ALABAMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT

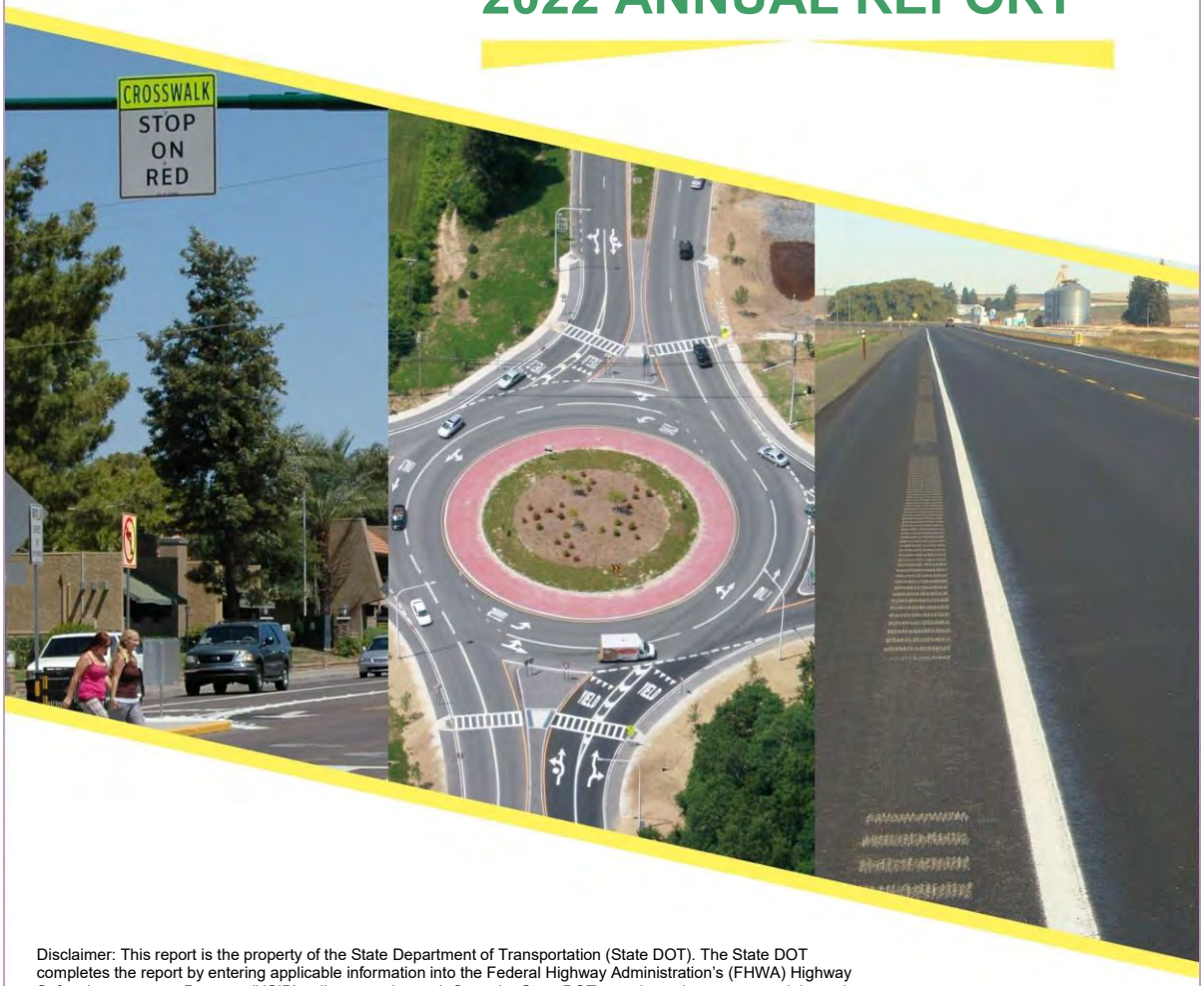

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Table of Contents

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Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

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

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

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

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

Where is HSIP staff located within the State DOT?

Other-Design and Regional Safety Engineers

How are HSIP funds allocated in a State?

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

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

Local Roads are addressed through the HSIP by using crash data analysis and safety and operations analysis. Alabama is proactive in the development of safety tools and manuals for use of the analysis of local roads. ALDOT has updated the HSIP Manual which provides an overview of the HSIP program. This manual provides aid for local agencies, MPOs/RPOs, and local ALDOT Region Personnel with a focus on the eligibility and funding requirements for HSIP projects. HSIP funds are available to local agencies for low cost safety improvements such as striping, markings, signage, traffic signal upgrades, etc. Any striping, marking or signing improvement must be a safety improvement and not routine maintenance. Project selections are based upon a benefit to cost analysis. Training has been provided on the HSIP manual and HSIP application process.

Other local tools under development are the United States Road Assessment Program (usRAP). usRAP is intended to encourage highway agencies to make safety decisions in the management of road networks based on national assessment of risk as well as to develop roadway Star Ratings and Safer Road Investment Plans. usRAP can be used for risk mapping of crashes, safety performance tracking, and provides a star rating. Star Ratings in usRAP are based on the presence or absence of specific safety-related road features and their effect on the likelihood of crashes occurring and the severity of crashes that do occur.

The development of Safety Performance Functions (SPFs) for rural two-lane roads of the HSM will assist in the analysis process for local roads. ALDOT developed a Road Safety Assessments (RSAs) program. A RSA is a formal safety performance examination of existing and proposed roadways by an independent and multi-disciplinary team. This program will be available to both state and local government projects.

ALDOT's Safety Management Section (SMS) provides cities, counties and other municipalities with annual crash data summaries, high crash information locations, individual crash reports, and other crash-related information as needed. This crash data provides information to help identify immediate or potential safety needs. This data is also helpful in the selection process for safety program funding. State and local agency personnel are presented opportunities to receive crash analysis training for the Critical Analysis Reporting Environment (CARE) program. CARE provides an analytical process to assess crash data for trends and use as needed. CARE training is provided several times during the year.

In September 2014, ALDOT in cooperation with FHWA and LTAP hosted its first annual Local Rural Road Safety Workshop and Conference. Subsequent to this first conference, we have had four additional conferences that have emphasized the implementation of the safety process through all stages of roadway planning, design and operations through practical guidance specifically geared to local/rural roads. The 9th annual Alabama roadway safety Conference is scheduled for October 2022. We have averaged 125 participants per conference who have learned from various subject matter experts. Participants also learned how to use the CARE system, to develop countermeasures for Stop-Controlled Intersections, Work Zone Safety for Local Roads, Measures to Improve Roadside Safety etc. The workshops and conferences have all been very successful for both internal and external outreach focusing on creating and maintaining a safety culture in our state.

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

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

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

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

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-ALDOT County Transportation

Describe coordination with internal partners.

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

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

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

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

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

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

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

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

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

Program Methodology

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

Yes

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

Select the programs that are administered under the HSIP.

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

Program: Bicycle Safety

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

No

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

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

How are projects under this program advanced for implementation?

- Other-Recently authorization project for Vulnerable Users Handbook

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

Rank of Priority Consideration

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

Program: Horizontal Curve

Date of Program Methodology:1/2/2012

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Relative Weight in Scoring

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

Program: HRRR

Date of Program Methodology:5/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Relative Weight in Scoring

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

Program: Intersection

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

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

Program: Local Safety

Date of Program Methodology:1/22/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

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

Program: Median Barrier

Date of Program Methodology:9/13/2011

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- All crashes

- Traffic
- Volume

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

What project identification methodology was used for this program?

