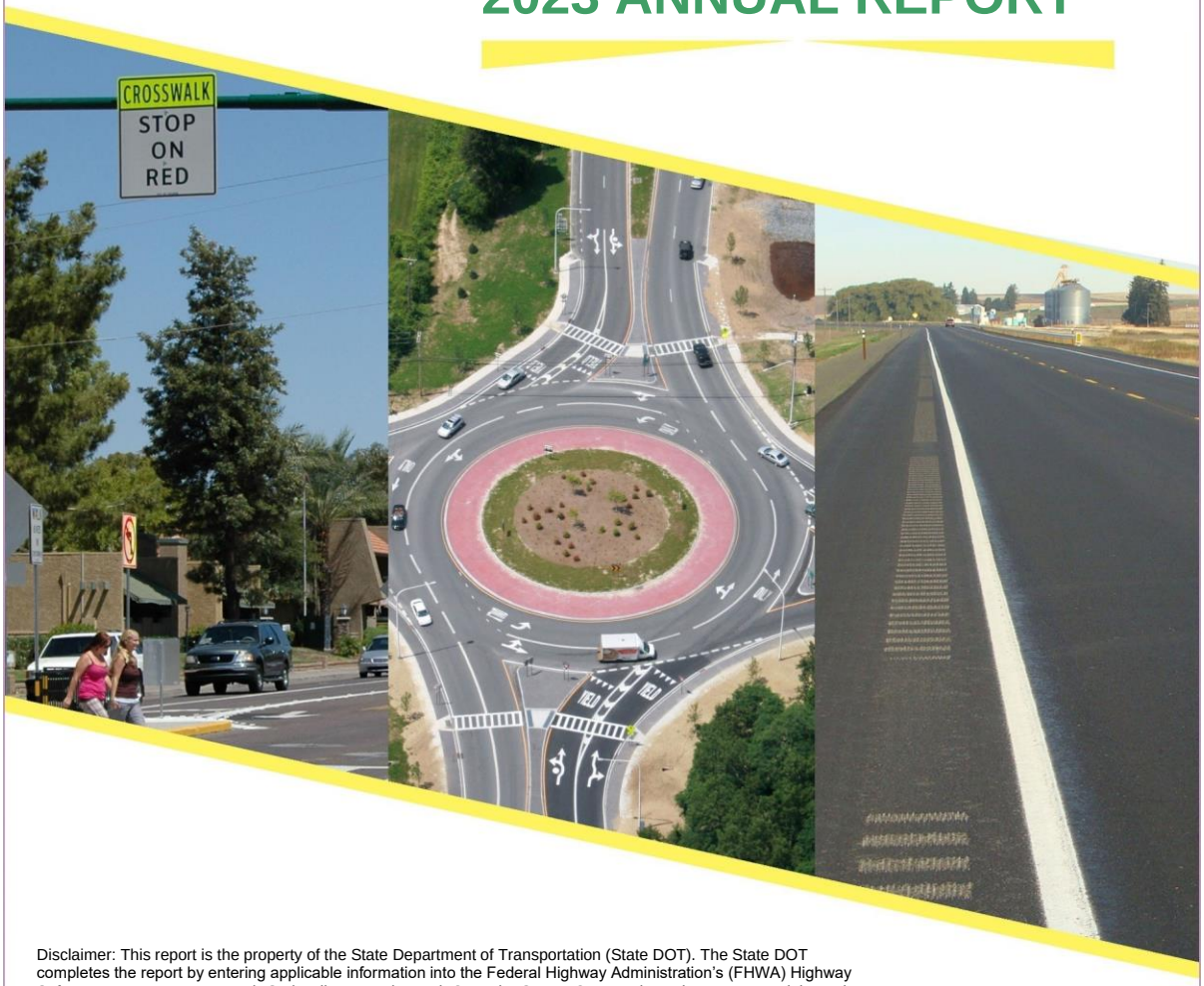
ALABAMA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT



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

The HSIP projects are consistent with the Alabama Strategic Highway Safety Plan (SHSP) 4th Edition which was updated in July 2022. The 4th Edition of the of the Alabama SHSP continues forward with the vision set forth in the previous SHSP to support the vision of Toward Zero Deaths for all transportation users. The goals have been revised to reduce fatalities and suspected serious injuries by 50 percent by 2040. ALDOT failed to meet 2020 targets, so an Implementation Plan is being developed for FY 2023.

The Es of Safety traditionally referred to Engineering, Enforcement, Education, and Emergency Medical Services. Recent legislation has added a fifth “E”, equity. While each of the Es has its own specialty, each “E” serves a specific, required, role in addressing transportation safety. The Es are part of an overarching Safe System Approach, which aims to eliminate fatal and serious injuries for all road users through a holistic view of the transportation system that anticipates human error and limits impact energy on the human body to a tolerable level.

The SHSP 4th Edition has four key emphasis areas: Behavioral-based, Infrastructure-based, At-risk road users and Data systems. The SHSP was developed in conjunction with the Alabama Department of Economic and Communities Affairs (ADECA) and multiple agencies and organizations. ADECA is responsible for the implementation of the National Highway Traffic Safety Administration (NHTSA) programs. The human behavioral aspects of the SHSP incorporate ADECA’S Statewide Highway Safety Plan which addresses the safety program behavioral elements related to occupant restraint use, impaired driving, distracted driving, speed, young drivers, motorcycles, and pedestrians. HSIP projects have generally focused on (3) three areas: Infrastructure Countermeasures (construction/supportive programs), Driver Behavior (safety outreach campaigns and overtime enforcement efforts), and Traffic Safety Information Systems (crash data analysis).

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

To enhance Decision and Performance Improvement, the ALDOT HSIP has strengthened its traffic safety information systems by increasing its electronic citations and electronic crash reporting. The Emergency Medical Services Information System (EMSIS) has also been deployed and it electronically collecting data from all licensed EMS agencies.

The ALDOT is also continuing its efforts to enhance its safety culture by making safety a priority in all aspects of planning, project development, and performance evaluation. A study was completed that allowed the ALDOT to assess the role of safety across bureaus and identify which bureaus play critical roles in advancing safety across the state. Peer roundtables were conducted with experts from across the country to determine what safety related skills are needed for various roles in the ALDOT. and what coursework would provide the proper training.

HSIP Infrastructure Projects/Tool Development

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

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

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

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

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

Local Roads

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

guidance on how to apply for HSIP funds. TSOS in conjunction with FHWA also hosted the first annual Rural Road Safety Conference (now the Alabama Roadway Safety Conference) in 2014, with the 8th conference scheduled for October 2021 in the Shoal area. The Conference focuses on safety issues and provides training on various roadway safety topics.

