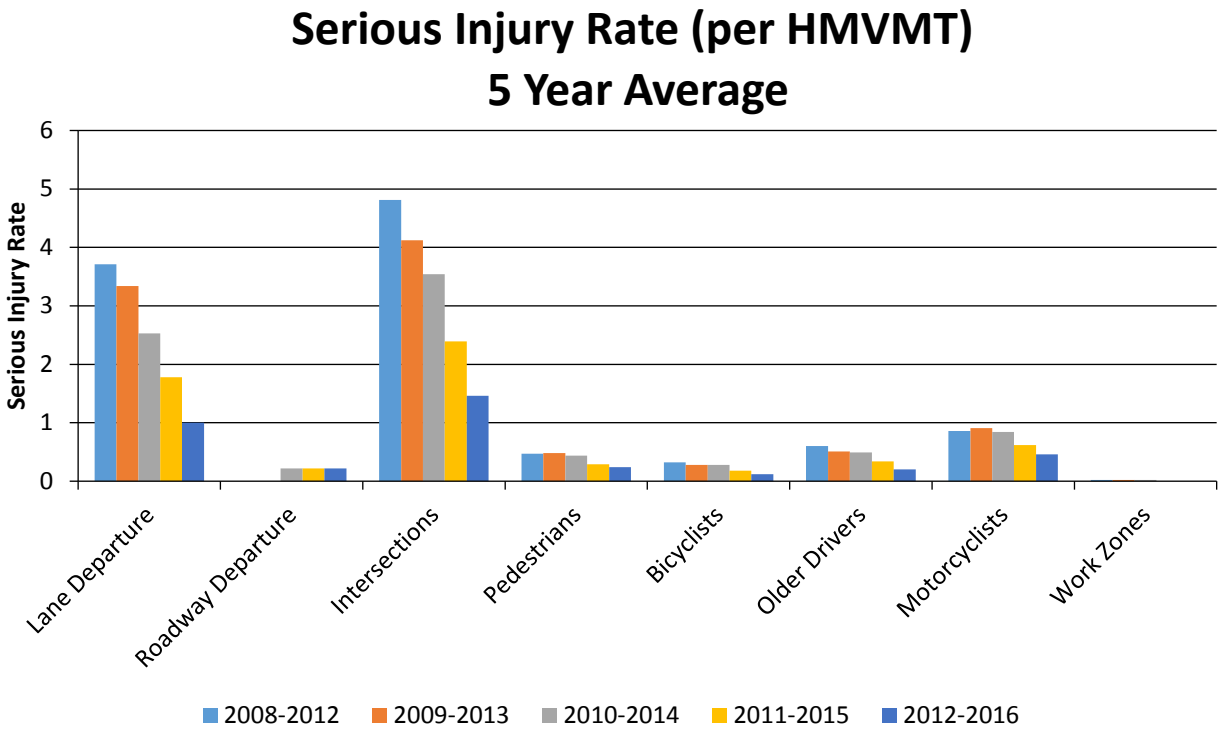
2017 Alaska Highway Safety Improvement Program

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)	Other 1	Other 2	Other 3
Intersections		13.4	70.6	0.27	1.46			
Pedestrians		10.6	11.6	0.21	0.24			
Bicyclists		1.2	6	0.02	0.12			
Older Drivers		5.2	9.4	0.1	0.2			
Motorcyclists		8.6	22.2	0.17	0.46			
Work Zones		1	0.2	0.02	0			


Number of Fatalities
5 Year Average
Fatalities
25
20
15
10
5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
250
200
150
100
50
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016





Enter additional comments here to clarify your response for this question or add supporting information.

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

2017 Alaska Highway Safety Improvement Program

No

Enter additional comments here to clarify your response for this question or add supporting information.

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 INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
03CR11 - International Airport Road @ Old Seward Highway Channelization Improvements	Urban Principal Arterial - Other	Intersection geometry	Auxiliary lanes - add right-turn lane	51.00	11.00					17.00	12.00	68.00	23.00	0.39:1
03CR12 - 13th Avenue @ Gambell Street Channelization Improvements	Urban Principal Arterial - Other	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	38.00	5.00					4.00	1.00	42.00	6.00	2.74:1
04CR9: 6th Avenue @ Muldoon Road Safety Improvements	Urban Principal Arterial - Other	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	16.00						6.00	1.00	22.00	1.00	0.98:1
08CR01: Anchorage Area Countdown Pedestrian Signals Project	Mixed FC	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	74.00	95.00	6.00	1.00	63.00	14.00	274.00	123.00	417.00	233.00	109.06:1
08CR02: NHS Warning & Delineation Improvements	Mixed FC	Roadway signs and traffic control	Curve-related warning signs and flashers			60.00	18.00	135.00	32.00	431.00	127.00	626.00	177.00	94.85:1
08CR03: Tudor Road: Laurel Street to Boniface Parkway Channelization Improvements	Urban Principal Arterial - Other	Access management	Change in access - close or restrict existing access	72.00	8.00	1.00	2.00	13.00	2.00	57.00	5.00	143.00	17.00	4.48:1
08CR05: Debarr Road: Bragaw Street to Hoyt Street Channelization & Pedestrian Safety Improvements	Urban Principal Arterial - Other	Access management	Change in access - close or restrict existing access	9.00				5.00		2.00		16.00		8.05:1
Chena Pump Road/Roland Right Turn Lane	Urban Minor Arterial	Intersection geometry	Auxiliary lanes - add right-turn lane	2.00	1.00					2.00		4.00	1.00	7.82:1
Northern Region Speed Displays	Mixed FC	Speed management	Radar speed signs	46.00	16.00			1.00		23.00	6.00	70.00	22.00	9.01:1
Johansen Expwy Offset Lighting	Urban Principal Arterial - Interstate	Lighting	Lighting - other	4.00						1.00		5.00		3.7:1

2017 Alaska Highway Safety Improvement Program

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Denali Highway Signing	Rural Major Collector	Roadway signs and traffic control	Curve-related warning signs and flashers	8.00	1.00			4.00	1.00	3.00		15.00	2.00	2.05:1

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

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

09/30/2013

What are the years being covered by the current SHSP?