- Crash frequency
- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- Other-Crash Analysis

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

Rank of Priority Consideration

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

Program: Pedestrian Safety

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic

Roadway

- Roadside features

- Volume

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

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

Program: Roadway Departure

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Relative Weight in Scoring

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

Program: Shoulder Improvement

Date of Program Methodology:1/2/2006

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Horizontal curvature
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Sign Replacement And Improvement

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-HRRRP
- Other-MUTCD REQUIREMENT

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

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Wrong Way Driving

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Wrong Way Crashes		• Functional classification • Other-Interchange Form

What project identification methodology was used for this program?

- Crash frequency
- Other-HSM Methodologies

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-Crash Analysis

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

Rank of Priority Consideration

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

What percentage of HSIP funds address systemic improvements?

64

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

- Cable Median Barriers
- Horizontal curve signs
- Pavement/Shoulder Widening
- Rumble Strips

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)	$34,538,148	$39,784,000	115.19%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$4,707,866	$3,266,000	69.37%
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	$4,466,029	$4,511,000	101.01%
Totals	$43,712,043	$47,561,000	108.81%

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

10%

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

10%

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

4%

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

4%

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?

21705422%

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

Impediments

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

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
STATEWIDE LOW COST FORCE ACCOUNT PROGRAM FOR STATE MAINTAINED ROUTES AND INTERSECTIONS FY 2021-2022	Miscellaneous	Miscellaneous - other		Miles	$1000000	$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	MULTIPLE	Multiple	Other
DEVELOPE TIMING PLANS AND SUPPORT RTOP OPERATIONS IN THE SOUTHWEST REGION (PHASE 1)	Intersection traffic control	Intersection traffic control - other		Intersections	$505000	$505000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
SAFETY STUDIES, TRAFFIC COUNTS, AND OTHER ENGINEERING SUPPORT SERVICES AS NEEDED TO SUPPORT THE STATEWIDE SAFETY PROGRAM FY22/FY23	Miscellaneous	Data collection		safety study	$510000	$510000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		VARIES	Systemic	Data	Data
ROAD SAFETY REVIEWS FOR VARIOUS SELECTED LOCATIONS STATEWIDE FOR FY2022 AND FY 2023	Miscellaneous	Data collection		safety study	$50000	$50000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		VARIES	Systemic	Data	Data
INSTALLATION OF TRAFFIC SIGNAL AND ACCELERATION LANE EXTENSION AT SR-1 (US-431) AND SR-79	Intersection traffic control	Intersection traffic control - other	1	Intersections	$121000	$121000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	13,322	65	State Highway Agency	Spot	Intersections	Intersection
INTERSECTION IMPROVEMENTS (R-CUT) ON SR-25 (US-411) AT APPALACHIAN HIGHWAY NEAR TURKEY TOWN	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$12573	$101000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,048	50	State Highway Agency	Spot	Intersections	Intersection
RESURFACING ON SR-68 IN CEDAR BLUFF FROM SR-9 TO SR-35 IN GAYLESVILLE INCLUDING GUARDRAIL RESET (SAFETY REPLACEMENT FOR STEEL BLOCKOUTS)	Roadside	Barrier - other	1	Miles	$59579	$2159579	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,518	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
RESURFACING AND INTERSECTION SAFETY IMPROVEMENTS ON SR-75 FROM STRICKLAND STREET TO SR-1 (US-431)	Intersection geometry	Intersection geometry - other	1	Intersections	$67409	$2311189	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,034	45	State Highway Agency	Spot	Intersections	Intersection
RESURFACE, ACCESS MANAGEMENT, AND INTERSECTION SAFETY IMPROVEMENTS ON SR-25 (US-411) FROM SR-77 IN RAINBOW CITY TO 1000 FEET NORTH OF RIVERBEND DRIVE	Miscellaneous	Miscellaneous - other	6	Miles	$305325	$6159674	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,655	50	State Highway Agency	Spot	Multiple	Intersection
INSTALLATION GUARDRAIL AND GUARDRAIL END ANCHORS MISCELLANEOUS	Roadside	Barrier- metal	0	Miles	$185052	$185052	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	3,000	35	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION MODIFICATION ON SR-251 AT CR-83(LINDSAY LANE) ROUNDABOUT	Intersection geometry	Intersection geometry - other	1	Intersections	$4747744	$4747744	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,001	50	State Highway Agency	Spot	Intersections	Intersection
TRAFFIC STUDY FOR INTERSECTION OF SR-99 AND SR-127	Interchange design	Interchange design - other	1	Intersections	$13850	$13850	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,800	55	State Highway Agency	Spot	Intersections	Intersection
SAFETY IMPROVEMENTS ON CR-1462 FROM SR-36	Roadway	Roadway - other	0	Miles	$299164	$299164	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	891	35	County Highway Agency	Systemic	Roadway Departure	Roadway departure
SAFETY IMPROVEMENTS ON SR-2 (US-72)	Miscellaneous	Miscellaneous - other	0	Miles	$75000	$75000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,413	45	State Highway Agency	Spot	Intersections	Intersection
SAFETY IMPROVEMENTS (GUARDRAIL AND TRAFFIC CONTROL DEVICES ON CR-12 AT 5 SITES	Miscellaneous	Miscellaneous - other	0	Miles	$188560	$188560	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	968	35	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, PLANING, STRIPING, LEVELING, 2FT SAFETY WIDENING AND GUARDRAILS	Roadway	Roadway widening - travel lanes	4	Miles	$139353	$1479957	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,210	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
CONCRETE REHAB AND STEEL BLOCKOUT REPLACEMENT ON I-59	Roadside	Barrier - other	5	Miles	$22537	$10126618	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	115,973	60	State Highway Agency	Systemic	Roadway Departure	Roadway departure
SURFACE TREATMENT, STRIPING, GUARDRAIL AND END ANCHORS ON SR-75	Roadway delineation	Roadway delineation - other	7	Miles	$107268	$1999608	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	1,308	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
CONCRETE REHAB AND GUARDRAIL RESET STEEL BLOCKOUTS ON I-59	Roadside	Barrier - other	9	Miles	$146272	$21628207	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	29,422	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
PAVEMENT REHAB AND GUARDRAIL SAFETY IMPROVEMENTS ON I-65	Roadway delineation	Roadway delineation - other	6	Miles	$1917	$6664091	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	75,789	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, LEVELING, STEEL BLOCKOUT REPLACEMENT ON SR-38(US-280)	Roadside	Roadside - other	6	Miles	$9249	$9906462	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	90,161	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION IMPROVEMENTS SR-160 AT THE I-65 INTERCHANGE RAMP AND SR-3(US31)	Intersection geometry	Intersection geometry - other	1	Miles	$352253	$352253	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,453	35	State Highway Agency	Spot	Intersections	Intersection
RESURFACING, STRIPING AND 2FT SAFETY WIDENING SR-1 (US431)	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	8	Miles	$515091	$3029948	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,890	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, 2FT SAFETY WIDENING, BRIDGE GUARDRAIL RETROFIT, END ANCHORS SR-259	Roadway delineation	Roadway delineation - other	3	Miles	$31459	$1572955	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,217	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, STRIPING, 2FT WIDENING, GUARDRAIL AND END ANCHORS SR-259	Roadway delineation	Roadway delineation - other	13	Miles	$1652326	$5330085	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,661	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, STRIPING, 2FT SAFETY WIDENING, GUARDRAIL AND END ANCHORS SR-4(US-78)	Roadway delineation	Roadway delineation - other	6	Miles	$55450	$2772518	HSIP (23 U.S.C. 148)	Urban	Major Collector	10,748	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, 2FT SAFETY WIDENING GUARDRAIL	Roadway delineation	Roadway delineation - other	9	Miles	$658286	$3657145	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,301	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