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

Non-Infrastructure Safety Efforts

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

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

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

ALDOT Media and Community Relations conducted a safety public education and awareness program that addressed the behavioral safety elements related to seatbelts, speeding, impaired and distracted driving, work zones, rail crossings and motorcycles. Working with the Governor’s Office, December was proclaimed Slow Down Move Over Awareness Month, by Alabama Governor Kay Ivey. Using varied communication channels and events, the ALDOT public education programs reached across the state of Alabama and generated news articles, advertisements and other marketing pieces that were viewed by our target audiences more than 35 million times.

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

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

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

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

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

Where is HSIP staff located within the State DOT?

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

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Rank of Priority Consideration

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

Program: Median Barrier

Date of Program Methodology:9/13/2011

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- All crashes

- Traffic
- Volume

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

What project identification methodology was used for this program?

- Crash frequency
- Probability of specific crash types

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

No

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

How are projects under this program advanced for implementation?

- Other-Crash Analysis

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

Rank of Priority Consideration

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

Program: Pedestrian Safety

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic

Roadway

- Roadside features

- Volume

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process

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

Rank of Priority Consideration

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

Program: Roadway Departure

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

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

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Relative Weight in Scoring

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

Program: Shoulder Improvement

Date of Program Methodology:1/2/2006

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Horizontal curvature
- Roadside features

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Available funding:1
Cost Effectiveness:2

Program: Sign Replacement And Improvement

Date of Program Methodology:7/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- 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?

53

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

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

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$36,875,000	$44,789,000	121.46%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,519,000	$3,519,000	100%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$944,566	$944,566	100%
Totals	$41,338,566	$49,252,566	119.14%

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

11%

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

11%

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?

