Highway Safety Improvement Program

Data Driven Decisions

Alabama
Highway Safety Improvement Program
2015 Annual Report

Prepared by: AL

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

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Executive Summary

The Alabama Department of Transportation (ALDOT) through the Bureau of Transportation Planning and Modal Programs, Office of Safety Operations (OSO) is responsible for the administration of the Highway Safety Improvement Program (HSIP). The goal for the OSO 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 for all public roads in Alabama.

The HSIP projects are consistent with the Alabama Strategic Highway Safety Plan (SHSP) 2nd Edition, version 2012. The SHSP is scheduled to begin updating in 2015. The next version of the Alabama SHSP will focus on implementing regional SHSPs in the Metropolitan Planning Organizations (MPOs) and Rural/Regional Planning Organizations (RPOs). Specific emphasis areas will be identified by local stakeholders to develop performance measures with proven countermeasures.

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

The SHSP has five key focus areas: Driver Behavior, Infrastructure Countermeasures, Legislative Initiatives, Traffic Safety Information Systems and Safety Stakeholders Community. 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 focused on the three (3) 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, and Horizontal Curve Safety Program.

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) is the next systemic HSIP project in development. This program will evaluate horizontal curves on state maintained roads and will develop recommendations for traffic signing and pavement marking in accordance with the MUTCD 2009. In addition, high crash sites and roadway departure locations will undergo road safety assessments (RSAs) to determine appropriate safety enhancements and countermeasures.

OSO 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 Alabama Roundabout Guide.

ALSAFE will be a version of PlanSafe. PlanSafe is a safety forecasting tool for analysis at the Traffic Analysis Zone level which is a common metric used by planners. ALSAFE will work similar to PlanSafe in that regard and 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 Development of the Alabama Roundabout Guide will serve as a guide to the planning, design, construction, operation, and maintenance of roundabouts in Alabama.

Alabama is developing a process and procedures to implement the Highway Safety Manual (HSM) to provide a tool to assist in selecting and evaluating safety projects. The Center for Advanced Public Safety (CAPS) is contracted to develop Safety Performance Factors (SPF) for state route segments and intersections while the University of South Alabama has a pending 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 of Guidelines also provide guidance on how to apply for HSIP funds. OSO purchased

GPS enabled horizontal curve ball bank equipment to determine the need for and the proper speed for horizontal series warning signs. The equipment and training was provided not only to ALDOT Region personnel but also to the County Engineers.

OSO in conjunction with FHWA also hosted the first annual Rural Road Safety Conference September 29 to October 1, 2014 in Guntersville, AL. The Conference focused on local safety issues and provided training on various topics including Road Safety 365, given by the FHWA Safety Resource Center.

Non-Infrastructure Safety Efforts

Non-Infrastructure Safety Efforts of Driver Behavior and Traffic Safety Information Systems areas of Alabama's current SHSP are managed by the Safety Management Section (SMS) in the ALDOT's Bureau of Transportation Planning and Modal Programs.

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). 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, May was proclaimed Motorcycle Safety Awareness Month, and July was proclaimed Distracted Driving Awareness Month by Alabama Governor Robert Bentley. Using varied communication channels and events, the ALDOT public education programs reached across the state of Alabama and generated news articles, advertisements and other marketing pieces that were viewed by our target audiences more than 35 million times.

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

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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

☒ Central

☐ District

☐ Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

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 will provide aid for local agencies, MPOs/RPOs, and local ALDOT Region Personnel with a focus on the eligibility and funding requirements for HSIP projects. HSIP funds are available to local agencies for low

cost safety improvements such as striping, markings, signage, traffic signal upgrades, etc. Project selections are based upon a benefit to cost analysis. Training has been provided on the new HSIP manual and future training is being scheduled for the HSIP application process.

Other local tools under development are the United States Road Assessment Program (usRAP), and the purchase of horizontal curve assessment devices. usRap is sponsored by the AAA Foundation for Traffic Safety and 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 (based on inspection of roads to examine how well they protect used from involvement in crashes and from deaths and serious injuries when crashes 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 is currently developing a Road Safety Assessments (RSAs) program. 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.

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. The Conference agenda was developed to emphasize the implementation of the safety process through all stages of roadway planning, design and operations through practical guidance specifically geared to local/rural roads. Over 150 participants attended to learn from various subjects including the Road Safety 365 workshop, which was a one day training session designed to provide local and rural agencies with practical and effective ways to implement safety solutions into their day-to-day activities and project development process. Participants also learned how to use the CARE system, to develop countermeasures for Stop-Controlled Intersections, Work Zone Safety for Local Roads, etc. The workshop and conference was very successful and another one is scheduled for October 2015.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

☒Design

☒Planning

☒Maintenance

☐Operations

☐Governors Highway Safety Office

☒Other: Other-ALDOT County Transportation

☒Other: Other-ALDOT Computer Services

Briefly describe coordination with internal partners.

OSO has several safety program partnerships with the ALDOT Maintenance Bureau. The initial safety program was developed between the OSO and ALDOT's Maintenance Bureau to implement the statewide shoulder widening projects on resurfacing projects. The program addresses road departure crashes along rural state routes. This program coordinates with the state's resurfacing program and provides two (2') foot shoulders along routes with shoulder scoring, where feasible. HSIP funds are utilized to implement the improvements. The ALDOT Maintenance Bureau administers the program and assists OSO in the identification of state routes that are being widened.

Additionally, ALDOT's Maintenance Bureau has been given the task of upgrading signage to meet the current MUTCD (Manual on Uniform Traffic Control Devices). As an effort to improve safety, OSO is collaborating by identifying high crash horizontal curve locations for enhanced signage upgrades. HSIP funding will be used to implement this program this portion of the overall program.

In 2012, OSO initiated a pilot project for a potential statewide inventory of traffic control devices at signalized intersections. The pilot provided a mixture of urban and rural collections of traffic data inventory. The purpose of this study would be to collect data at each location for both the OSO and the ALDOT Maintenance Bureau. OSO used would be for the safety performance functions (SPFs) perform of Highway Safety Manual and the purpose of the Maintenance Bureau would be to populate the data fields include in the Maintenance Bureau Traffic Signal Inventory GIS Database (TSID). The project has now expanded statewide and ALDOT Computer Services will develop a database for the use of ALDOT Region personnel also.

OSO has had other similar partnerships with ALDOT's County Transportation Bureau. This partnership was initially developed with the High Risk Rural Roads Program (HRRRP) and has expanded. Now ALDOT's County Transportation Bureau in active in the HSIP review committee of county applications and provides valid input on the development of other efforts to educate locals on safety issues. For instance, ALDOT's County Transportation Bureau assisted and participated in the Local Rural Roads Conference which was held in September 2014 and the upcoming conferenced scheduled for October 2015. This "hands on" approach has been successful in addressing Alabama's local roads safety needs and is beneficial in obligating HRRR and HSIP funds.

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

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

Identify which external partners are involved with Highway Safety Improvement Program planning.

☒ Metropolitan Planning Organizations

☒ Governors Highway Safety Office

☐ Local Government Association

☒ Other: Other-County and Local Govt

☒ Other: Other-Ala Dept of Public Health

☒ Other: Other-Ala Dept of Public Safety

☒Other: Other-Ala Dept of Education

☒Other: Other-Alabama Department of Economic and Community Affairs

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

☐Multi-disciplinary HSIP steering committee

☒Other: Other-Implementing HSIP/Safety Operations Manual

☒Other: Other-Pending Development of SPFs/CMFs for use of HSM

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

The Office of Safety Operations' 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. OSO provides infrastructure road safety initiatives and strategies and provides rapid review, response, and resolution to roadway safety concerns.

OSO 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. OSO 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, OSO manages HSIP funds in a more progressive manner.

Program Methodology

Select the programs that are administered under the HSIP.

☒ Median Barrier	☒ Intersection	☐ Safe Corridor
☒ Horizontal Curve	☒ Bicycle Safety	☒ Rural State Highways
☒ Skid Hazard	☒ Crash Data	☐ Red Light Running Prevention
☒ Roadway Departure	☒ Low-Cost Spot Improvements	☒ Sign Replacement And Improvement
☒ Local Safety	☒ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☒ Shoulder Improvement	☒ Segments
☐ Other:		

Program: **Median Barrier**

Date of Program Methodology: **7/29/2003**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☒ Median width
☒ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☒ Other-Use of HSM methodology

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ 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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 50
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other
- ☒ Projects are ranked by priority 50

Program: **Intersection**

Date of Program Methodology: **1/2/2000**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features

☐ Other ☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☐ Other

☒ Other-Safety and Operations Analysis

☒ Other-ALDOT Region selection of Candidates

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

☒ Rank of Priority Consideration

☒ Ranking based on B/C	1
☒ Available funding	2
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Other	

Program: **Horizontal Curve**

Date of Program Methodology: **1/2/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☒selection committee

☒Other-Program is being developed

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

☐Rank of Priority Consideration

☐Ranking based on B/C

☐Available funding

☐Incremental B/C

☐Ranking based on net benefit

☐Other

☒Methodology being developed 100

Program: **Bicycle Safety**

Date of Program Methodology: **1/1/2014**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ 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).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Rural State Highways**

Date of Program Methodology: **1/2/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☒ Other-No of lanes

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☐ Rank of Priority Consideration

☐ Ranking based on B/C	
☒ Available funding	50
☐ Incremental B/C	
☐ Ranking based on net benefit	
☒ Cost Effectiveness	50

Program: **Skid Hazard**

Date of Program Methodology: **1/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☒ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Program is being developed

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

☐ Rank of Priority Consideration

☐ Ranking based on B/C	
☒ Available funding	50
☐ Incremental B/C	
☐ Ranking based on net benefit	
☒ Cost Effectiveness	50

Program: **Crash Data**

Date of Program Methodology: **1/1/1996**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Use of the CARE system

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

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☐ Available funding

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

☒ Data Available Statewide 100

Program: **Roadway Departure**

Date of Program Methodology: **1/2/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☒ Lane miles	☒ Roadside features
	☐ Other	☒ Other-Existing Shoulder if applicable

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☒ 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

☐ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 50

☐ Incremental B/C

☐ Ranking based on net benefit

☒ Cost Effectiveness 50

Program: **Low-Cost Spot Improvements**

Date of Program Methodology: **1/1/1993**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☐ selection committee

☐ Other

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

☐Rank of Priority Consideration

☒Ranking based on B/C 50

☒Available funding 50

☐Incremental B/C

☐Ranking based on net benefit

☐Other

Program: **Sign Replacement And Improvement**

Date of Program Methodology: **1/1/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☐Median width
☐Fatal crashes only	☒Volume	☒Horizontal curvature
☐Fatal and serious injury crashes only	☐Population	☒Functional classification
☐Other	☐Lane miles	☒Roadside features
	☐Other	☐Other

What project identification methodology was used for this program?