RETROFIT, END ANCHORS SR-4(US78)															
RESURFACING, STRIPING, GUARDRAIL AND END ANCHORS, CROSS SLOPE CORRECTIONS SR-9 FROM SR-4	Roadway	Roadway - other	11	Miles	$293179	$3852054	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,253	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, GUARDRAIL RETROFIT AND 2FT SAFETY WIDENING SR-9 N OF SR-38 (US280)	Roadway delineation	Roadway delineation - other	9	Miles	$685297	$3426483	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,916	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, SCORING, CROSS SLOPE CORRECTIONS, 2FT SAFETY WIDENING SR-9 FROM COOSA COUNTY TO CR-91	Roadway	Roadway - other	4	Miles	$705508	$2275833	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,787	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
WIDENING AND RESURFACING ON CR-34 FROM SR-49 TO SR-38(US280)	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	8	Miles	$1072591	$1072591	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,685	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
SAFETY IMPROVEMENTS (STRIPING AND PAVED SHOULDER VARIOUS SITES CHAMBERS COUNTY	Roadway	Roadway - other	0	Miles	$366851	$366851	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
ACCESS MANAGEMENT ON SR-38 (US 280) COOSA RIVER BRIDGE TO SR-21	Access management	Access management - other	12	Miles	$2000000	$2000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,738	65	State Highway Agency	Systemic	Multiple	Other
CABLE GUIDERAIL INSTALLATION ON I-59 GREENE COUNTY LINE TO 3RD AVE OVERPASS	Roadside	Barrier – cable	17	Miles	$1069534	$1069534	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	55,431	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND 1.5FT SAFETY WIDENING SR-175 FROM SR-14 TO SR-5	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	5	Miles	$327599	$995575	HSIP (23 U.S.C. 148)	Rural	Major Collector	390	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, 2FT SAFETY WIDENING AND SHOULDER SCORING ON SR-6(US-82)	Shoulder treatments	Shoulder treatments - other	6	Miles	$1181260	$6617025	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,669	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
GUARDRAIL FOR WCR SAFETY ASSESSMENT SITES ON VARIOUS ROUTES	Miscellaneous	Road safety audits	0	Miles	$849914	$849914	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Data	Data
RESURFACING, CENTERLINE SCORING AND 2FT SAFETY WIDENING SR69	Roadside	Roadside - other	6	Miles	$450000	$2450000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,941	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
REALIGNING SR-171 AND ADD TURNING LANE AT PREWITT LOOP RD	Intersection geometry	Intersection realignment	1	Intersections	$136356	$136356	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,666	55	State Highway Agency	Spot	Intersections	Intersection
SAFETY IMPROVEMENTS (STRIPING, MARKERS, SIGNS) 3 SITES ON CR-2 AND CR-9SUMPTER	Roadway signs and traffic control	Roadway signs and traffic control - other			$89377	$89377	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	535	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT SAFETY WIDENING SR-69 FROM SR-14 TO CHINQUAPIN RD AND SR-25	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Miles	$37662	$773273	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,817	35	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND END ANCHORS VARIOUS SITES CR-65	Roadside	Barrier- metal			$66824	$66824	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION AND SAFETY IMPROVEMENTS ROUNDABOUT SR-13	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$2187371	$2187371	HSIP (23 U.S.C. 148)	Urban	Major Collector	8,557	45	City or Municipal Highway Agency	Spot	Intersections	Intersection
RESURFACE, GUARDRAIL STEEL BLOCKOUT REPLACEMENT I-22	Roadside	Roadside - other	6	Miles	$13377	$12935426	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	13,191	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, 2FT SAFETY WIDENING AND CENTER AND SHOULDER SCORING SR-241 MARION COUNTY	Miscellaneous	Miscellaneous - other	5	Miles	$494852	$2800176	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,122	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT SAFETY WIDENING CENTER AND SHOULDER SCORING ON SR-14 GREENE COUNTY	Miscellaneous	Miscellaneous - other	6	Miles	$662030	$3806659	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	956	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
RESURFACING, 2FT SAFETY WIDENING CENTER AND SHOULDER SCORING ON SR-17 LAMAR COUNTY	Miscellaneous	Miscellaneous - other	6	Miles	$818297	$4622765	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,749	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2.5FT SAFETY WIDENING AND SCORING SR-241 MARION COUNTY	Miscellaneous	Miscellaneous - other	7	Miles	$849830	$3819378	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT SAFETY WIDENING AND SHOULDER SCORING ON SR-5 WALKER COUNTY	Miscellaneous	Miscellaneous - other	7	Miles	$115501	$4657335	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,933	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL FOR WCR SAFETY ASSESSMENT VARIOUS ROUTES	Roadside	Barrier- metal	7		$302545	$302545	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, SHOULDER SCORING, 2FT SAFETY WIDENING ON SR-17 LAMAR COUNTY	Miscellaneous	Miscellaneous - other	5	Miles	$624237	$3847715	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,709	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND 2FT SAFETY WIDENING SR-14 GREENE COUNTY	Miscellaneous	Miscellaneous - other	3	Miles	$312581	$3657460	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,128	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAILS AND END ANCHORS VARIOUS SITES GREENE COUNTY	Roadside	Barrier- metal			$157605	$157605	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT WIRE RD AND COX RD	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$175429	$175429	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,115	50	City or Municipal Highway Agency	Systemic	Intersections	Roadway departure
RESURFACING, 2FT SAFETY WIDENING SR-8(US-80) MACON COUNTY	Miscellaneous	Miscellaneous - other	4	Miles	$217952	$1816263	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,145	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT CR-8 AND CR-59 ELMORE COUNTY	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$1496174	$1496174	HSIP (23 U.S.C. 148)	Urban	Major Collector	3,035	45	County Highway Agency	Spot	Intersections	Intersection
RESURFACING, 2FT SAFETY WIDENING SR-3 AUTAUGA COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4	Miles	$192090	$1280598	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,274	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
GUARDRAIL AND END ANCHORS VARIOUS SITES BULLOCK COUNTY	Roadside	Barrier- metal			$168829	$168829	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
HFST I-85 SB RAMP TO I-65 SB	Roadway	Pavement surface – high friction surface	1	Miles	$35000	$35000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	77,392	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
HFST SR-8(US-80) FROM SR-1 (US280) TO RAILROAD ST	Roadway	Pavement surface – high friction surface	1	Miles	$15000	$15000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,093	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT SR-126 AT I-85 EXIT 16 AND SR-126/SR-8 (US-80) MARLER RD	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$1141982	$1141982	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
WIDENING AND RESURFACING ELMORE COUNTY	Roadway	Roadway widening - add lane(s) along segment	4	Miles	$280643	$882557	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT SR-51 AND GATEWAY DR LEE COUNTY	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,882	45	State Highway Agency	Spot	Intersections	Intersection
SAFETY IMPROVEMENTS(SIGNS, STRIPING, RUMBLE STRIPS) VARIOUS SITES AUTAUGA	Miscellaneous	Miscellaneous - other			$23890	$23890	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
SAFETY IMPROVEMENTS (SUPERELEVATION CORRECTIONS, SHOULDER WIDENING, STRIPING, CENTERLINE SCORING, MARKERS CR-179 LEE COUNTY	Miscellaneous	Miscellaneous - other			$267970	$267970	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Collector	1,141	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
ADDING LEFT TURN LANE AND MODIFYING INTERSECTION OF SR-1 (US-431) AND GREY HODGES RD	Intersection geometry	Add/modify auxiliary lanes		Intersections	$53000	$53000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,745	55	State Highway Agency	Spot	Intersections	Intersection
MODIFYING VERTICAL AND HORIZONTAL CURVE CONVERTING TO 4-WAY STOP COFFEE COUNTY	Intersection geometry	Intersection geometry - other		Intersections	$63000	$63000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,811	45	State Highway Agency	Spot	Intersections	Intersection