0%

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

Impediments

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

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
FY 2023 and FY 2024 SAFETY OUTREACH PROGRAMS	Miscellaneous	Miscellaneous - other			$1000000	$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	MULTIPLE	Multiple	Other
STATEWIDE LOW COST FORCE ACCOUNT PROGRAM FY 2023-2024	Miscellaneous	Miscellaneous - other			$1000000	$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	MULTIPLE	Multiple	Other
STRIPING AND GUARDRAIL INSTALLATION ON CR-1301 FROM CR-1435 TO SR-3(US-31)	Roadside	Barrier- metal	0	Miles	$120000	$120000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	5,602	30	County Highway Agency	Systemic	Roadway Departure	Roadway departure
SAFETY IMPROVEMENTS ON DUG HILL RD FROM 1500' N OF KING DRAKE RD TO RAINTREE RD	Miscellaneous	Miscellaneous - other	.11	Miles	$125755	$1666389	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	1,747	30	City or Municipal Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION SAFETY IMPROVEMENTS ON SR-25 (US-411) AT WALMART, CONSTRUCT OFFSET LTL	Intersection geometry	Intersection geometry - other	.5	Miles	$671143	$671143	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	15,937	65	State Highway Agency	Spot	Intersections	Intersection
RESURFACE SR-40 FROM SR-35 TO SR-71 INCLUDING HSFT AND CENTERLINE SCORING	Roadway	Pavement surface – high friction surface	6.9	Miles	$419000	$3660000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,955	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
WIDENING AND RESURFACING ON CR-1301 FROM CR-1435 TO SR-3(US 31)	Roadway	Roadway - other			$384000	$384000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	5,602	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
OPERATIONAL AND INTERSECTION IMPROVEMENTS ON SR-2(US-72) AT COUNTY PARK RD AS WELL AS EXTENDING TWO EXISTING SERV RDS	Intersection traffic control	Intersection traffic control - other	.5	Miles	$2413000	$2413000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,604	65	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
INSTALL GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-1137 AND CR-1131	Roadside	Barrier- metal	.1	Miles	$85000	$85000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	3,000	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALL GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-38	Roadside	Barrier- metal			$114000	$114000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	1,079	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALL GUARDRAIL AND GUARDRAIL END ANCHORS ON PLEASANT HILL RD	Roadside	Barrier- metal			$85000	$85000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Local Road or Street	1,080	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION IMPROVEMENTS AT SR-1(US-431) AND SR-79 INCLUDING ACCELERATION LANE AND SIGNAL	Intersection geometry	Add/modify auxiliary lanes	.4	Miles	$1826000	$1826000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	14,000	65	State Highway Agency	Spot	Intersections	Intersection
WIDENING AND RESURFACING ON CR-8 FROM RICKWOOD CAVERNS RD FOR 2.140 MILES	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			$470000	$470000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	3,445	45	County Highway Agency	Systemic	Roadway Departure	Roadway departure
PLANING, OVERLAY,STRIPING AND GUARDRAIL SAFETY IMPROVEMENTS ON I-459 FROM SR-38(US-280) TO GRANTS MILL RD	Roadside	Barrier- metal	7.3	Miles	$11000	$6889533	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	84,717	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
SURFACE TREATMENT, STRIPING AND GUARDRAIL SAFETY IMPROVEMENTS ON SR-53(US-231) FROM SHELBY COUNTY LINE TO SR-34	Roadside	Barrier- metal	9.7	Miles	$7000	$1121000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,597	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, PLANE, STRIE, LEVEL, AND 2FT SAFETY WIDENING ON SR-25 FROM SHELBY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.4	Miles	$94000	$1907027	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		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
COUNTY LINE TO ST CLAIR COUNTY LINE															
RESURFACING, PLANING, STRIPING,PATCHING, AND 2FT SAFETY WIDENING ON SR-4(US-78) FROM THE WEST END OF LITTLE CAHABA RIVER BRIDGE TO THE ST CLAIR COUNTY	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2	Miles	$13269	$1313643	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, PLANING, STRIPING, PATCHING, 2' SAFETY WIDENINGAND ACCESS MANAGEMENT ON SR-3(US-31) FROM I-65 TO CR-68	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2.6	Miles	$116539	$3246482	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,000		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, 2FT SAFETY WIDENING, GUARDRAIL, GUARDRAIL END ANCHORS AND BRIDGE GUARDRAIL RETROFIT ON SR-49 FROM SR-38(US280) TO S OF CR-57	Miscellaneous	Miscellaneous - other	8	Miles	$840000	$3320561	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, GUARDRAIL, GUARDRAIL END ANCHORS AND SAFETY WIDENING ON SR-50 FROM ELMORE COUNTY LINE TO SR-49	Miscellaneous	Miscellaneous - other	8	Miles	$509882	$2496296	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,139	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACING, STRIPING, CENTERLINE RUMBLE STRIP, GUARDRAIL, GUARDRAIL END ANCHORS, BRIDGE GUARDRAIL RETROFIT AND 2FT	Miscellaneous	Miscellaneous - other	6	Miles	$641172	$3144197	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,433	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
SAFETY WIDENING ON SR-21(US-231) F															
RESURFACING, STRIPING GUARDRAIL AND BRIDGE GUARDRAIL RETROFIT CROSS SLOPE CORR AND 2'SAFETY WIDENING ON SR-15	Miscellaneous	Miscellaneous - other	4	Miles	$1480433	$5422073	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, STRIPE, GUARDRAIL RESET AND END ANCHORS AND 2FT SAFETY WIDENING SR-4	Miscellaneous	Miscellaneous - other	5	Miles	$59764	$2439895	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,811	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
OGFC SAFETY TREATMENT ON I-20 FROM H BENTLY JR PKWY TO SR-21	Roadway	Pavement surface - other	4	Miles	$3333055	$3847746	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	43,116	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
WIDENING, RESURFACE, SCORING ON PEARSON CHAPEL RD	Miscellaneous	Miscellaneous - other	7	Miles	$1214449	$1163003	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	356	50	County Highway Agency	Systemic	Roadway Departure	Roadway departure
2FT SAFETY WIDENING, STRIPING AND PAVEMENT AT CURVES ON CR-269 FROM CR-388 TO SR-15(US-29)	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			$448207	$448207	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	778	50	County Highway Agency	Systemic	Roadway Departure	Roadway departure
INSTALL RPM, RUMBLE STRIPS AND STOP LINES VARIOUS LOCATIONS TALLADEGA COUNTY	Roadway	Roadway - other			$187513	$205593	HRRR Special Rule (23 U.S.C. 148(g)(1))	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Multiple	Other
RESURFACE, LEVEL AND 2' SAFETY WIDENING ON SR-14 FROM CR-38 TO CR-21	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	8.5	Miles	$1270770	$5426419	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,050	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, STEEL BLOCKOUT REPLACEMENT, GUARDRAIL RESET	Miscellaneous	Miscellaneous - other	16.5	Miles	$47977	$4834245	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,400	55	State Highway Agency	Systemic	Multiple	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
AND END ANCHORS ON SR-6(US-82) BIBB CTY TO AUTAUGA CTY															
INTERSECTION IMPROVEMENTS ON SR-8(US-80) AT SR-28 AND CR-25	Intersection geometry	Intersection geometry - other			$70009	$70009	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,352	65	State Highway Agency	Spot	Intersections	Intersection
INTERSECTION IMPROVEMENTS SR-8(US-80) AT SR-28 AND CR-25	Intersection geometry	Intersection geometry - other			$5188986	$5188986	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,352	65	State Highway Agency	Spot	Intersections	Intersection