☒Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ 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).

☐Relative Weight in Scoring

☒Rank of Priority Consideration

☐Ranking based on B/C

☒Available funding 1

☐Incremental B/C

☐Ranking based on net benefit

☒Cost Effectiveness 2

Program: **Local Safety**

Date of Program Methodology: **2/1/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☐Traffic	☐Median width
☐Fatal crashes only	☒Volume	☐Horizontal curvature
☒Fatal and serious injury crashes only	☐Population	☒Functional classification

☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☒ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☐ Rank of Priority Consideration

☒ Ranking based on B/C	25
☒ Available funding	50
☐ Incremental B/C	
☐ Ranking based on net benefit	
☒ Cost Effectiveness	25

Program: **Pedestrian Safety**

Date of Program Methodology: **1/1/2014**

What data types were used in the program methodology?

Crashes *Exposure* *Roadway*

☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒No

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☐selection committee

☒Other-Recently authorized project_Vulnerable User 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).

☐Relative Weight in Scoring

☒Rank of Priority Consideration

- ☐Ranking based on B/C
- ☐Available funding
- ☐Incremental B/C
- ☐Ranking based on net benefit
- ☐Other

Program: **Shoulder Improvement**

Date of Program Methodology: **1/2/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☒ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

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

☒ Rank of Priority Consideration

☐ Ranking based on B/C	
☒ Available funding	1
☐ Incremental B/C	
☐ Ranking based on net benefit	
☒ Cost Effectiveness	2

Program: **Segments**

Date of Program Methodology: **1/3/1993**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☒ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☒Yes

☐No

If yes, are local road projects identified using the same methodology as state roads?

☒Yes

☐No

How are highway safety improvement projects advanced for implementation?

☒Competitive application process

☐selection committee

☐Other

☒Other-RANKING

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

☐Rank of Priority Consideration

☐Ranking based on B/C	
☒Available funding	50
☐Incremental B/C	
☐Ranking based on net benefit	
☒Cost Effectiveness	50

What proportion of highway safety improvement program funds address systemic improvements?

50

Highway safety improvement program funds are used to address which of the following systemic improvements?

- ☒ Cable Median Barriers
- ☐ Rumble Strips
- ☐ Traffic Control Device Rehabilitation
- ☒ Pavement/Shoulder Widening
- ☐ Install/Improve Signing
- ☐ Install/Improve Pavement Marking and/or Delineation
- ☐ Upgrade Guard Rails
- ☐ Clear Zone Improvements
- ☐ Safety Edge
- ☐ Install/Improve Lighting
- ☐ Add/Upgrade/Modify/Remove Traffic Signal
- ☒ Other Other-Horizontal Curve Signing and Marking Program

What process is used to identify potential countermeasures?

- ☒ Engineering Study
- ☒ Road Safety Assessment
- ☐ Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

☒Highway Safety Manual

☒Road Safety audits

☒Systemic Approach

☐Other:

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

The Office of Safety Operations' methodology for development of the HSIP Programs is directly related to the correlation with the goals and elements in the Alabama Strategic Highway Safety Plan. Program elements are focused toward reducing the number of fatalities and severe injuries in Alabama.

ALDOT is making great strides toward implementing more systemic programs and providing safety tools for analysis for within the department as well as external partners. The goal for the updated SHSP is to target more local entities to assist in the TZD initiative for the state.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☐ State Fiscal Year

☒ Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	16313304	18 %	33324160	21 %
HRRRP (SAFETEA-LU)	0	0 %	163898	0 %
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer – Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)	76402350	82 %	124552303	79 %
State and Local Funds	0	0 %	0	0 %

Totals	92715654	100%	158040361	100%

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

0 %

How much funding is obligated to local safety projects?

1 %

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

0 %

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

2 %

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

0 %

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

20 %

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

At this time, there are no obligation impediments of HSIP funds in Alabama.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

None at this time

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
SR-255 FROM MP 0 TO MP 2.375, MADISON COUNTY	Shoulder treatments Widen shoulder - paved or other	2 Miles	190336	1464125.93	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other Freeways and Expressways	48690	65	State Highway Agency	Roadway Departure	
SR-132 FROM MP 9.74 TO MP 17.44, ETOWAH COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	472802	2781188.65	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1360	55	State Highway Agency	Roadway Departure	
SR-7 FROM MP 215.34 TO MP 223.95, DEKALB COUNTY	Shoulder treatments Widen shoulder - paved or	9 Miles	399599	2219993	Other Federal-aid Funds (i.e. STP,	Rural Major Collector	3368	55	State Highway Agency	Roadway Departure	

	other				NHPP)						
SR-7 FROM MP 192.41 TO MP 208.24, ETOWAH COUNTY	Shoulder treatments Widen shoulder - paved or other	16 Miles	911096	3796235	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	2090		State Highway Agency	Roadway Departure	
SR-2(US-72) FROM MP 102.748 TO MP 105.65, MADISON COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	396941	2089163	Other Federal-aid Funds (i.e. STP, NHPP)	Urban Principal Arterial - Other	22635	65	State Highway Agency	Roadway Departure	
SR-1(US 431) FROM MP 321.24 TO MP 327.14, MADISON COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	805637	3836365	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	114760	65	State Highway Agency	Roadway Departure	
ROUNDABOUT AT SR-53(US 231) AND SR-25(US-411)/CR-33 IN ST. CLAIR, PE BUDGET	Intersection traffic control Modify control - modifications to	1 Numbers	150000	150000	HSIP (Section 148)	MULTIPLE CLASSES	3425		State Highway Agency	Intersections	

	roundabout										
ROUNDABOUT AT SR-79 AT SR-160, BLOUNT COUNTY, PE BUDGET	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	115385	115385	HSIP (Section 148)	MULTIPLE CLASSES	4360		State Highway Agency	Intersections	
RESURFACING, CROSS SLOPE CORRECTION, GUARDRAIL AND GUIDERAIL INSTALLATION ON I-59 FROM MP 174.75 TO MP 181.056, ETOWAH AND ST. CLAIR COUNTIES	Roadside Barrier end treatments (crash cushions, terminals)	6 Miles	492609	14274592	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Interstate	25380	70	State Highway Agency	Lane Departure	
SR-2(US 72) AT SR-17 (US 43, 11TH AVE, JACKSON HWY),	Intersection traffic control Intersection traffic	1 Numbers	294067	294067	HSIP (Section 148)	Urban Principal Arterial - Other	23230		State Highway Agency	Intersections	

COLBERT COUNTY	control - other										
MEDIAN CROSSOVER PROTECTION ON I -65 IN CULLMAN, MORGAN, AND LIMESTONE COUNTIES, FROM MP 313.10 TO MP 341.50	Roadside Barrier - cable	29 Miles	519389	1630500	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Interstate	30520	70	State Highway Agency	Lane Departure	
SR-20 FROM MP 29.04 TO MP 29.32, COLBERT COUNTY	Intersection geometry Auxiliary lanes - add acceleration lane	1 Numbers	150000	1006732	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	16700	65	State Highway Agency	Intersections	
SR-4(US-78) FROM MP 105 TO MP 111.716, JEFFERSON COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	691894	4612625	Other Federal-aid Funds (i.e. STP, NHPP)	Urban Minor Arterial	23920	55	State Highway Agency	Roadway Departure	
I-20 FROM MP 188 TO MP	Roadside Barrier -	17	8350	25050	Other Federal-	Rural Principal	35520	70	State Highway	Lane	

205, CALHOUN AND CLEBURNE COUNTIES, PE BUDGET	cable	Miles			aid Funds (i.e. STP, NHPP)	Arterial - Interstate			Agency	Departure	
SR-9 FROM MP 203. 168 TO MP 213.592, CLEBURNE COUNTY	Shoulder treatments Widen shoulder - paved or other	10 Miles	787869	4377050	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	2595	55	State Highway Agency	Roadway Departure	
I-20 FROM MP 164.70 TO MP 173.3, TALLADEGA COUNTY, PE BUDGET	Roadside Barrier - cable	9 Miles	8350	25050	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Interstate	39903	70	State Highway Agency	Lane Departure	
SR-49 FROM MP 60.234 TO MP 68.577, CLAY COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	495230	2606474	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1620	55	State Highway Agency	Roadway Departure	
SR-49 FROM MP 20.524 TO MP 29.743,	Shoulder treatments Widen	9 Miles	637795	2551181	Other Federal-aid	Rural Minor	4603	55	State Highway	Roadway Departure	