From: 2013 To: 2018

When does the State anticipate completing it's next SHSP update?

2018

Enter additional comments here to clarify your response for this question or add supporting information.

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

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)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	75	60					60	60		
Begin Point Segment Descriptor (10)	30	30					30	30	30	30
End Point Segment Descriptor (11)	30	30					30	30	30	30
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	60	60								

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
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	80		
Average Annual Daily Traffic (79)	80	80					40	40		
AADT Year (80)	80	80								
Type of Governmental Ownership (4)	100	95					100	95	100	95
INTERSECTION										
Unique Junction Identifier (120)			0	0						
Location Identifier for Road 1 Crossing Point (122)			0	0						
Location Identifier for Road 2 Crossing Point (123)			0	0						
Intersection/Junction Geometry (126)			30	30						
Intersection/Junction Traffic Control (131)			80	80						
AADT for Each Intersecting Road (79)			80	80						
AADT Year (80)			80	80						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					0	0				

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 Type at End Ramp Terminal (199)					0	0				
Interchange Type (182)					20	20				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**86.39**	**85.28**	**33.75**	**33.75**	**65.45**	**65.45**	**73.33**	**70.56**	**72.00**	**71.00**

Enter additional comments here to clarify your response for this question or add supporting information.

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.

The Alaska Department of Transportation and Public Facilities (DOT&PF) currently does not have a specific plan for how to address the MIRE FDE requirements, however multiple activities are underway to build system capacity and collect the data.The focus over the last two years has been on establishing the software, hardware, and data necessary to support federal mandates such as MIRE and HPMS. The bullets below highlight the progress made in these core areas.

- DOT&PF are in the final stage of a two-year project to transition from a custom geographic information system/linear reference system (GIS/LRS) to a commercial off the shelf solution, Environmental Systems Research Institute's (Esri) Roads and Highways. The new software enables DOT&PF business units to edit their roadway data via the web and provides standard interfaces for integrating with other business systems.

- In parallel with the GIS/LRS software upgrade, DOT&PF have also migrated their GIS IT infrastructure to a modern facility at the State Office in Juneau and updated the hardware. The IT enhancement has transformed the GIS/LRS from a division solution to a scalable enterprise solution.
- Recent changes to the Highway Performance Monitoring System (HPMS) requirements have led DOT&PF to expand the road network to include all public roads in Alaska. A contractor has been used to assemble public road data from local, State, federal agencies, and native corporations and merged them with DOT&PF's existing road network. The contract expanded the network from 2,800 routes to nearly 24,000.
- An annual roadway data collection program focuses on the state managed roads and non-state roads with a functional classification above local. This project provides the required FDE source data but only for roads accessible from the contiguous road system and those accessible from communities served by the Alaska Marine Highway System (AMHS).

The new software, hardware, and data described above are the foundation components upon which HPMS and MIRE data elements reside. As these initial projects are completed, DOT&PF will shift attention to the MIRE FDE requirements. DOT&PF recently completed a Roadway Data Improvement Program (RDIP) analysis, and below are a few MIRE specific issues that were identified:

- Determine which business unit or units in the department should own (edit/manage) the FDE data.
- Determine alternative methods/means to acquire FDE data sources for the newly added public roads. Output from the current data collection project provides a viable data source for the FDEs, but the data collection project only applies to roads accessible from the contiguous road system and those accessible from communities served by the Alaska Marine Highway System (AMHS).
- Update DOT&PF's data model to address both the HPMS and MIRE requirements in the most efficient/practical manner possible if FHWA cannot or will not standardize common data elements between the two requirements. Many of the HPMS and MIRE data element definitions and domains are similar but not identical.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Suspected Serious Injury	Yes	Suspected Serious Injury is an injury other than fatal which results in one or more of the following:	Yes	? Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood ? Broken or distorted extremity (arm or leg) ? Crush injuries ? Suspected skull, chest or abdominal injury other than bruises or minor lacerations ? Significant burns (second and third degree burns over 10% or more of the body) ? Unconsciousness when taken from the crash scene ? Paralysis	Yes
Crash Database	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	Not at this time	No	Not at this time	No	Not at this time	No

Please describe the actions the State is taking to become compliant by April 15, 2019.
Crash Database Data Dictionary is projected to be completed before the April 15, 2019 compliance date.

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it’s next HSIP program assessment.

2018

Enter additional comments here to clarify your response for this question or add supporting information.

Alaska Division has scheduled an HSIP program assessment for FHWA performance year 2018.

Optional Attachments

Program Structure:

hsip_hdbk_170101.pdf
L_8-29-17 HSIP Ann Report Cover.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.