GUARDRAIL AND END ANCHORS AT UNSHIELDED BRIDGE ENDS ON CR-27 OVER TOOMSUBA CREEK	Roadside	Barrier- metal			$174351	$174351	HSIP (23 U.S.C. 148)	Rural	Major Collector	462	50	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE SR-171 AND ADDING TURN LANE AT PREWITT LOOP RD	Roadway	Roadway widening - add lane(s) along segment			$1904529	$1904529	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,774	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE 2' WIDENING AND SHOULDER SCORING ON SR-14 FROM SR-13 TO HALE CTY LINE	Shoulder treatments	Shoulder treatments - other	4	Miles	$703410	$3040523	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,371	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE, 1FT SAFETY WIDENING AND SHOULDER SCORING ON SR-172 FROM FRANKLIN CTY LINE TO SR-17	Shoulder treatments	Shoulder treatments - other	6	Miles	$271825	$3275992	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,288	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE SR-13 FROM SR-129 TO MARION CTY LINE AND 2FT SAFETY WIDENING	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3	Miles	$121832	$3239452	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE 2FT SAFETY WIDENING ON SR-17 PAYNE CHAPEL RD TO LUXAPALILA RR	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2	Miles	$55187	$2830767	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,905	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND 2'SAFETY WIDENING ON SR-86 FROM	Shoulder treatments	Widen shoulder – paved or other	4	Miles	$567464	$3947470	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,014	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
LADLOW CTR CIRCLE TO ROUNDABOU IN CARROLLTON		(includes add shoulder)													
RESURFACE AND 2FT WIDENING ON SR-102 FROM SR-171 TO OTTS RD	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4	Miles	$762932	$4200134	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,072	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
HSFT ON I-85 SB RAMP TO I-65 SB	Roadway	Pavement surface – high friction surface			$337541	$337541	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	24,487	70	State Highway Agency	Systemic	Roadway Departure	Roadway departure
HSFT ON SR-8(US-80) E RAMP FROM SR-1(US-280) TO S RR ST	Roadway	Pavement surface – high friction surface			$341665	$341665	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	21,102	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND 2' SAFETY WIDENING ON SR-165 FROM S OF NEW HOPE CHURCH RD TO S OF NUCKOLS RD	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	12	Miles	$921110	$4876558	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway departure
INTERSECTION MODIFICATIONS AT SR-8(US-80) AND SR-97	Intersection geometry	Intersection geometry - other			$85850	$85850	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
RESTRICTED CROSSING U-TURN(RCUT) INTERSECTION MODIFICATIONS AT SR-9(US-331) AND CR-61	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)			$158558	$158558	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
INTERSETION IMPROVEMENTS ON COLUMBUS PKW AT 4TH,6TH, AND 7TH STREETS	Intersection traffic control	Intersection traffic control - other			$80280	$80280	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0	50	City or Municipal Highway Agency	Spot	Intersections	Intersection
GUARDRAIL, GUARDRAIL END ANCHORS, STRIPING AND RPM ON CR-34 FROM SR-14 TO CR-73	Miscellaneous	Miscellaneous - other			$158118	$158118	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Local Road or Street	0	50	County Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE 2' SAFETY WIDENING STRIPING AND SCORING ON CRR-40	Miscellaneous	Miscellaneous - other	2.5	Miles	$510603	$510603	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	930	55	County Highway Agency	Systemic	Roadway Departure	Roadway departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
FROM CR-69 TO CR-21															
ROUNDABOUT AT SR-167 AND SR-87	Intersection traffic control	Modify control – Modern Roundabout			$111130	$111130	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,114	55	State Highway Agency	Spot	Intersections	Intersection
RESURFACE AND 2FT SAFETY WIDENING ON SR-125 FROM SR-12 TO SR-167	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	12	Miles	$980845	$4075034	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	870	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
MODIFYING VERTICAL AND HORIZONTAL CURVE AND CONVERTIN INTERSECTION OF SR-134, CR-460 AND CR-461 TO 4WAY STOP	Roadway	Roadway - other			$231113	$231113	HSIP (23 U.S.C. 148)	Rural	Major Collector	960		State Highway Agency	MULTIPLE	Multiple	Other
INTERSECTION MODIFICATIONS AT SR-210 AND TIMBERS DR	Intersection geometry	Intersection geometry - other			$69500	$69500	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
MODIFYING VERTICAL AND HORIZONTAL CURVE AND CONVERTIN INTERSECTION OF SR-134, CR-460 AND CR-461 TO 4WAY STOP	Miscellaneous	Miscellaneous - other			$1147129	$1147129	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,340	55	State Highway Agency	MULTIPLE	Multiple	Other
ACCESS MANAGEMENT ON SR-53(US-231) FROM SR-123 TO DEESE RD	Access management	Access management - other	1	Miles	$840424	$840424	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,000	50	State Highway Agency	Systemic	Multiple	Other
RESURFACE, PLANING AND 2' SAFETY WIDENING ON SR-85 FROM SR-92 TO SR-12(US-84)	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4	Miles	$449163	$1796652	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,784	35	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT AT SR-167 AND SR-87	Intersection traffic control	Modify control – Modern Roundabout			$134772	$134772	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,114	55	State Highway Agency	Spot	Intersections	Intersection
ROUNDABOUT AT SR-52, SR-153 AND CR-5	Intersection traffic control	Modify control – Modern Roundabout			$200000	$200000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		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 MODIFICATIONS AT SR-210 AND TIMBERS SR	Intersection geometry	Intersection geometry - other			$884150	$884150	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection
CONSTRUCTING A ROUNDABOUT SR-167 AND SR-87	Intersection traffic control	Modify control – Modern Roundabout			$4489211	$4489211	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,114	55	State Highway Agency	Spot	Intersections	Intersection
RESURFACE 2FT SAFETY WIDENING ON SR-13(US-43) FROM CR-47 TO SR-69	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	7	Miles	$357758	$2385052	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,493	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ADD CTR TURN LANE ON SR-13(US-43) CLARK ELECTRIC COOP TO CR-16	Roadway	Roadway widening - add lane(s) along segment			$14771	$14771	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,231	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE 2FT SAFETY WIDENING STEEL BLOCKOUT REPLACEMENT ON I-65 SRV RD FROM SR-16(US-90) TO SR-17(US-45)	Roadway	Roadway - other	7	Miles	$804887	$3716966	HSIP (23 U.S.C. 148)	Urban	Major Collector	93,627	50	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND 2' SAFETY WIDENING ON SR-181 FROM QUAIL CREEK TO MOSLEY RD	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			$75000	$642631	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,997	45	State Highway Agency	Systemic	Roadway Departure	Roadway departure
RESURFACE AND STEEL BLOCKOUT REPLACEMENT ON SR-59 FROM MCMILLIAN RD TO CR-80	Roadside	Barrier - other			$21041	$3348301	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,501	55	State Highway Agency	Systemic	Roadway Departure	Roadway departure
ROUNDABOUT AT CR-13 AND CR-44	Intersection traffic control	Modify control – Modern Roundabout			$185606	$185606	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	3,980	55	County Highway Agency	Spot	Intersections	Intersection
INTERSECTION REALIGNMENT AND INSTALLATION OF TURN LANES AT CR-31 AND SR-3(US-31)	Intersection geometry	Intersection realignment			$333430	$333430	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	3,980	55	State Highway Agency	Spot	Intersections	Intersection
2' WIDENING, STRIPING, RUMBLE STRIPS,RPM ON CR-	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	9	Miles	$794436	$794436	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,937	55	County Highway Agency	Systemic	Roadway Departure	Roadway departure