TALLAPOOSA COUNTY	shoulder - paved or other				Funds (i.e. STP, NHPP)	Arterial			Agency		
SR-169 FROM MP 10.272 TO MP 16.017, RUSSELL AND LEE COUNTIES	Shoulder treatments Widen shoulder - paved or other	6 Miles	557399	2933680	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	3157	55	State Highway Agency	Roadway Departure	
SR-46 FROM MP 0 TO MP 4.875, CLEBURNE COUNTY	Shoulder treatments Widen shoulder - paved or other	5 Miles	255994	1706626	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1880	55	State Highway Agency	Roadway Departure	
SR-74 FROM MP 148.535 TO MP 155.576, CALHOUN COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	681505	3104634	Other Federal-aid Funds (i.e. STP, NHPP)	Urban Principal Arterial - Other	4147	50	State Highway Agency	Roadway Departure	
SR-215 FROM MP 32.74 TO MP 40.482, BIBB COUNTY	Shoulder treatments Widen shoulder - paved or	8 Miles	588707	2803368	Other Federal-aid Funds (i.e. STP,	Rural Minor Arterial	1005	55	State Highway Agency	Roadway Departure	

	other				NHPP)						
SR-96 FROM MP 19.74 TO MP 21.545, LAMAR COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	167388	1506494	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1370	55	State Highway Agency	Roadway Departure	
SR-171 FROM MP 23.63 TO MP 34.50, FAYETTE COUNTY	Shoulder treatments Widen shoulder - paved or other	11 Miles	554901	3963581	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	2375	55	State Highway Agency	Roadway Departure	
SR-22 FROM MP 51.77 TO MP 58.25, CHILTON COUNTY	Shoulder treatments Widen shoulder - paved or other	7 Miles	388272	2589815	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	2655	55	State Highway Agency	Roadway Departure	
SR-118 FROM MP 9.17 TO MP 17.13, LAMAR COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	377033	2513550	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	2383	55	State Highway Agency	Roadway Departure	

SR-191 FROM MP 0 TO MP 6, CHILTON COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	466943	3112950	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	910	55	State Highway Agency	Roadway Departure	
ROUNDABOUT AT SR-5 AND CR-58, BIBB COUNTY--PE BUDGET	Intersection traffic control Modify control - modifications to roundabout	1 Miles	138683	138683	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	5280		State Highway Agency	Intersections	
I-59 FROM MP 55.352 TO MP 73.003, TUSCALOOSA AND GREENE COUNTIES--PE BUDGET	Roadside Barrier - cable	18 Miles	79733	159467	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Interstate	50980	70	State Highway Agency	Lane Departure	
I-85 FROM MP 49.50 TO MP 79.80, LEE AND CHAMBERS COUNTIES--PE	Roadside Barrier - cable	30 Miles	8350	25050	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	32500	70	State Highway Agency	Roadway Departure	

BUDGET											
SR-110 FROM MP 24.684 TO MP 32.259, BULLOCK COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	526355	3096209	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	3540		State Highway Agency	Roadway Departure	
SR-110 FROM MP 4.65 TO MP 14.127, MONTGOMERY COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	224025	4480507	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	2750		State Highway Agency	Roadway Departure	
SR-53 FROM MP 101 TO MP 105.307, MONTGOMERY COUNTY	Shoulder treatments Widen shoulder - paved or other	4 Miles	662635	3897851	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	57540	65	State Highway Agency	Roadway Departure	
SR-3 FROM MP 187.055 TO MP 192.735, AUTAUGA COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	486927	4869268	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	14468		State Highway Agency	Roadway Departure	

SR-9 FROM MP 73.933 TO MP 83.50, MONTGOMERY COUNTY	Shoulder treatments Widen shoulder - paved or other	10 Miles	726720	4037335	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	4066	55	State Highway Agency	Roadway Departure	
SR-106 FROM MP 0 TO MP 9.45, BUTLER COUNTY	Shoulder treatments Widen shoulder - paved or other	10 Miles	750955	750955	HSIP (Section 148)	Rural Minor Collector	897	55	State Highway Agency	Roadway Departure	
SR-8 FROM MP 100.143 TO MP 106.018, LOWNDES	Shoulder treatments Widen shoulder - paved or other	6 Miles	412798	2948558	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	7555	55	State Highway Agency	Roadway Departure	
SR-15 FROM MP 541.492 TO MP 543.672, COVINGTON COUNTY	Shoulder treatments Widen shoulder - paved or other	2 Miles	120285	1202850	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	2885	55	State Highway Agency	Roadway Departure	
SR-54 FROM MP 9.222 TO MP 15.0995,	Shoulder treatments Widen	7 Miles	557339	3278467	Other Federal-aid	Rural Minor	890	55	State Highway	Roadway Departure	

GENEVA COUNTY	shoulder - paved or other				Funds (i.e. STP, NHPP)	Arterial			Agency		
SR-85 FROM MP 0 TO MP 12.299, GENEVA/DALE COUNTIES	Shoulder treatments Widen shoulder - paved or other	12 Miles	1108893	5040425	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1607	55	State Highway Agency	Roadway Departure	
SR-105 FROM MP 0 T0 MP 9.5, DALE COUNTY	Shoulder treatments Widen shoulder - paved or other	10 Miles	749101	2996404	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	3525		State Highway Agency	Roadway Departure	
SR-95 FROM MP 32.878 TO MP 42.17, HENRY COUNTY	Shoulder treatments Widen shoulder - paved or other	9 Miles	1126379	4897300	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Major Collector	670	55	State Highway Agency	Roadway Departure	
SR-105 MP 0 TO MP 18.905, DALE/BARBOUR COUNTIES	Roadway signs and traffic control Roadway signs and	19 Miles	50000	50000	HSIP (Section 148)	MULTIPLE CLASSES	1927		State Highway Agency	Roadway Departure	

	traffic control - other										
SR-10 FROM MP 187.36 TO MP 192.854, BARBOUR COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	433558	2064564	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	2136	55	State Highway Agency	Roadway Departure	
SR-12 FROM MP 215.076 TO MP 215.462, HOUSTON COUNTY	Shoulder treatments Widen shoulder - paved or other	1 Miles	407796	407796	HSIP (Section 148)	Rural Principal Arterial - Other	19510	55	State Highway Agency	Roadway Departure	
SR-55 FROM MP 10.182 TO MP 23.54, COVINGTON COUNTY	Shoulder treatments Widen shoulder - paved or other	14 Miles	1136558	3919167	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	2855		State Highway Agency	Roadway Departure	
SR-87 FROM MP 24.1 TO MP 31.78, COFFEE COUNTY	Shoulder treatments Widen shoulder - paved or	8 Miles	814373	3877966	Other Federal-aid Funds (i.e. STP,	Rural Minor Arterial	1013	55	State Highway Agency	Roadway Departure	

	other				NHPP)						
SR-167 FROM MP 12.3 TO MP 15.208, DALE COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	333447	1587842	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	2870	55	State Highway Agency	Roadway Departure	
SR-47 FROM MP 30.316 TO MP 32.592, MONROE COUNTY	Shoulder treatments Widen shoulder - paved or other	2 Miles	147307	545581	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	405	55	State Highway Agency	Roadway Departure	
SR-83 FROM MP 21.627 TO MP 24.274, MONROE COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	161107	537023	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	220	55	State Highway Agency	Roadway Departure	
SR-56 FROM MP 0 TO MP 12.948, WASHINGTON COUNTY	Shoulder treatments Widen shoulder - paved or other	13 Miles	854118	2372549	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1550	55	State Highway Agency	Roadway Departure	

SR-21 FROM MP 78.985 TO MP 84.078, WILCOX COUNTY	Shoulder treatments Widen shoulder - paved or other	5 Miles	363122	1513009	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	668	55	State Highway Agency	Roadway Departure	
CR-358 FROM THREE NOTCH RD TO DAWES LANE, MOBILE COUNTY	Intersection geometry	1 Numbers	700709	700709	HSIP (Section 148)	Rural Local Road or Street		45	County Highway Agency	Intersections	
SR-163 FROM MP 0 TO 2.525, MOBILE COUNTY	Shoulder treatments Widen shoulder - paved or other	3 Miles	69634	980760	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Other	8003	55	State Highway Agency	Roadway Departure	
SR-16 FROM MP 68.28 TO MP 68.49, BALDWIN COUNTY	Intersection geometry	1 Numbers	175000	175000	HSIP (Section 148)	Rural Minor Arterial	4320	55	State Highway Agency	Intersections	
GUARDRAIL AND GUARDRAIL END ANCHORS ON CR-67 IN	Roadside Barrier - cable	1 Numbers	0	163898	HRRRP (SAFETEA-LU)	Rural Local Road or Street		45	County Highway Agency	Lane Departure	

JACKSON COUNTY											
SR-41 FROM MP 74.057 TO MP 80.611, WILCOX AND MONROE COUNTIES	Shoulder treatments Widen shoulder - paved or other	7 Miles	391868	1399529	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	577	55	State Highway Agency	Roadway Departure	
SR-68 FROM MP 22.95 TO MP 30.33, CHEROKEE COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	324640	2318860	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	10460	55	State Highway Agency	Roadway Departure	
SR-65 FROM MP 0 TO MP 3.47, JACKSON COUNTY	Shoulder treatments Widen shoulder - paved or other	4 Miles	182429	729717	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Major Collector	1760	55	State Highway Agency	Roadway Departure	
I-65 FROM MP 198.021 TO MP 209.405, CHILTON COUNTY	Roadside Barrier - cable	11 Miles	268218	812782	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Interstate	34410	70	State Highway Agency	Lane Departure	