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
ADDING LEFT TURN LANE AND MODIFYING INTERSECTION SR-15(US-29) AND SR-137 COVINGTON COUNTY	Intersection geometry	Add/modify auxiliary lanes		Intersections	$33890	$33890	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,185	55	State Highway Agency	Spot	Intersections	Intersection
ROUNDABOUT AT SR-167 AND SR-87 PIKE COUNTY	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$242000	$242000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,972	55	State Highway Agency	Spot	Intersections	Intersection
RESURFACING, 2FT SAFETY WIDENING SR-134 FROM SR-123 TO CR-67	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7	Miles	$412091	$1988799	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,282	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING SR-1 (US-431) GUARDRAIL RESET STEEL BLOCKOUTS HENRY COUNTY	Roadside	Barrier- metal	13	Miles	$152898	$6983924	HSIP (23 U.S.C. 148)	Rural	Major Collector	11,008	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT WIDENING SR-302 COFFEE COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2	Miles	$255874	$1112494	HSIP (23 U.S.C. 148)	Rural	Major Collector	713	40	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT WIDENING SR-55 COVINGTON COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1	Miles	$45784	$1144609	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,351	35	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ADDING LEFT TURN LANE AND MODIFYING INTERSECTION SR-15(US-29) AND SR-137 COVINGTON COUNTY	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$512411	$512411	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,185	55	State Highway Agency	Spot	Intersections	Intersection
ACCESS MANAGEMENT ON SR-53 (US 231) DALE COUNTY	Access management	Access management - other			$60000	$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,654	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND END ANCHORS VARIOUS SITES COVINGTON COUNTY	Roadside	Barrier- metal			$68000	$68000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND END ANCHORS VARIOUS SITES BARBOUR COUNTY	Roadside	Barrier- metal			$178648	$178648	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT SR-55 AND SR-12	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$2150	$2150	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,538	55	State Highway Agency	Spot	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
INTERSECTION IMPROVEMENTS AND ACCESS MANAGEMENT SR-12 HOUSTON COUNTY	Access management	Access management - other			$2133762	$2133762	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	19,588	65	State Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND END ANCHORS CR-1 GENEVA COUNTY	Roadside	Barrier- metal			$34154	$34154	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	71	35	County Highway Agency	Systemic	Roadway Departure	Roadway departure
GUARDRAIL AND END ANCHORS CR-4442 PIKE COUNTY	Roadside	Barrier- metal			$1480	$1480	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	310	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT SAFETY WIDENING SR-10 WILCOX COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	14	Miles	$360460	$4005112	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT WIDENING SR-69 CLARKE COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	6	Miles	$394898	$1644898	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	343	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT SAFETY WIDENING SR-69 CLARKE COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			$318999	$1450000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	381	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, 2FT SAFETY WIDENING SR-41 MONROE COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	9	Miles	$510001	$3000000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	327	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ADDING CENTER LEFT TURN LANE SR-13(US-43) CLARKE COUNTY	Roadway	Roadway widening - add lane(s) along segment			$100000	$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	15,000	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STEEL BLOCKOUT SR-16(US-90) MOBILE COUNTY	Roadside	Barrier- metal	3	Miles	$3613	$1813434	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,439	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
TRAFFIC SIGNAL UPGRADES/ITS SR-42(US-98) MOBILE COUNTY	Intersection traffic control	Intersection traffic control - other			$200000	$1271420	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,861	40	State Highway Agency	Spot	Intersections	Intersection
RESURFACING AND STEEL BLOCKOUT SR-16(US-90) MOBILE COUNTY	Roadside	Barrier- metal			$2389	$560534	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,726	40	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
LOW COST SAFETY IMPROVEMENTS FOLEY BEACH EXPRESS	Miscellaneous	Miscellaneous - other			$10000	$10000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,017	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
AREA WIDE HORIZONTAL CURVE PHASE II SWR	Roadway	Roadway - other			$34000	$34000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
CORRIDOR STUDY SR-16(US-90) MOBILE COUNTY	Miscellaneous	Miscellaneous - other			$57929	$57929	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,025	45	State Highway Agency	Systemic	Data	Data
RESURFACING AND STEEL BLOCKOUT REPLACEMENT SR-16(US 90) BALDWIN COUNTY	Roadside	Barrier- metal	5	Miles	$5051	$3117173	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,392	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND STEEL BLOCKOUT SR-3(US 31) BALDWIN COUNTY	Roadside	Barrier- metal	7	Miles	$7702	$3278202	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,831	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING AND STEEL BLOCKOUT SR-3 (US 31) BALDWIN COUNTY	Roadside	Barrier- metal	4	Miles	$224791	$2717971	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,831	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ADDING TURN LANES AND OTHER SAFETY IMPROVEMENTS SR-17/SR-57(US 45) MOBILE COUNTY	Roadway	Roadway - other	55	Miles	$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,916	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
AREA WIDE HORIZONTAL CURVE PHASE II PROJECT INTERSTATE RAMPS SWR	Roadway signs and traffic control	Curve-related warning signs and flashers			$896601	$896601	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT SR-13 AND CR-44 BALDWIN COUNTY	Intersection traffic control	Modify control – Modern Roundabout			$93022	$93022	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,760	45	County Highway Agency	Spot	Intersections	Intersection
INTERSECTION REALIGNMENT AND ADD TURN LANES CR-13 AND SR-31	Intersection geometry	Intersection realignment			$71860	$71860	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,537	55	State Highway Agency	Spot	Intersections	Intersection
WIDENING FOR CENTER TURN LANE SR-3(US 31) BALDWIN COUNTY	Roadway	Roadway widening - add lane(s) along segment			$300000	$300000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,537	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure

2022 Alabama Highway Safety Improvement Program

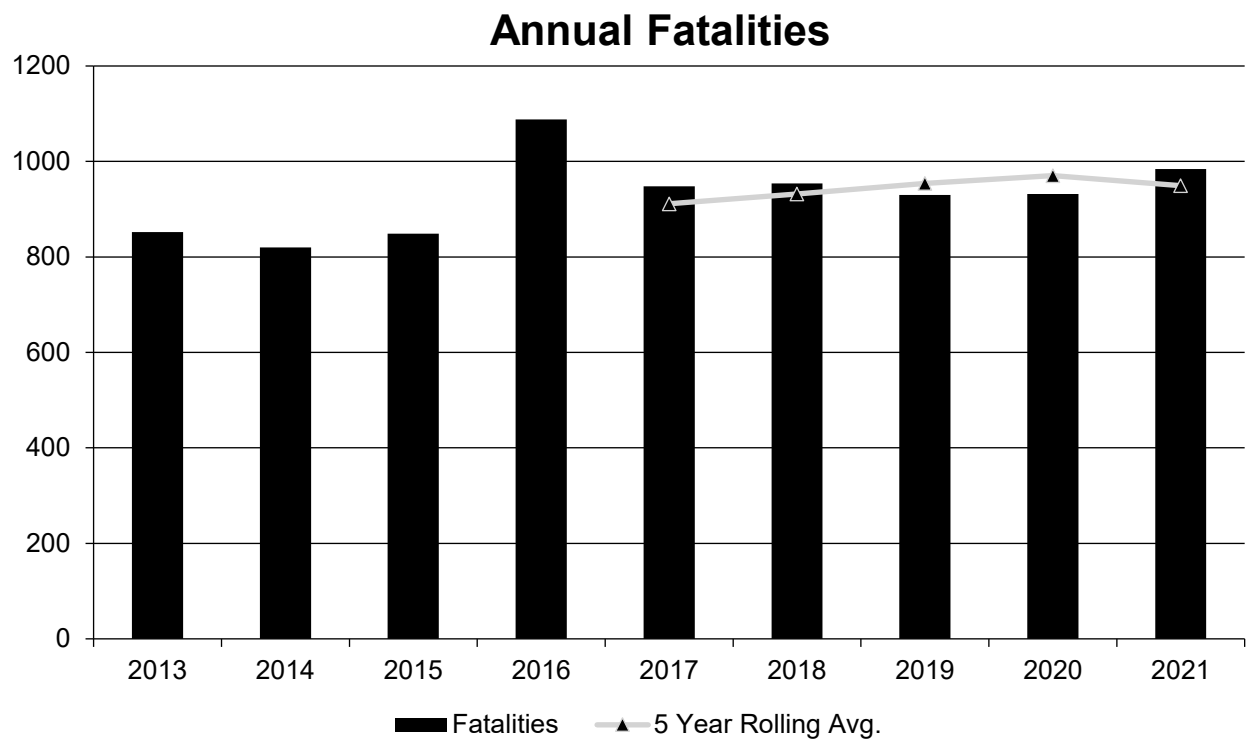
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
INSTALLATION OF MARKERS AND RUMBLE STRIPS CR-9 BALDWIN COUNTY	Roadway	Rumble strips – edge or shoulder			$150311	$150311	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	1,985	50	County Highway Agency	Systemic	Roadway Departure	Roadway departure
SAFETY IMPROVEMENTS CELESTE RD	Roadway	Roadway - other			$447984	$447984	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	4,991	45	City or Municipal Highway Agency	Systemic	Multiple	Other
CENTERLINE SCORING ON SR-17/SR-57(US 45) MOBILE COUNTY	Roadway	Pavement surface - other	50	Miles	$489446	$489446	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure