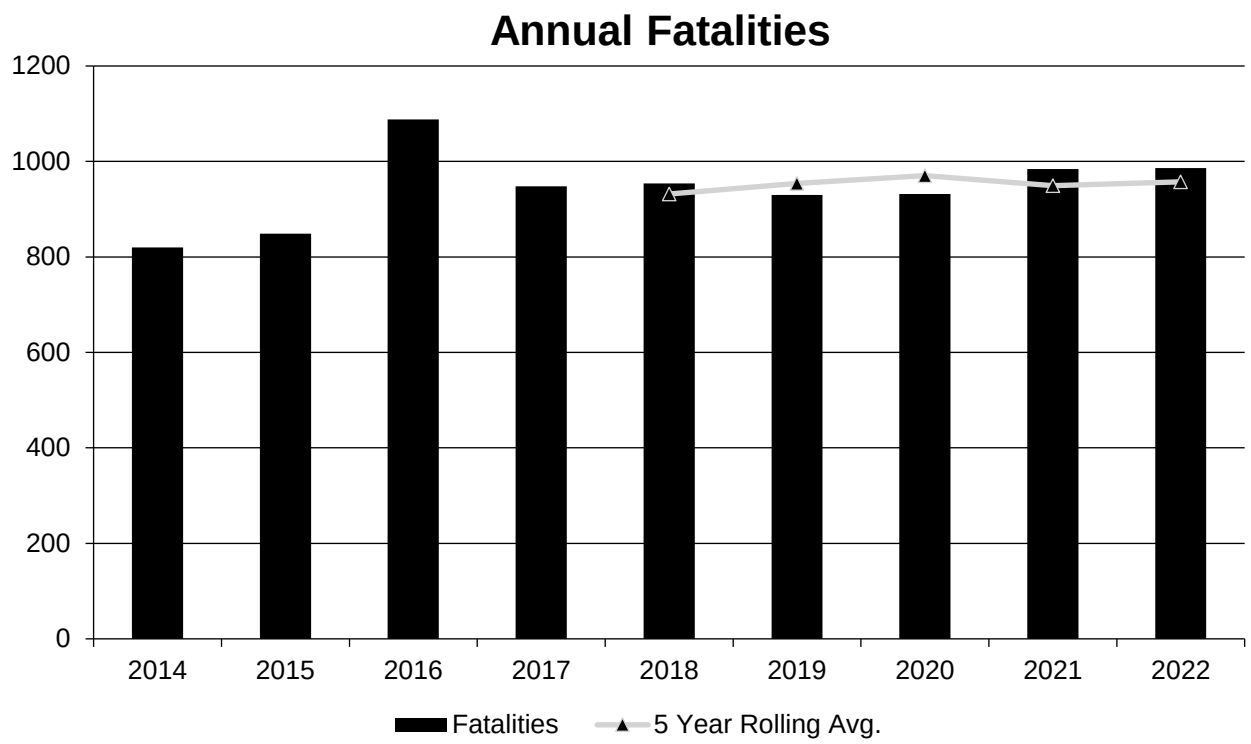
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
59 FROM SR-188 TO HALF-MILE RD															
INTERSECTION REALIGNMENT AND INSTALLATION OF TURN LANES AT CR-31 AND SR-3(US-31)	Intersection geometry	Intersection realignment			$74996	$74996	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Intersection