I-65 FROM MP 209.405 TO MP 255.948, CHILTON COUNTY	Roadside Barrier - cable	17 Miles	400153	1212584	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Interstate	38091	70	State Highway Agency	Lane Departure	
I-59 FROM MP 0 TO MP 27, SUMTER COUNTY (PE BUDGET)	Roadside Barrier - cable	27 Miles	114650	343950	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Principal Arterial - Interstate	19670	70	State Highway Agency	Lane Departure	
SR-170 FROM MP 0 TO MP 11.68, ELMORE COUNTY	Shoulder treatments Widen shoulder - paved or other	12 Miles	809734	4763142	Other Federal-aid Funds (i.e. STP, NHPP)	MULTIPLE CLASSES	4818		State Highway Agency	Roadway Departure	
SR-6 FROM MP 171.45 TO MP 179.35, MONTGOMERY COUNTY	Shoulder treatments Widen shoulder - paved or other	8 Miles	582019	3233440	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1280	55	State Highway Agency	Roadway Departure	
SR-153 FROM MP 0 TO MP 9, GENEVA	Shoulder treatments Widen	9 Miles	949462	3956089	Other Federal-aid	Rural Minor	1693	55	State Highway	Roadway Departure	

COUNTY	shoulder - paved or other				Funds (i.e. STP, NHPP)	Arterial			Agency		
SR-125 FROM MP 19.4 TO MP 25.65, PIKE COUNTY	Shoulder treatments Widen shoulder - paved or other	6 Miles	476917	2167805	Other Federal-aid Funds (i.e. STP, NHPP)	Rural Minor Arterial	1287	55	State Highway Agency	Roadway Departure	
INTERCHANGE MODIFICATION ON SR-17 AT SR-158 RAMPS, MOBILE COUNTY (PE BUDGET)	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	312000	312000	HSIP (Section 148)	Urban Principal Arterial - Other Freeways and Expressways			State Highway Agency	Intersections	
SAFETY OUTREACH CAMPAIGNS AND OTHER SAFETY ACTIVITIES FY 2014	Non-infrastructure Outreach	1 Numbers	500000	500000	HSIP (Section 148)				State Highway Agency	SAFETY OUTREACH EFFORTS	
ALDOT AND ALABAMA	Non-infrastructur	1 Numbe	125000	1250000	HSIP (Section				State Highway	Enforcement Efforts	

DEPT OF PUBLIC SAFETY OVERTIME ENFORCEMENT EFFORTS FY 2014	e Enforcement	rs			148)				Agency		
PURCHASE OF HORIZONTAL CURVE ASSESSMENT DEVICES FOR COUNTY AND ALDOT PERSONNEL	Miscellaneous	125 Numbers	640000	640000	HSIP (Section 148)				State Highway Agency	Roadway Departure	
DEVELOPMENT OF SAFETY PERFORMANCE FUNCTION (SPF) AND PART C CRASH MODIFICATION FACTORS ON RURAL LOCAL ROADS IN ALABAMA	Non-infrastructure Transportation safety planning	1 Numbers	308626	308626	HSIP (Section 148)				State Highway Agency	Data	
PHASE I OF THE	Non-infrastructur	1 Numbe	350305	350305	HSIP (Section				State Highway	Development of SHSP	

ALABAMA STRATEGIC HIGHWAY SAFETY PLAN (SHSP)	e Transportation safety planning	rs			148)				Agency		
ALDOT STATEWIDE WRONG-WAY INTERCHANGE ASSESSMENT	Non-infrastructure Transportation safety planning	1 Numbers	381405	381405	HSIP (Section 148)				State Highway Agency	Data	

Progress in Achieving Safety Performance Targets

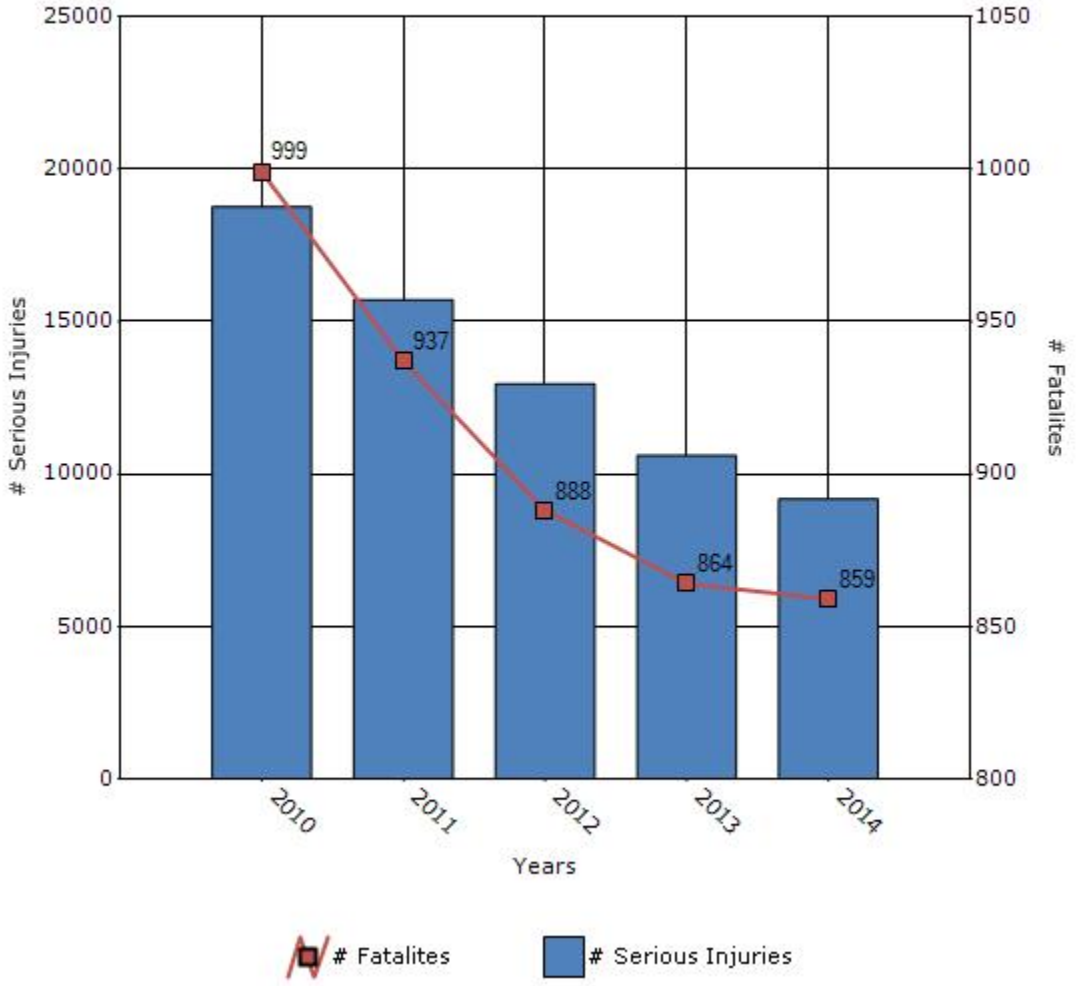
Overview of General Safety Trends

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

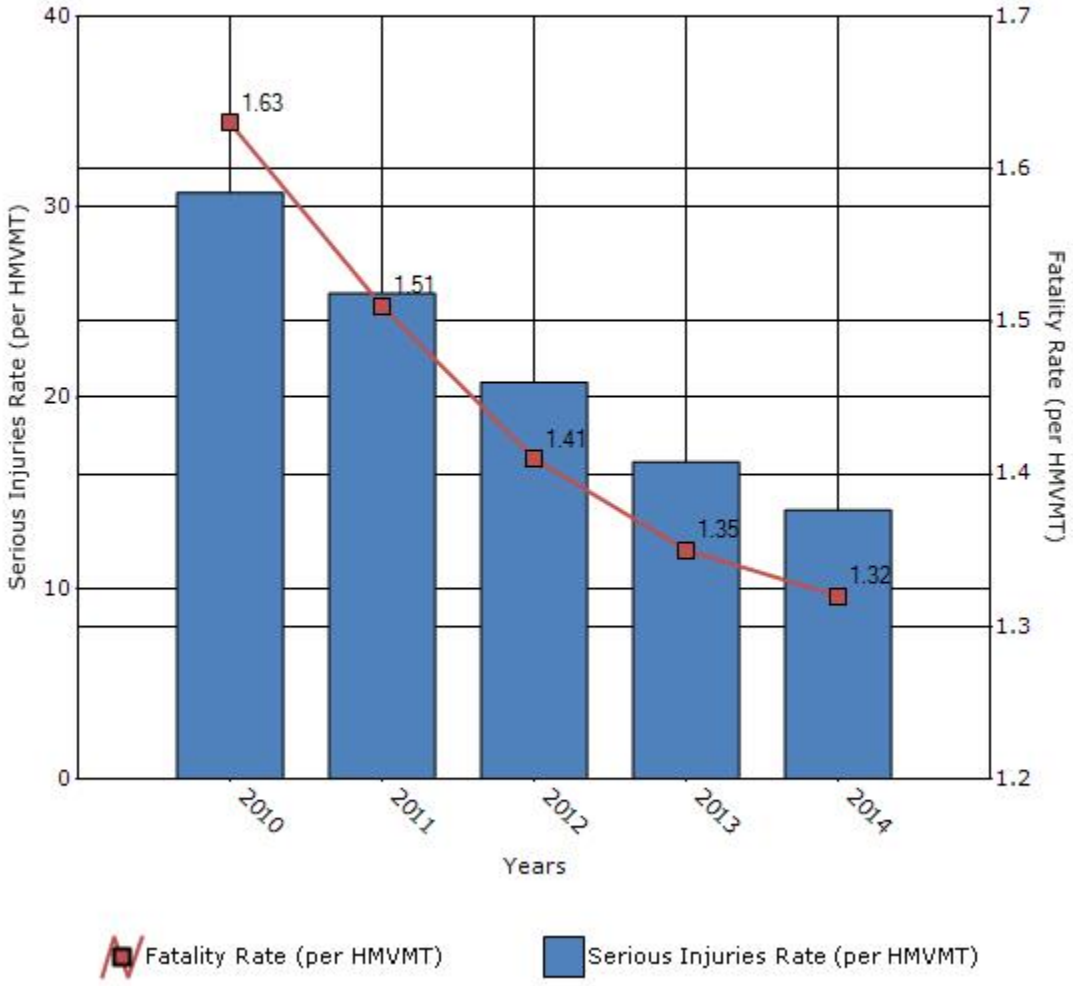
Performance Measures*	2010	2011	2012	2013	2014
Number of fatalities	999	937	888	864	859
Number of serious injuries	18757	15705	12949	10609	9174
Fatality rate (per HMVMT)	1.63	1.51	1.41	1.35	1.32
Serious injury rate (per HMVMT)	30.75	25.47	20.81	16.63	14.1