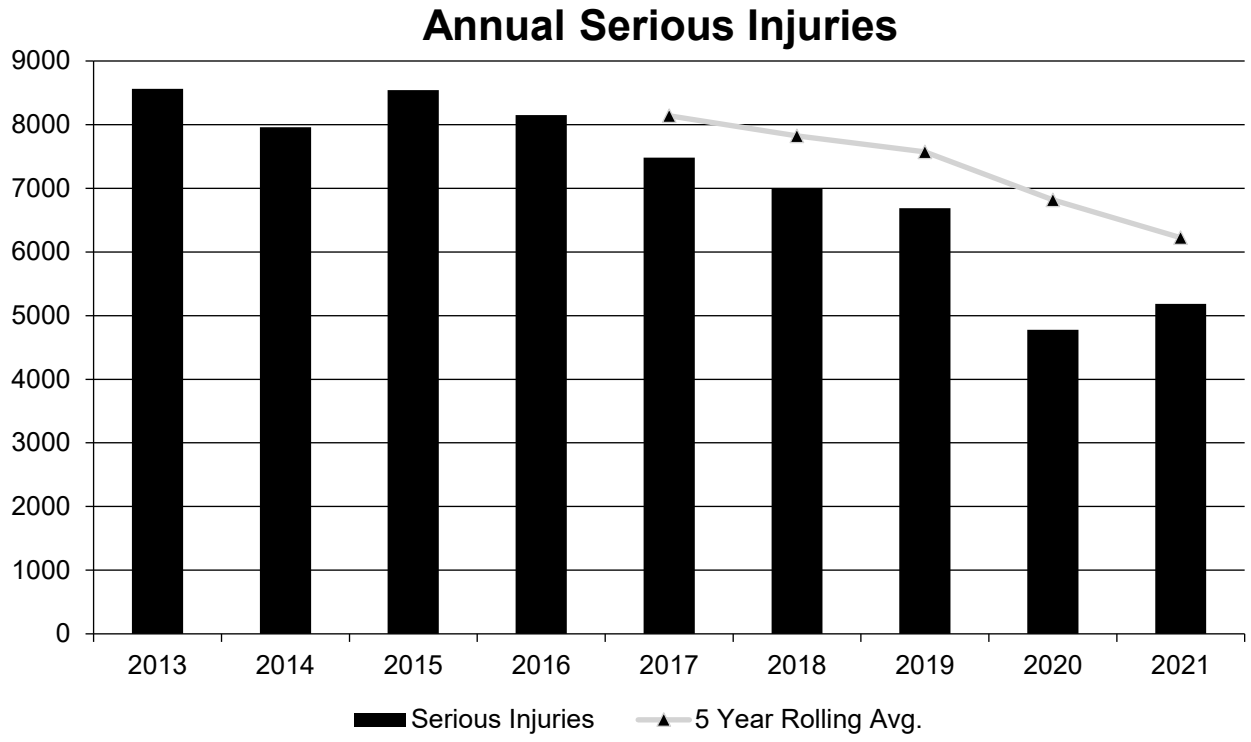
Safety Performance

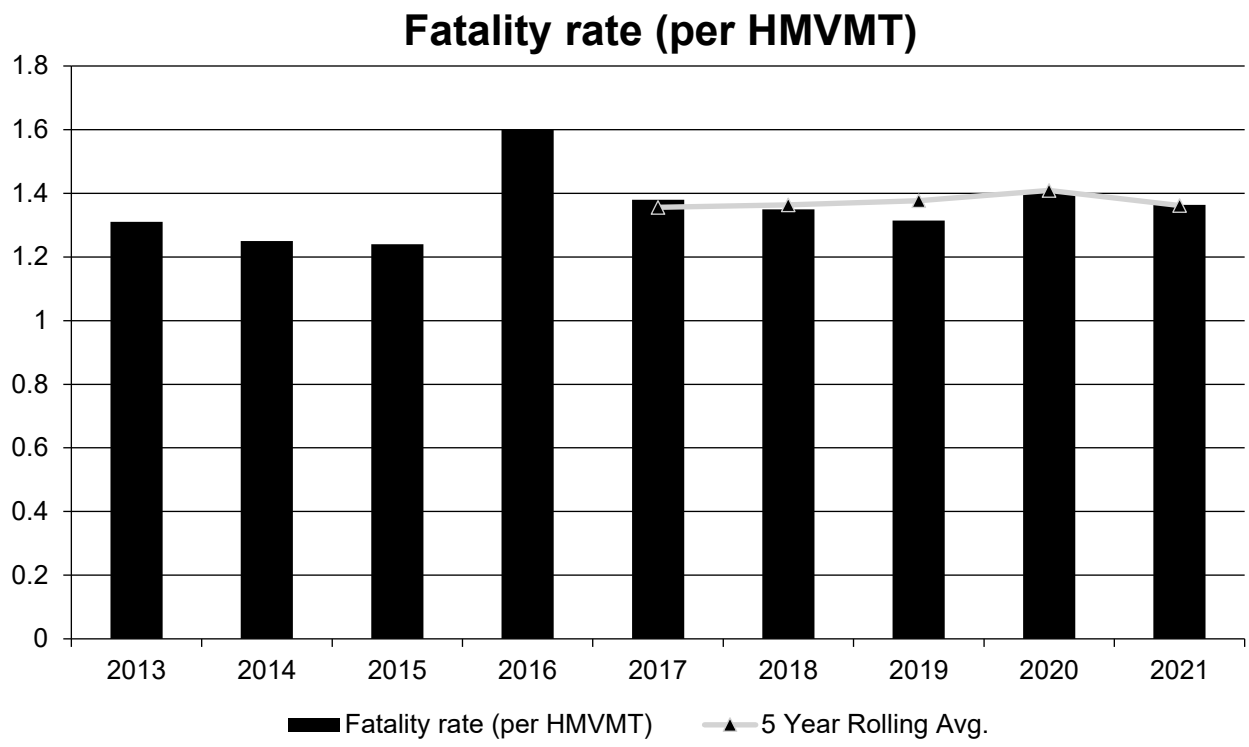
General Highway Safety Trends

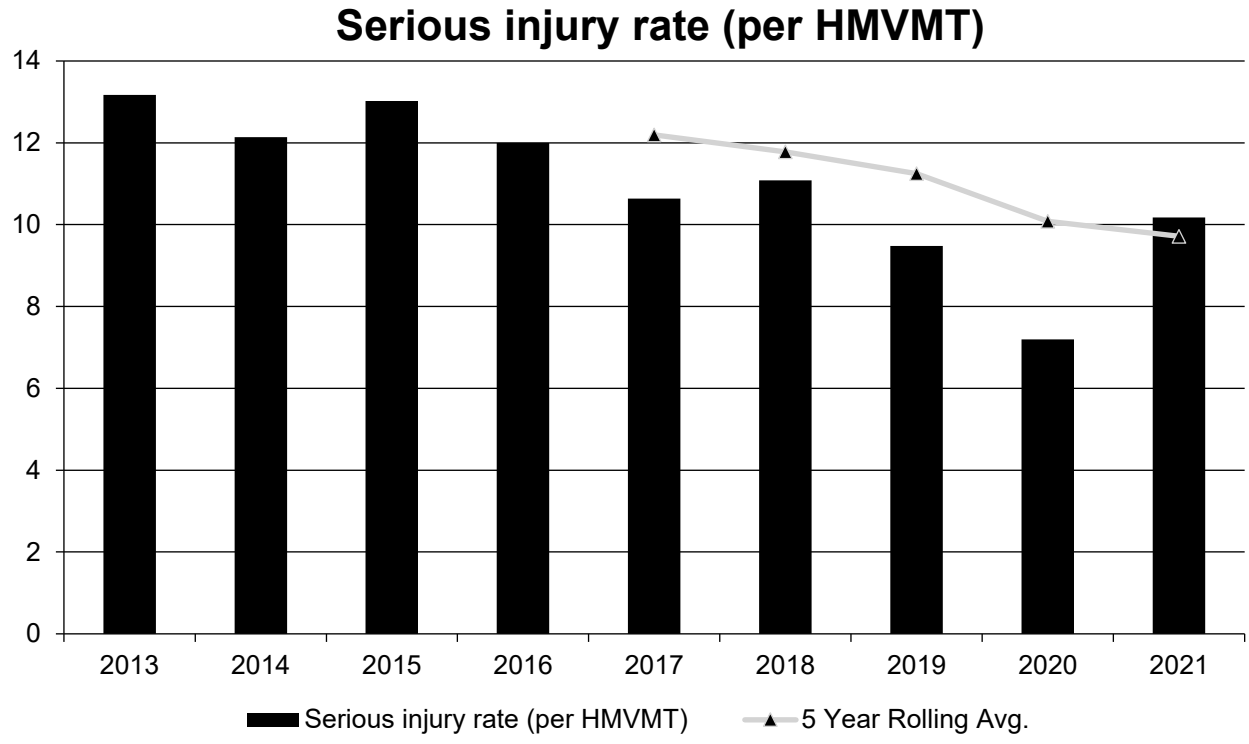
Present data showing the general highway safety trends in the State for the past five years.

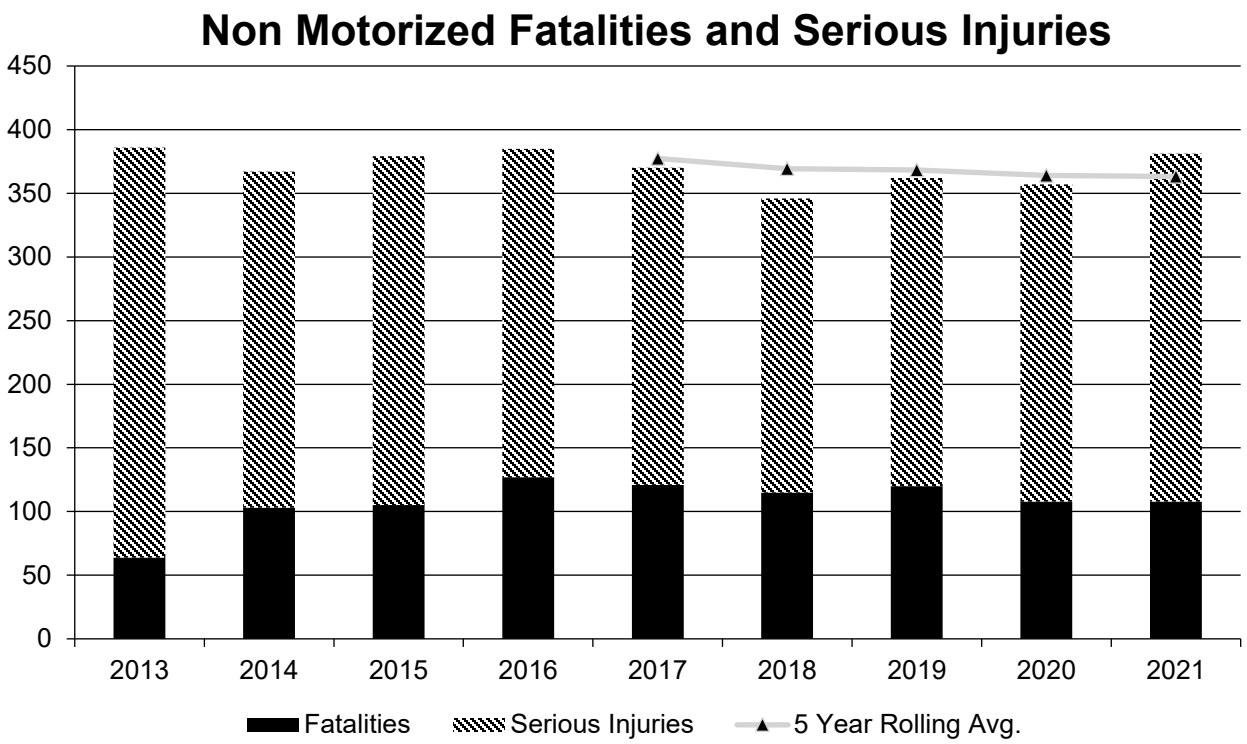
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	852	820	849	1,088	948	954	930	932	984
Serious Injuries	8,564	7,960	8,540	8,152	7,480	6,990	6,687	4,777	5,184
Fatality rate (per HMVMT)	1.310	1.250	1.240	1.600	1.380	1.350	1.314	1.400	1.364
Serious injury rate (per HMVMT)	13.170	12.140	13.020	12.000	10.640	11.080	9.479	7.200	10.179
Number non-motorized fatalities	64	103	105	127	121	115	120	108	108
Number of non-motorized serious injuries	322	264	274	258	249	231	242	249	273


Annual Fatalities
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
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
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2021

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	84	366		
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0.4		
Rural Principal Arterial (RPA) - Other	123	492		
Rural Minor Arterial	125	688		
Rural Minor Collector	21	130		
Rural Major Collector	148	816		

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	66	452		
Urban Principal Arterial (UPA) - Interstate	45	225		
Urban Principal Arterial (UPA) - Other Freeways and Expressways	4	27		
Urban Principal Arterial (UPA) - Other	125	884		
Urban Minor Arterial	80	596		
Urban Minor Collector	4	13		
Urban Major Collector	41	304		
Urban Local Road or Street	37	348		

Year 2020

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

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:1000.0

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

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

Number of Serious Injuries:6500.0

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

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

Fatality Rate:1.420

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

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

Serious Injury Rate:9.820

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

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

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

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

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

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

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

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2021 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	961.0	949.6
Number of Serious Injuries	6595.0	6223.6
Fatality Rate	1.360	1.362
Serious Injury Rate	9.355	9.716
Non-Motorized Fatalities and Serious Injuries	366.0	363.2

Alabama failed to meet Fatality Rate and Serious Injury rate targets for 2020. Alabama has an anomaly for FY 2016 that is still having an effect on meeting our targets. An Implementation Plan is being developed for 2023.