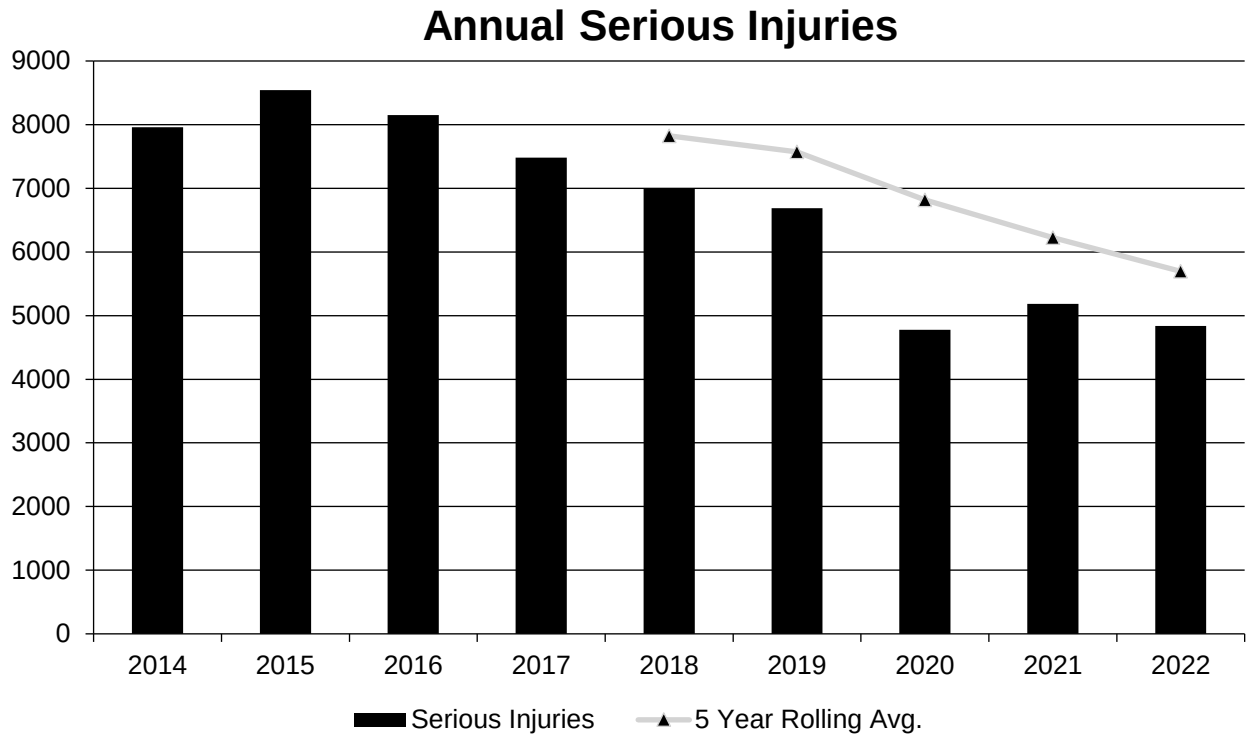
Safety Performance

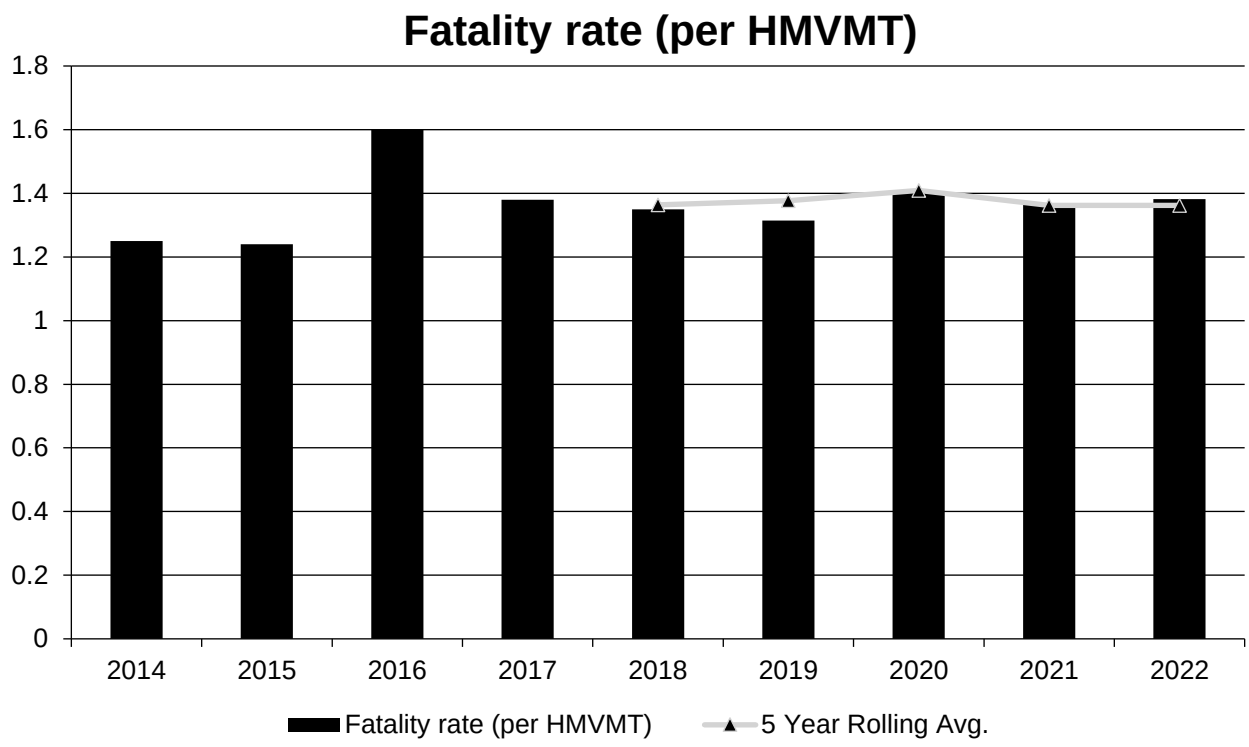
General Highway Safety Trends

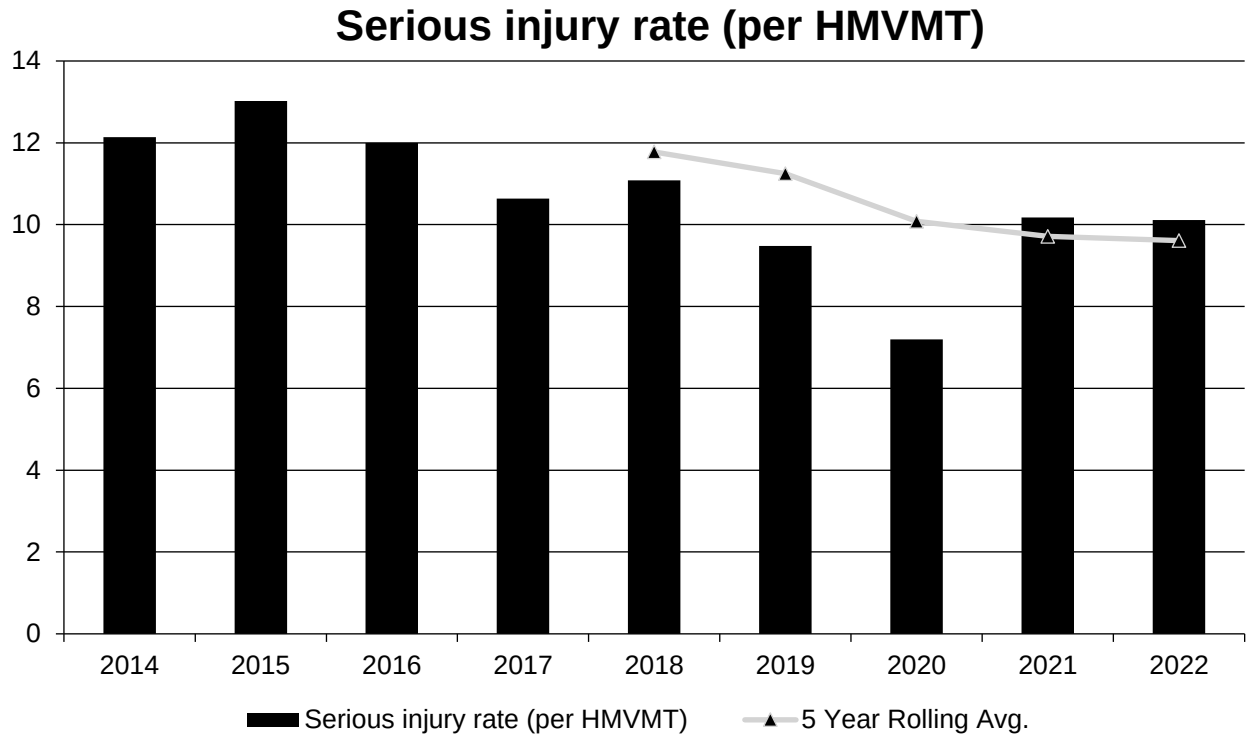
Present data showing the general highway safety trends in the State for the past five years.

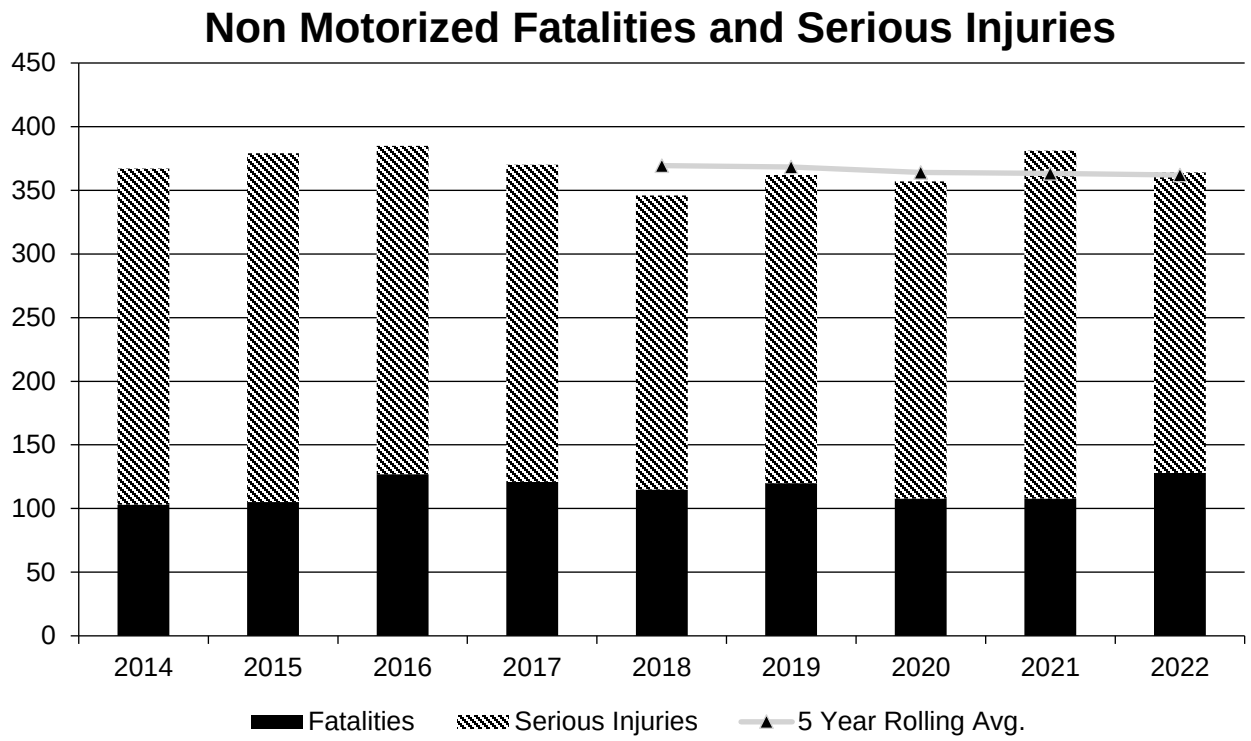
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	820	849	1,088	948	954	930	932	984	986
Serious Injuries	7,960	8,540	8,152	7,480	6,990	6,687	4,777	5,184	4,836
Fatality rate (per HMVMT)	1.250	1.240	1.600	1.380	1.350	1.314	1.400	1.364	1.382
Serious injury rate (per HMVMT)	12.140	13.020	12.000	10.640	11.080	9.479	7.200	10.179	10.116
Number non-motorized fatalities	103	105	127	121	115	120	108	108	128
Number of non-motorized serious injuries	264	274	258	249	231	242	249	273	236


Annual Fatalities
1200
1000
800
600
400
200
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
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
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
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 2022

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	74.2	1,230		
Rural Principal Arterial (RPA) - Other Freeways and Expressways		2.6		
Rural Principal Arterial (RPA) - Other	108	1,709.4		
Rural Minor Arterial	111.8	1,843.6		
Rural Minor Collector	18.2	308.8		
Rural Major Collector	141.6	2,069.4		

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	57.8	1,252		
Urban Principal Arterial (UPA) - Interstate	41.2	1,659.6		
Urban Principal Arterial (UPA) - Other Freeways and Expressways	4.2	200.8		
Urban Principal Arterial (UPA) - Other	114.2	6,622.6		
Urban Minor Arterial	76.8	4,669.8		
Urban Minor Collector	3.4	53.8		
Urban Major Collector	43	2,228.8		
Urban Local Road or Street	36.6	2,777		

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 2024 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:6400.0

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

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

Fatality Rate:1.400

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

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

Serious Injury Rate:9.800

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

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

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

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

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

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

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

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 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	957.2
Number of Serious Injuries	6000.0	5694.8
Fatality Rate	1.400	1.362
Serious Injury Rate	9.000	9.611
Non-Motorized Fatalities and Serious Injuries	365.0	362.0

Alabama did not have actual rates available at the time of this report.