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

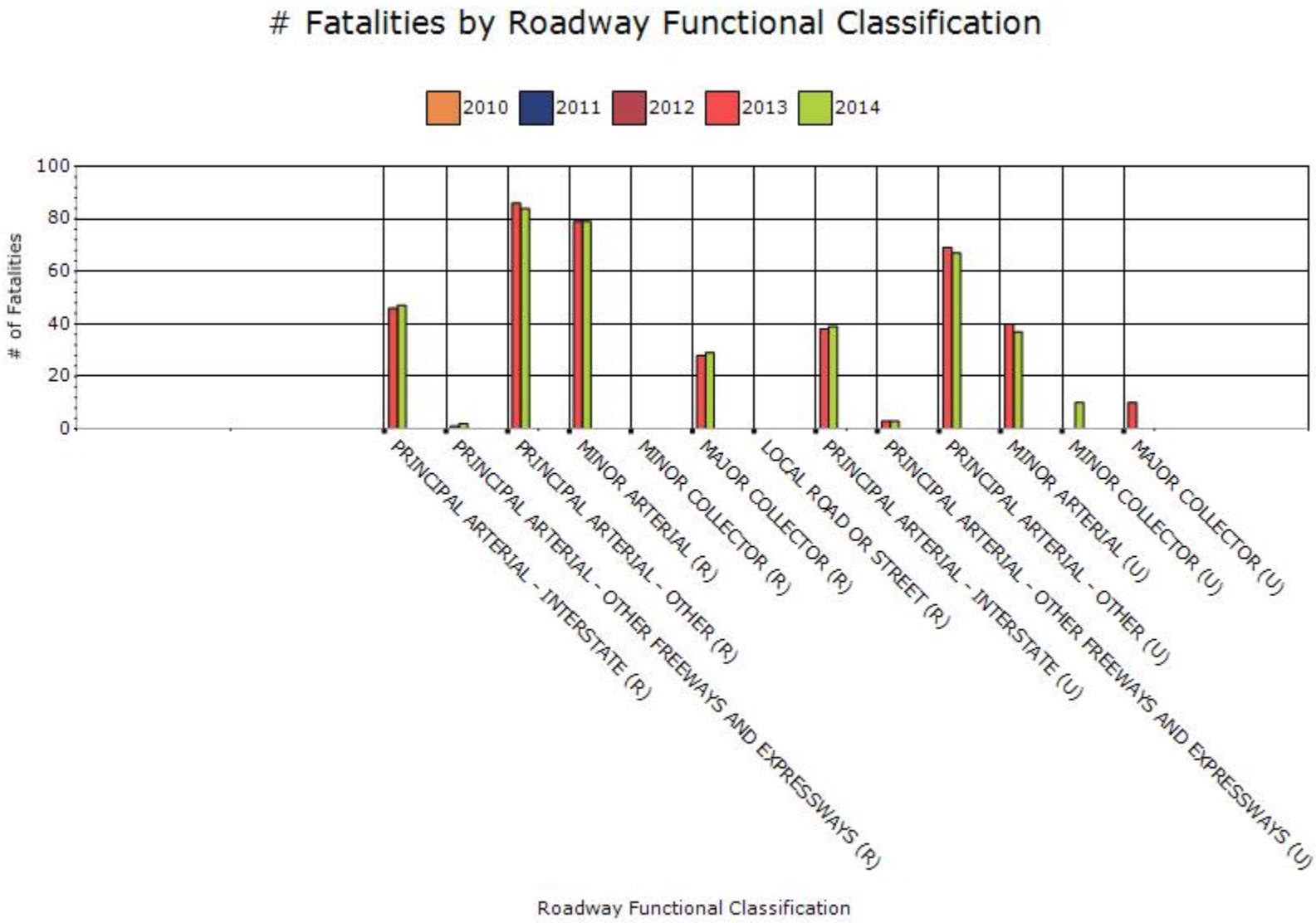


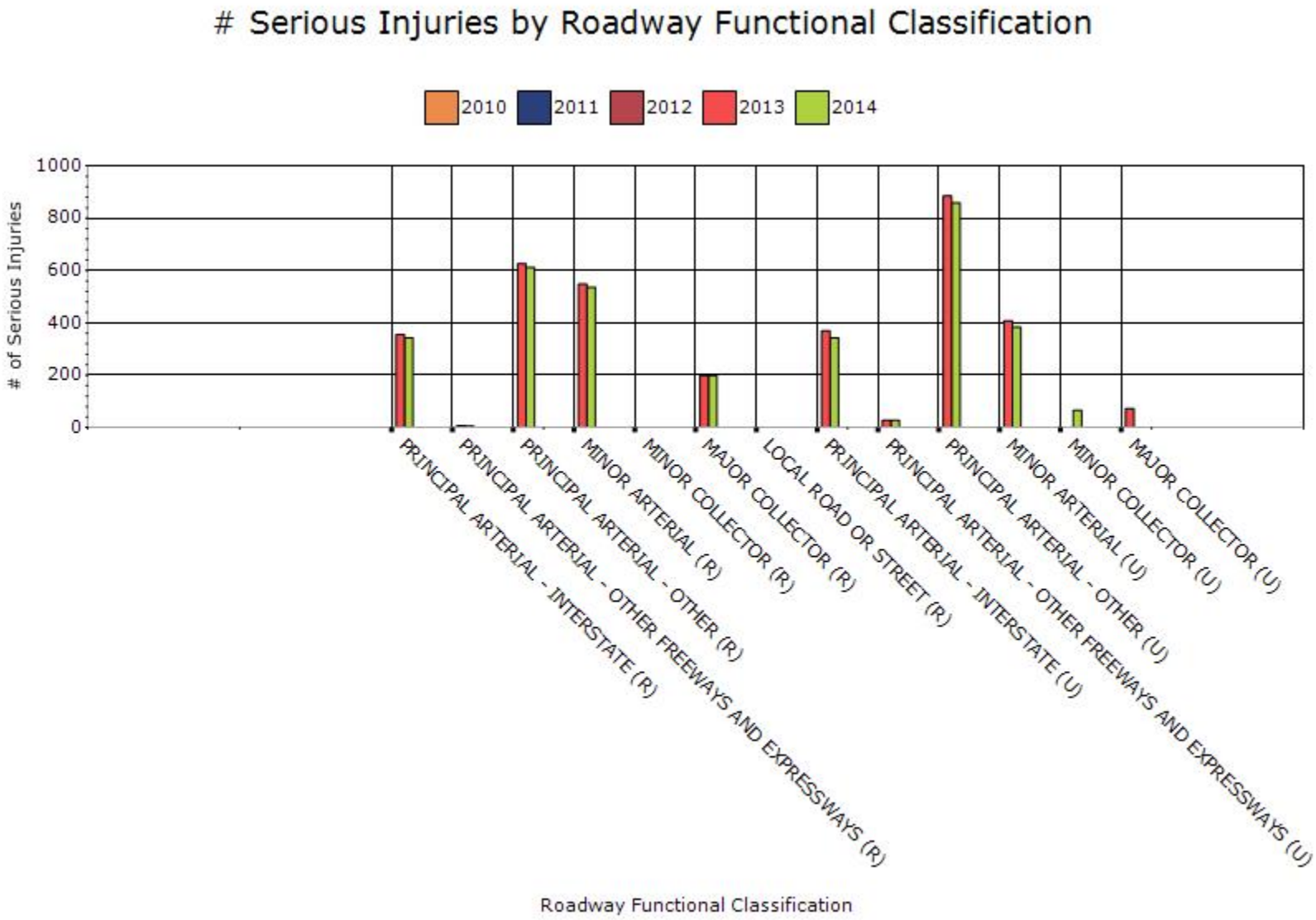
To the maximum extent possible, present performance measure* data by functional classification and ownership.