Applicability of Special Rules

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

Yes

For FY 2021 ALDOT was notified they triggered the HRRR rule, but was later notified it was a mistake and HRRR was not triggered for 2021 for ALDOT. All projects approved by ALDOT for HRRR for FY 2021 were converted to regular HSIP funding.

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	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	145	179	182	134	159	115	114

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Serious Injuries	1,437	1,385	1,344	584	604	360	409

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

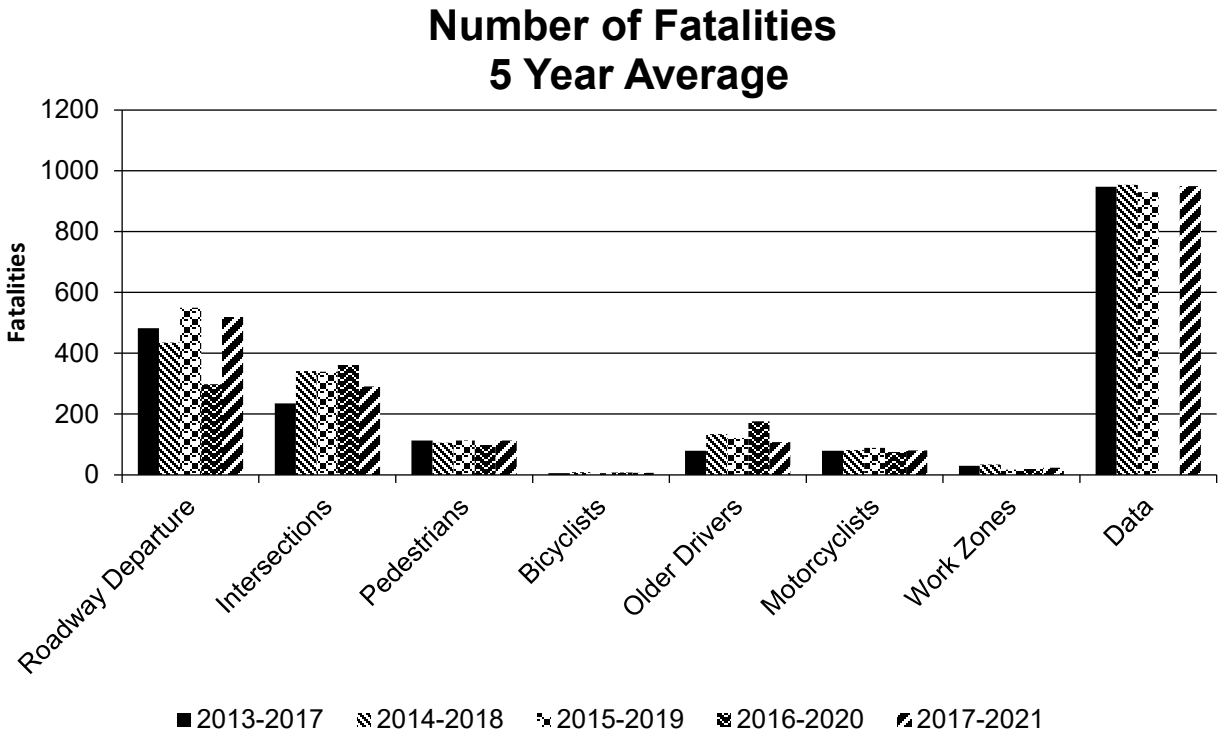
Effectiveness of Groupings or Similar Types of Improvements

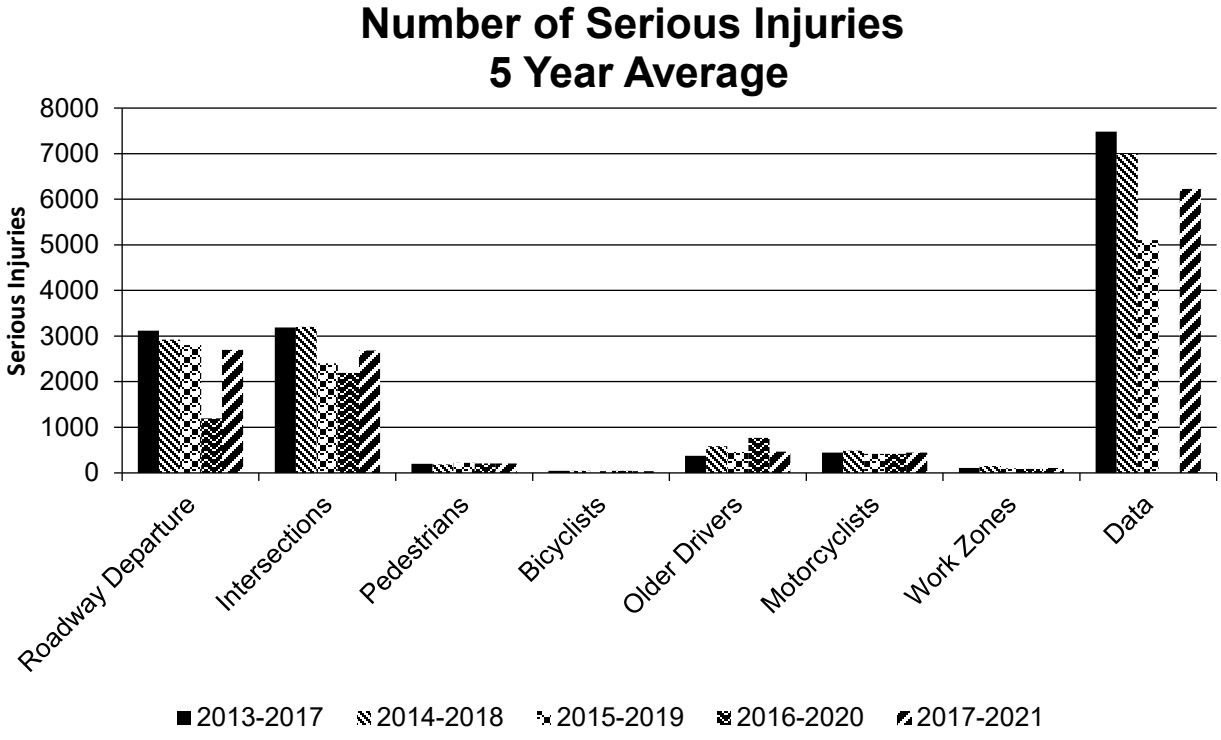
Present and describe trends in SHSP emphasis area performance measures.