Applicability of Special Rules

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

No

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

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	179	182	134	159	115	114	139
Number of Older Driver and Pedestrian Serious Injuries	1,385	1,344	584	604	360	409	482

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries

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

Following a spike in fatalities in 2016, Alabama has shown a downward trend in the last few reporting cycles. Alabama Traffic Safety & Operations Section has continued to refocus its efforts based on previous years crash type trends to implement countermeasures to reduce the long-term trend for fatalities. Serious Injury crashes are trending downward, and we anticipate that this trend will continue to start to flatten over the coming years.

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

- # miles improved by HSIP
- # RSAs completed
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change

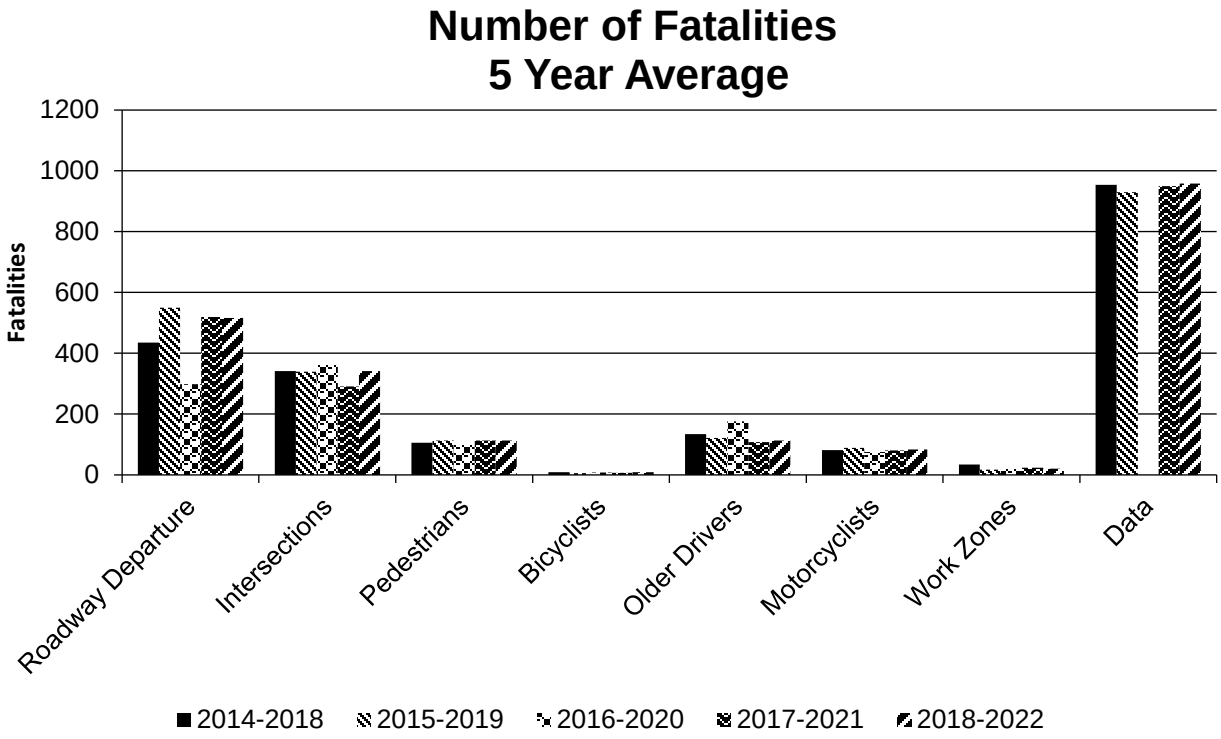
Effectiveness of Groupings or Similar Types of Improvements

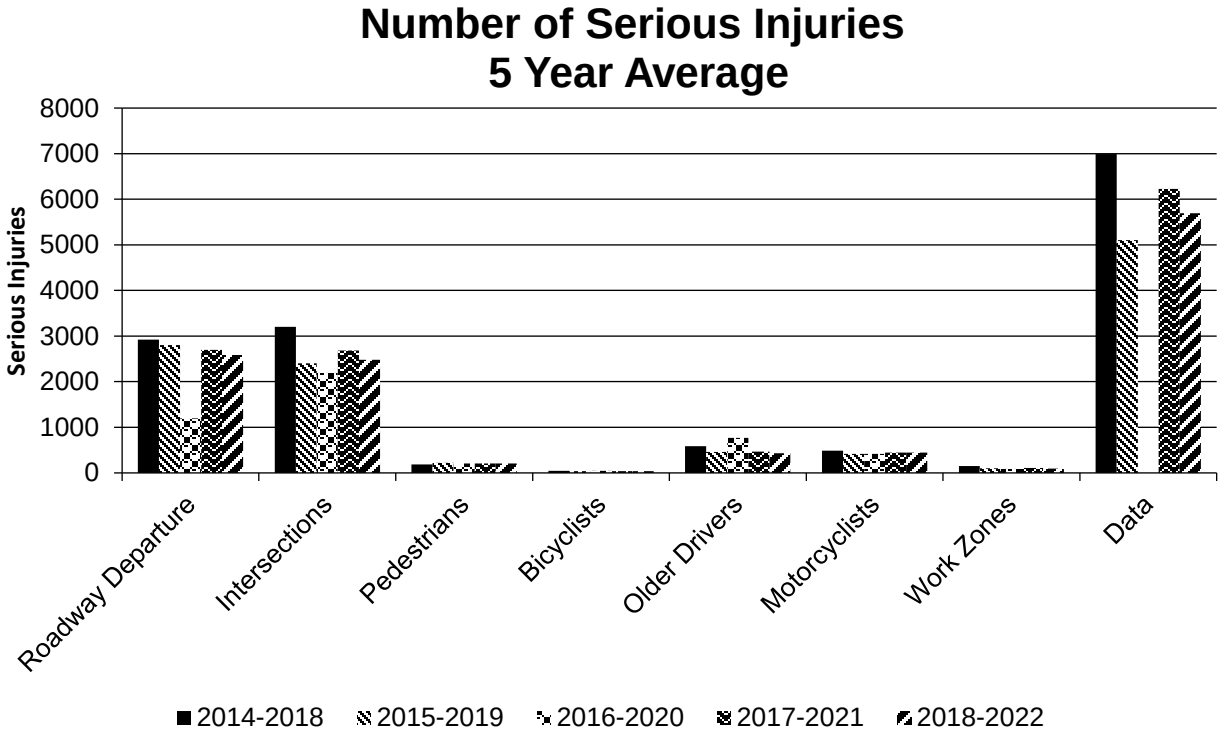
Present and describe trends in SHSP emphasis area performance measures.