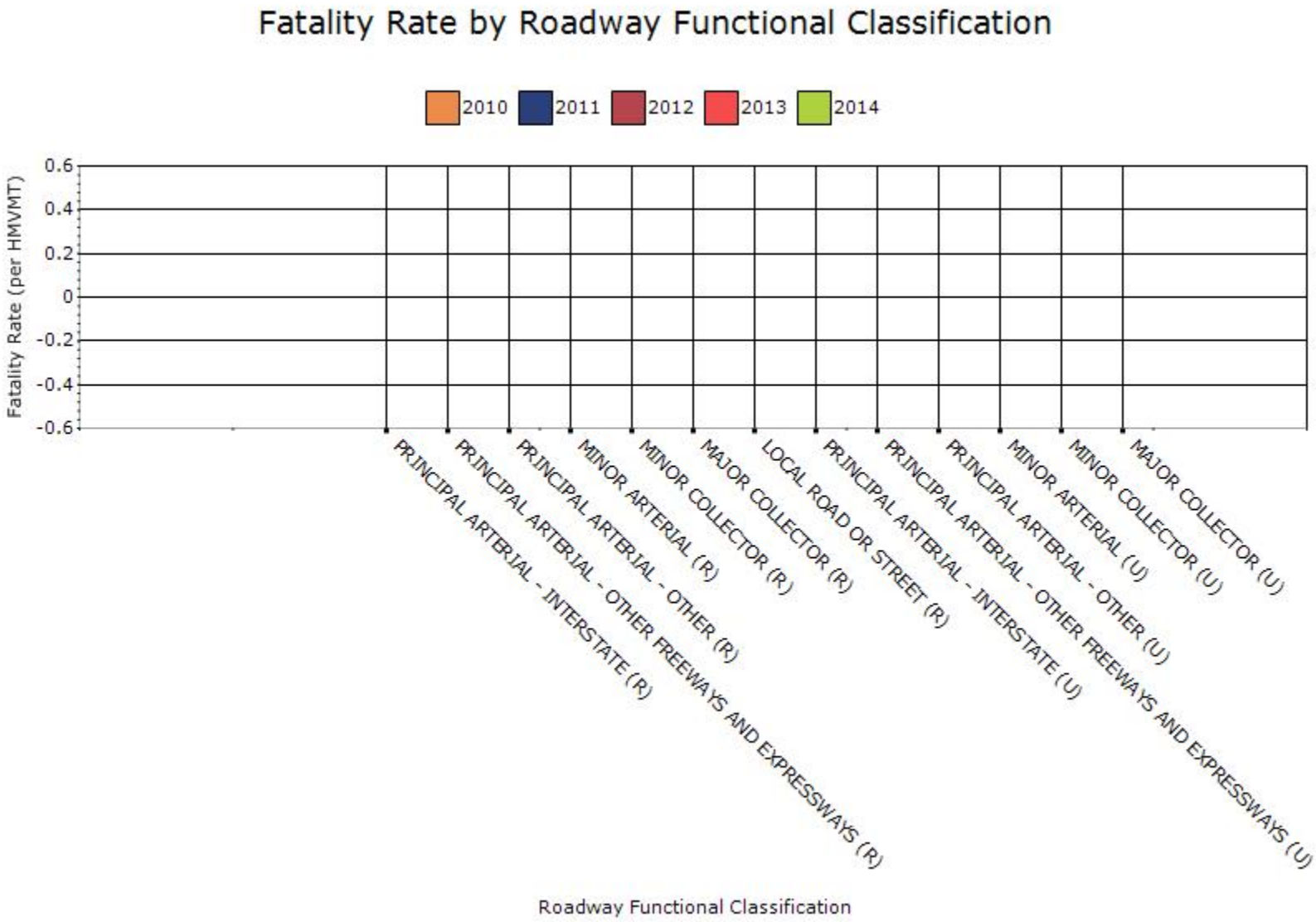
Year - 2014

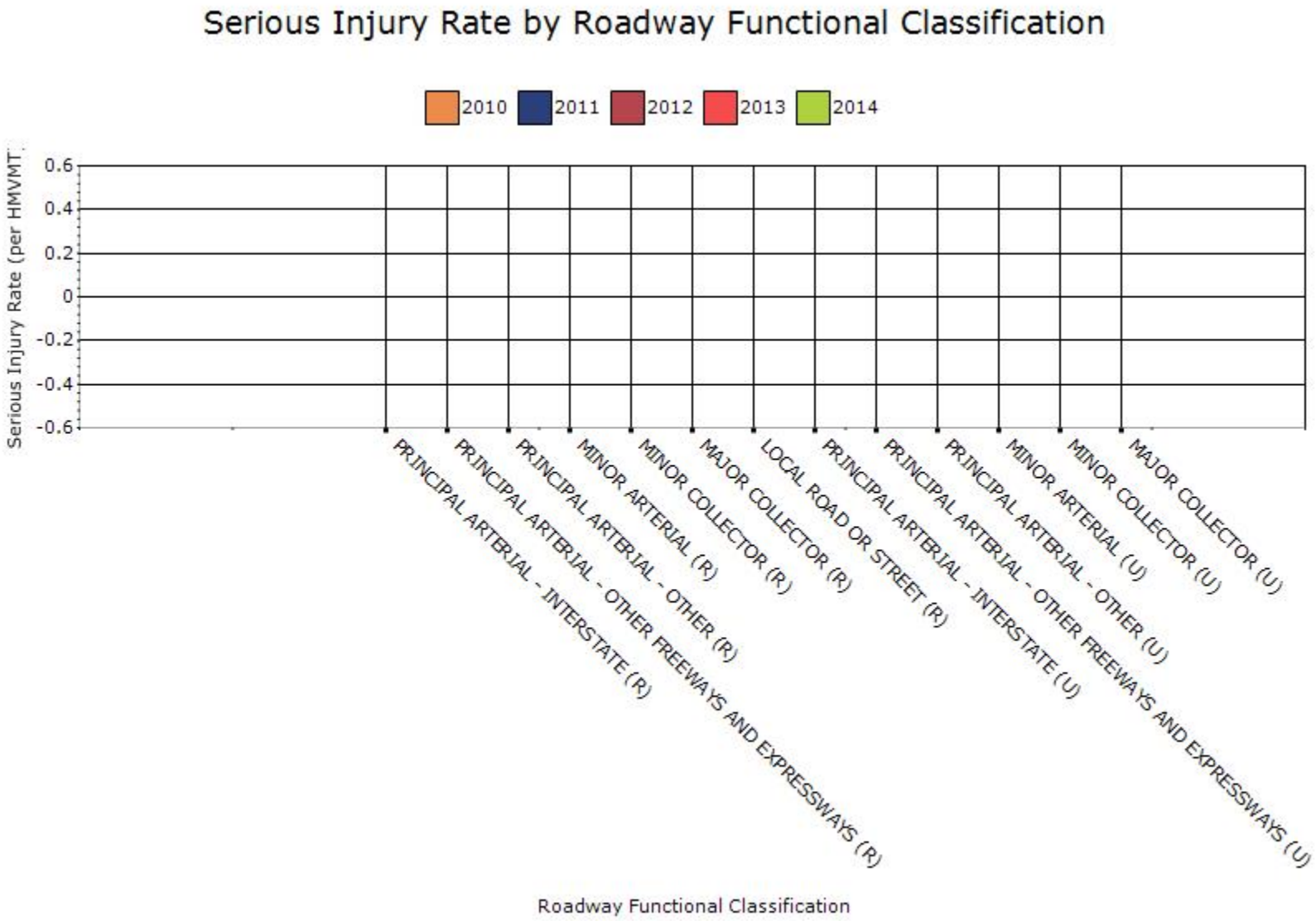
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	47	343	0	0
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	2	6	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	84	612	0	0
RURAL MINOR ARTERIAL	79	536	0	0
RURAL MINOR COLLECTOR	0	0	0	0
RURAL MAJOR COLLECTOR	29	199	0	0
RURAL LOCAL ROAD OR STREET	0	0	0	0
URBAN PRINCIPAL	39	343	0	0

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	3	28	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	67	859	0	0
URBAN MINOR ARTERIAL	37	383	0	0
URBAN MINOR COLLECTOR	10	66	0	0
URBAN MAJOR COLLECTOR	0	0	0	0


Fatalities by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Fatalities
100
80
60
40
20
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

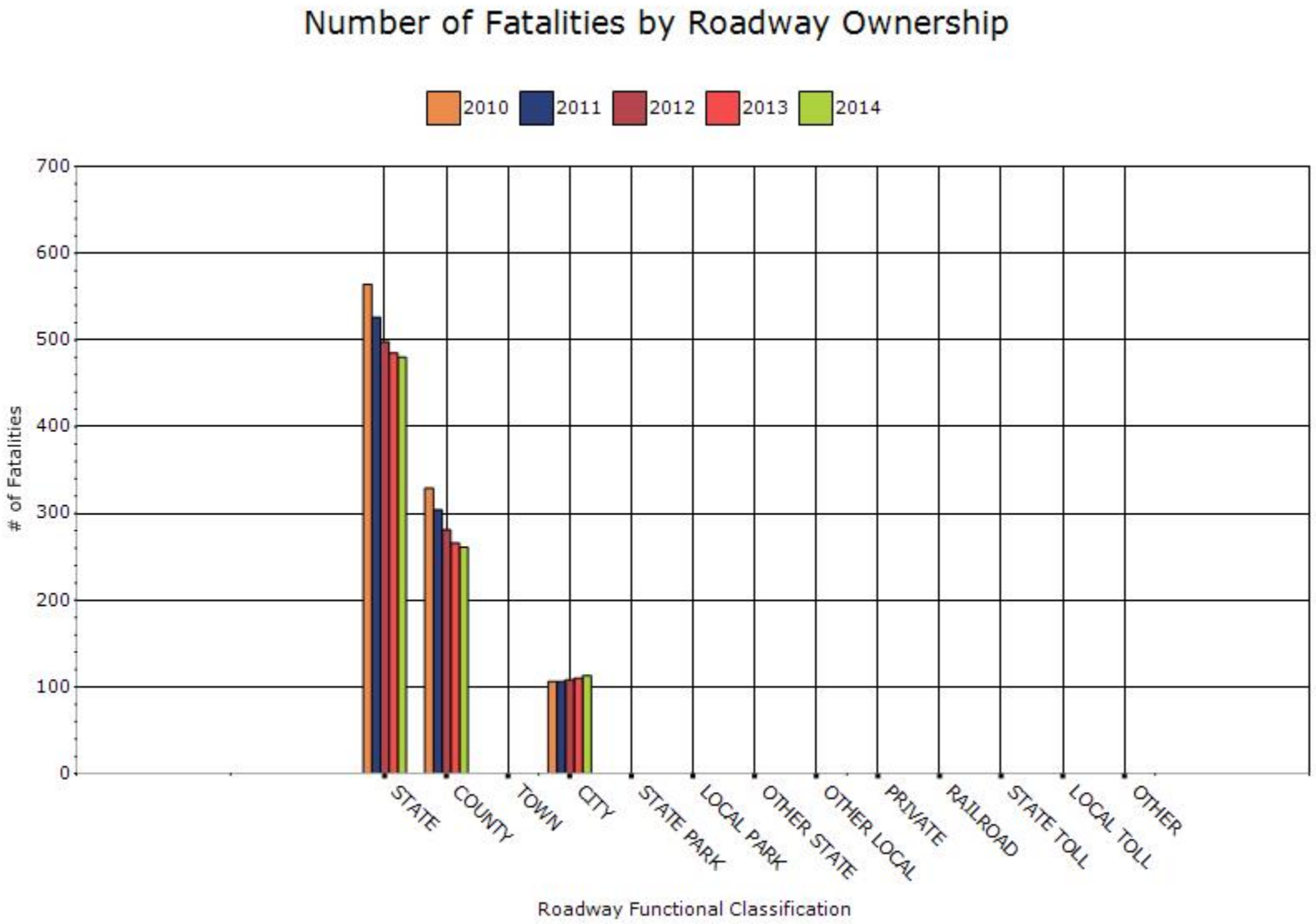

Serious Injuries by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Serious Injuries
1000
800
600
400
200
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