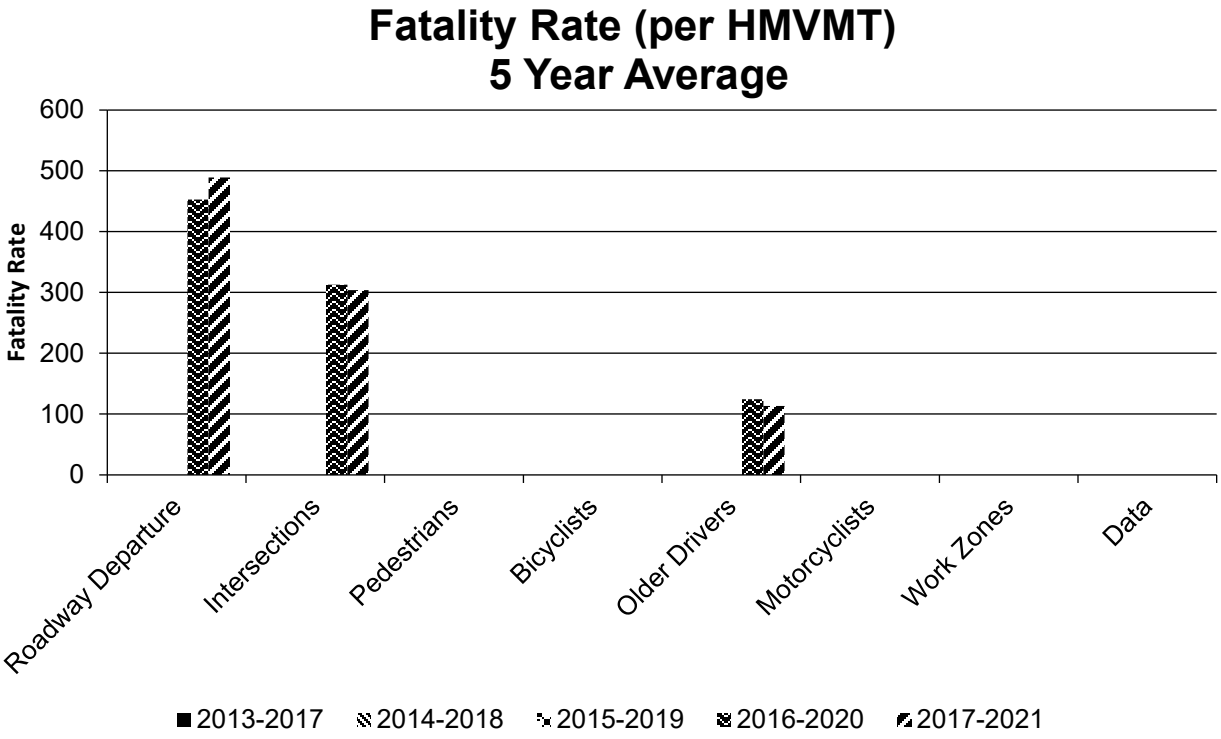
Year 2021

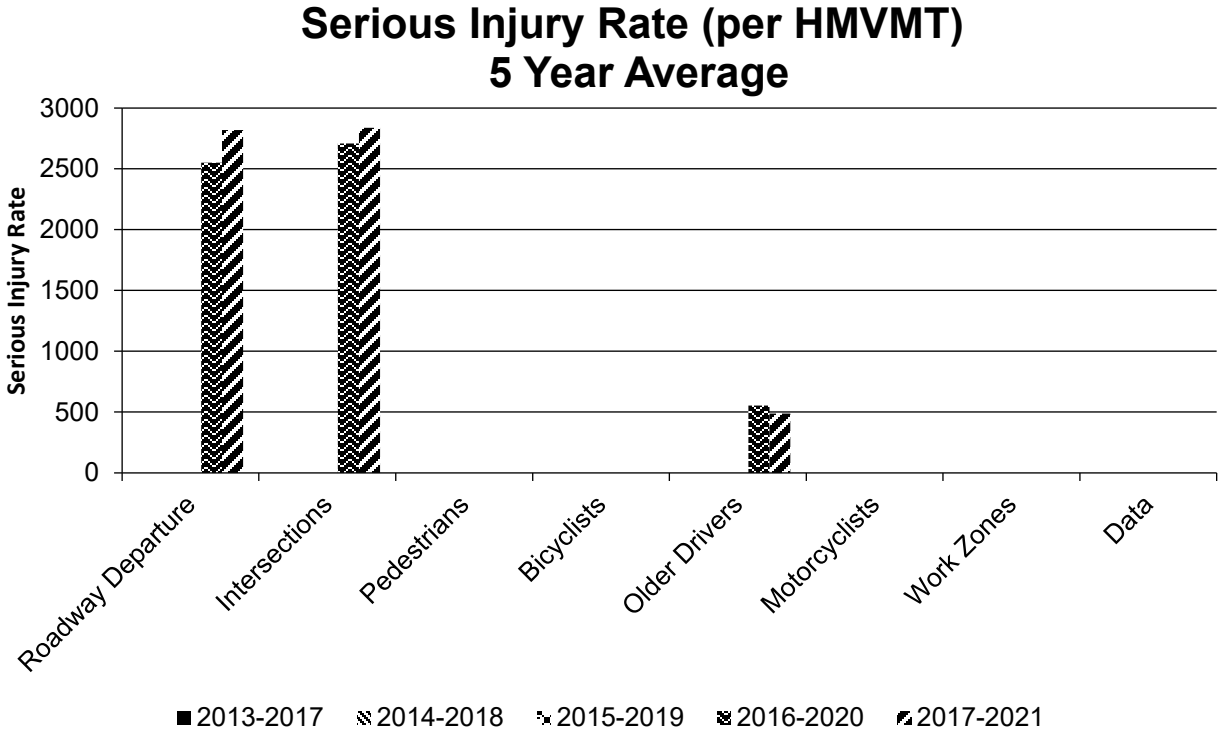
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure		519	2,696	489	2,818.2
Intersections		291	2,687	303.7	2,839
Pedestrians		113	208		
Bicyclists		7	41		
Older Drivers		108	469	113.4	488
Motorcyclists		80	447		

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Work Zones		24	106		
Data		950	6,224		


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
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
8000
7000
6000
5000
4000
3000
2000
1000
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
600
500
400
300
200
100
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
3000
2500
2000
1500
1000
500
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021

Project Effectiveness

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

Compliance Assessment

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

07/18/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2022

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

2022

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	50	50					25	25	25	25
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	10	100								
	Begin Point Segment Descriptor (10) [10]	100	100					100		100	
	End Point Segment Descriptor (11) [11]	100	100					100		100	
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100		100	

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	50								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100			
	Average Annual Daily Traffic (79) [81]	100	100								
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100		100	
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]										
	AADT Year (80) [82]										
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at										

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]										
	Ramp Length (187) [177]										
	Roadway Type at Beginning of Ramp Terminal (195) [185]										
	Roadway Type at End Ramp Terminal (199) [189]										
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]										
	Year of Ramp AADT (192) [182]										
	Functional Class (19) [19]										
	Type of Governmental Ownership (4) [4]										
Totals (Average Percent Complete):		**92.22**	**94.44**	**0.00**	**0.00**	**0.00**	**0.00**	**69.44**	**13.89**	**85.00**	**5.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

ALDOT representatives from the Traffic Safety and Operations Section and the Traffic Engineering Section along with FHWA Alabama Division Office representatives meet regularly to discuss strategies and issues regarding ALDOT's transition to MIRE compliance. In addition, the MIRE committee members are actively engaged with the Alabama Traffic Records Coordinating Committee. The TRCC goal is to move the state ahead effectively in applying information technology to its transportation systems. The most significant product to the TRCC is the DRAFT Traffic Safety Information System (TSIS) Five Year Plan. In this document, one of the goals or measurable performance metric, is for 20% of the data elements functional per year to be collected in regards to MIRE Fundamental Data collection. Another essential partnership is with the ALDOT's development of an Enterprise GIS (EGIS) system. ALDOT's Enterprise GIS (EGIS) is comprised of a Linear Referencing System for all the roads in the state of Alabama and its associated data attributes. EGIS's primary function has been to help process inventory data required for FHWA's Highway Performance Monitoring System (HPMS). TSOS has a representative on the EGIS committee who gives a perspective on safety data related needs. TSOS has submitted an extensive list of Model Inventory of Roadway Elements (MIRE) data elements to the committee for consideration in the ALDOT's Light Detection and Ranging (LIDAR) data collection process. TSOS is currently researching additional funding opportunities to support the MIRE collection efforts, and looking into partnerships with state universities for help in the processing of data that is collected.

Optional Attachments

Program Structure:

HSIP-PAG.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.