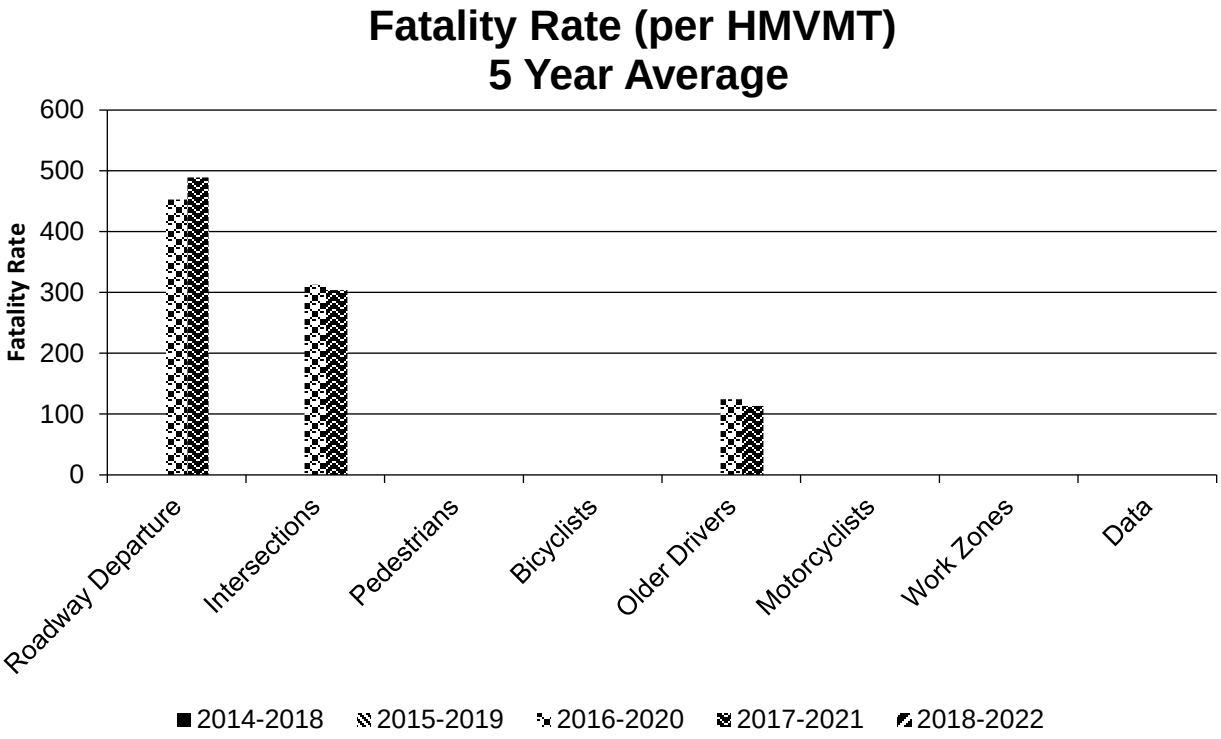
Year 2022

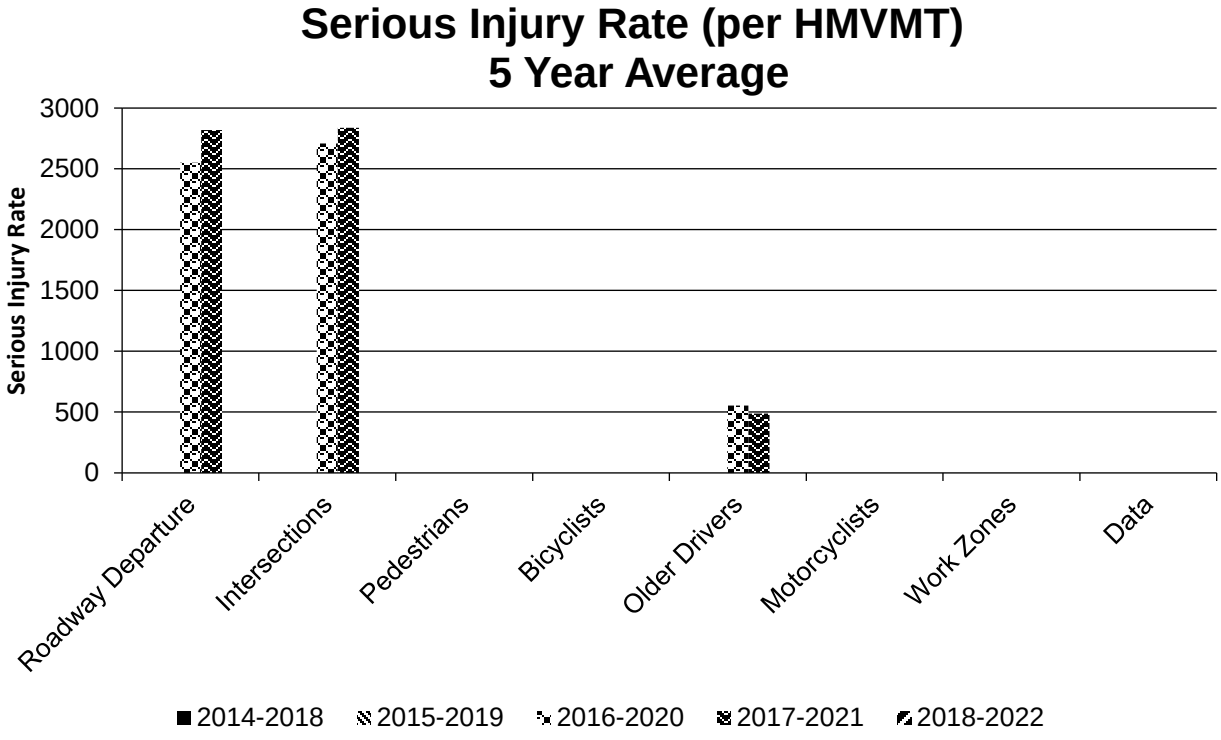
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	516	2,586		
Intersections	Intersections	341	2,480		
Pedestrians	All	113	206		
Bicyclists	All	9	40		
Older Drivers	All	113	433		
Motorcyclists	All	84	449		

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Work Zones	All	21	94		
Data	All	958	5,695		


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
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


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
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


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
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


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
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022

Project Effectiveness

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

Compliance Assessment

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

12/31/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2027

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

2027

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

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

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

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

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					10	10				
	Ramp Length (187) [177]					10	10				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					10	10				
	Roadway Type at End Ramp Terminal (199) [189]					10	10				
	Interchange Type (182) [172]					10	10				
	Ramp AADT (191) [181]					10	10				
	Year of Ramp AADT (192) [182]					10	10				
	Functional Class (19) [19]					10	10				
	Type of Governmental Ownership (4) [4]					10	10				
Totals (Average Percent Complete):		**95.28**	**95.28**	**23.75**	**23.75**	**10.00**	**10.00**	**69.44**	**13.89**	**85.00**	**5.00**

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

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

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

Optional Attachments

Program Structure:

HSIP-PAG.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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