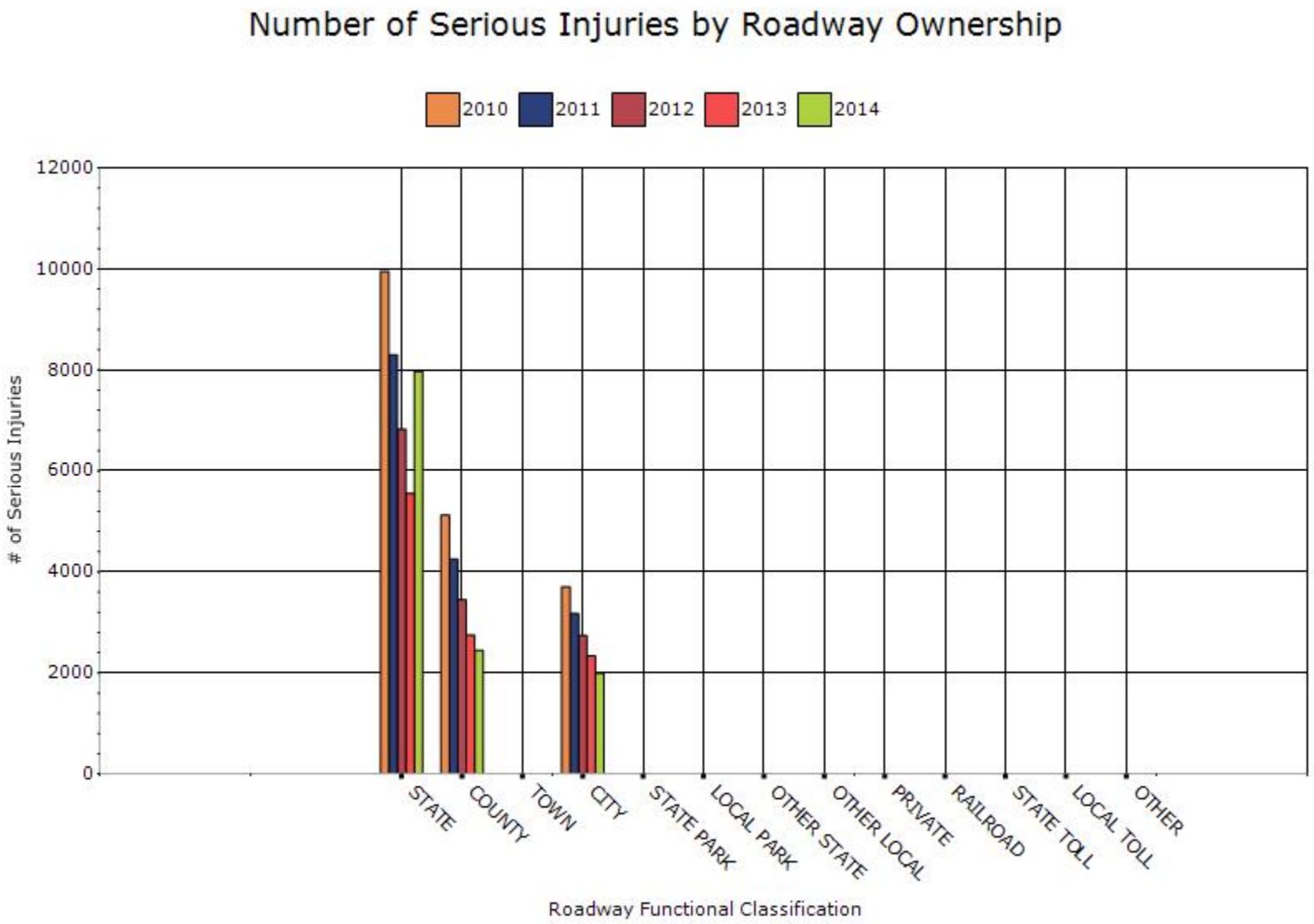

Fatality Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification


Serious Injury Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Serious Injury Rate (per HMVMT)
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

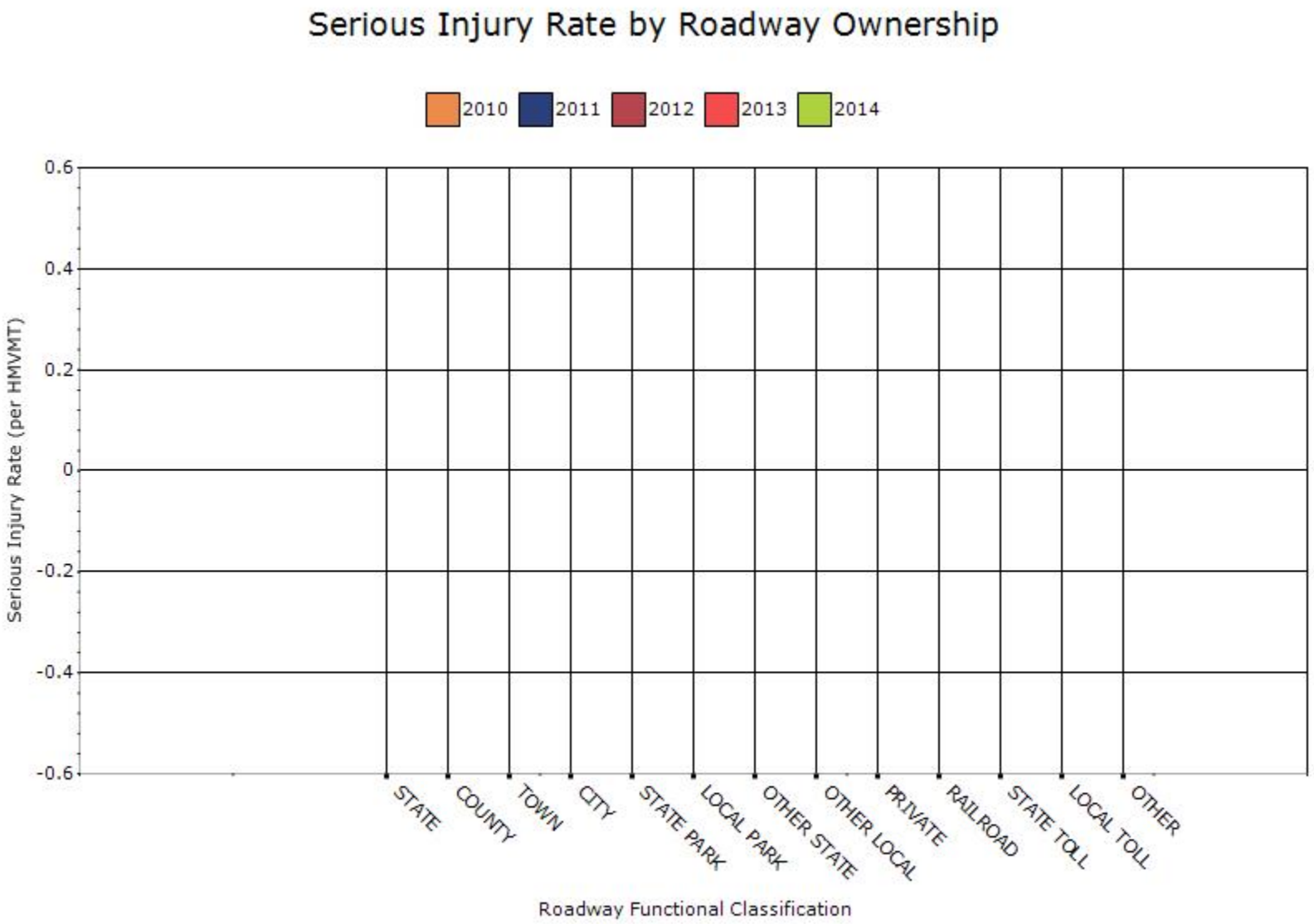
Year - 2014

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	480	7971	0	0
COUNTY HIGHWAY AGENCY	261	2449	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	113	1997	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0


Number of Fatalities by Roadway Ownership
2010
2011
2012
2013
2014
700
600
500
400
300
200
100
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2010
2011
2012
2013
2014
12000
10000
8000
6000
4000
2000
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2010
2011
2012
2013
2014
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Fatality Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2010
2011
2012
2013
2014
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

Alabama has had a steady decline in both the number of fatalities and the number of serious injuries. This year's report shows a continuing decline also.

Alabama is still incorporating highway functional class into the crash data system administered through the CARE system. The rolling average for 2014 was calculated for this report. However the rate of fatalities and serious injuries for highway functional classification and/or roadway classification is still not available.

Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.744	0.708	0.718	0.788	0.79
Serious injury rate (per capita)	8.918	8.196	7.05	5.946	5.052
Fatality and serious injury rate (per capita)	9.658	8.9	7.766	6.734	5.842

*Performance measure data is presented using a five-year rolling average.

The number of fatalities for drivers and pedestrians 65 years of age and older from the FARS annual Report File and the number of serious injuries from Alabama's CARE system are added together. That amount is then divided by the number of people in Alabama who are 65 years of age and older compared to the total State population to determine the rate for that particular year, i.e. 2005.

Example: For 2005: (No. of Fatalities + No. of Serious Injuries) = Total of Older Driver and Pedestrians for 2005

Total of Older Drivers and Pedestrians for 2005 / 2005 older population =RATE FOR 2005

In order to calculate the 5 year rolling averages, each rate of fatalities and serious injuries was calculated for each year 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013. Then a 5 year rolling average is calculated as below.

Example:

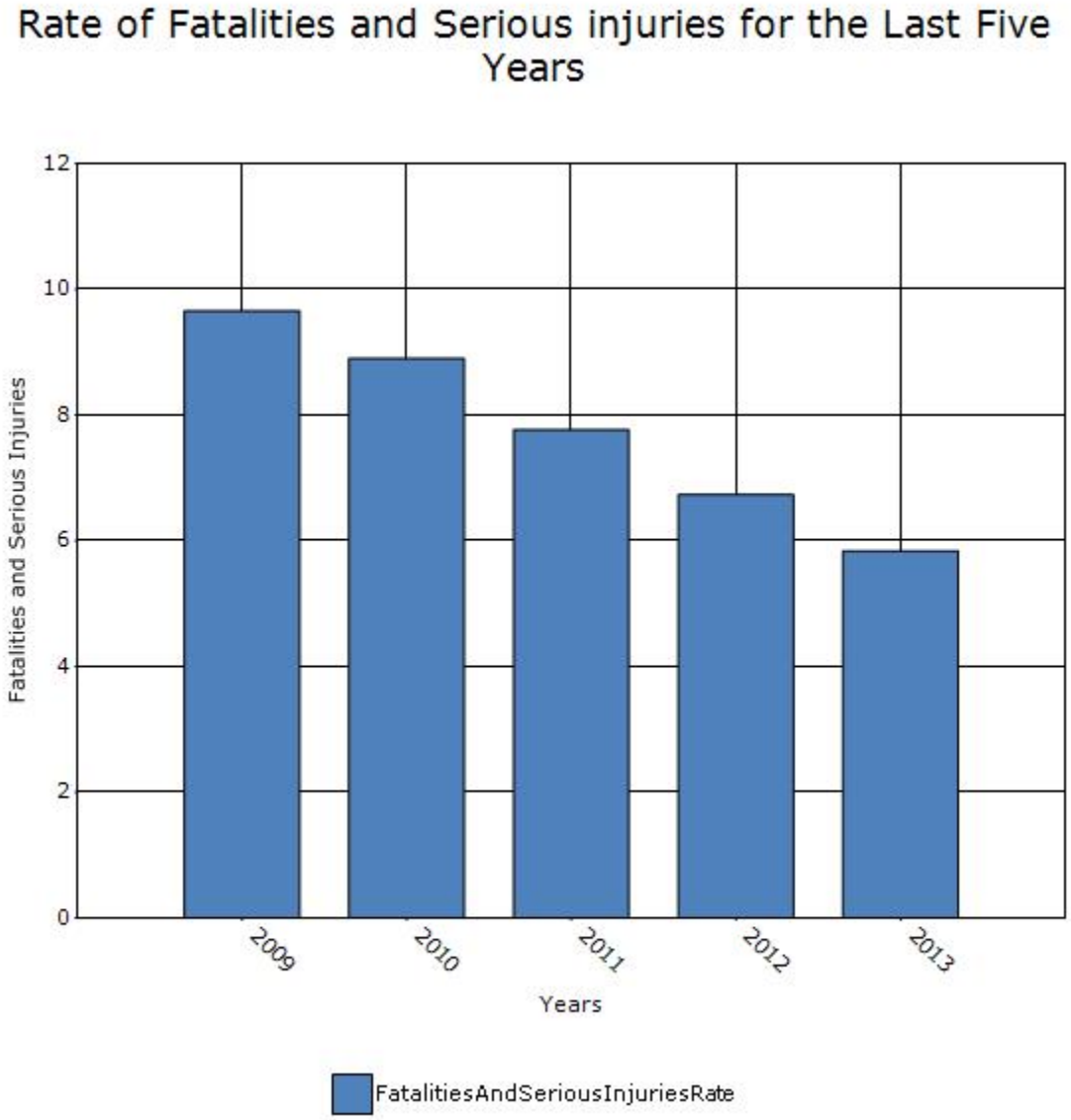
(2005 RATE) + (2006 RATE)+ (2007 RATE) +(2008 RATE) +(2009 RATE) /5= ROLLING AVERAGE FOR 2009

(2006 RATE) + (2007 RATE)+ (2008 RATE) +(2009 RATE) +(2010 RATE) /5= ROLLING AVERAGE FOR 2010

(2007 RATE) + (2008 RATE) + (2009 RATE) +(2010 RATE) +(2011 RATE) /5= ROLLING AVERAGE FOR 2011

(2008 RATE) + (2009 RATE) + (2010 RATE) +(2011 RATE) +(2012 RATE) /5= ROLLING AVERAGE FOR 2012

(2009 RATE) + (2010 RATE) + (2011 RATE) +(2012 RATE) +(2013 RATE) /5= ROLLING AVERAGE FOR 2013



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

☐ None

☒ Benefit/cost

☐ Policy change

☐ Other:

What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

☐ Other:

Briefly describe significant program changes that have occurred since the last reporting period.

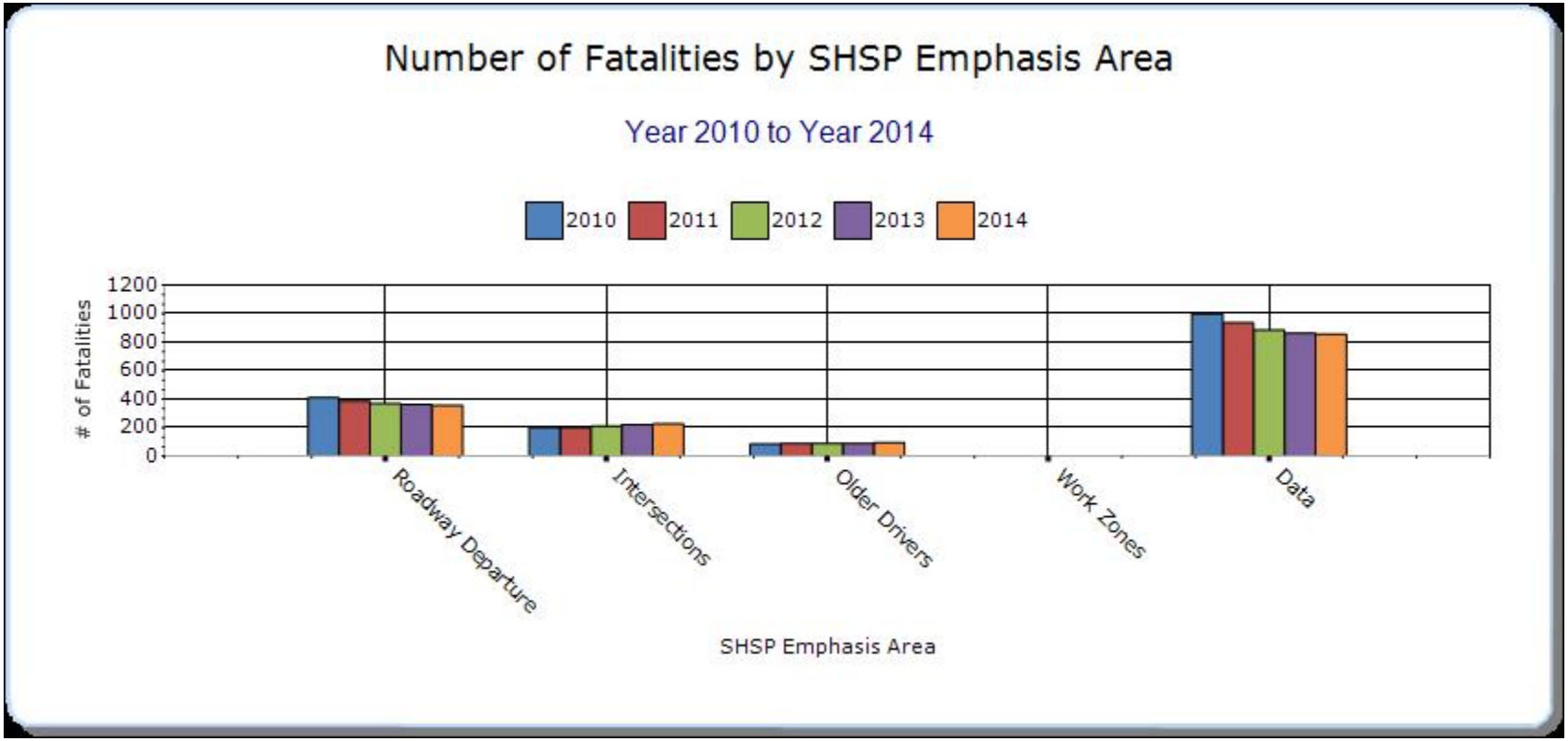
No significant program changes since the last report.

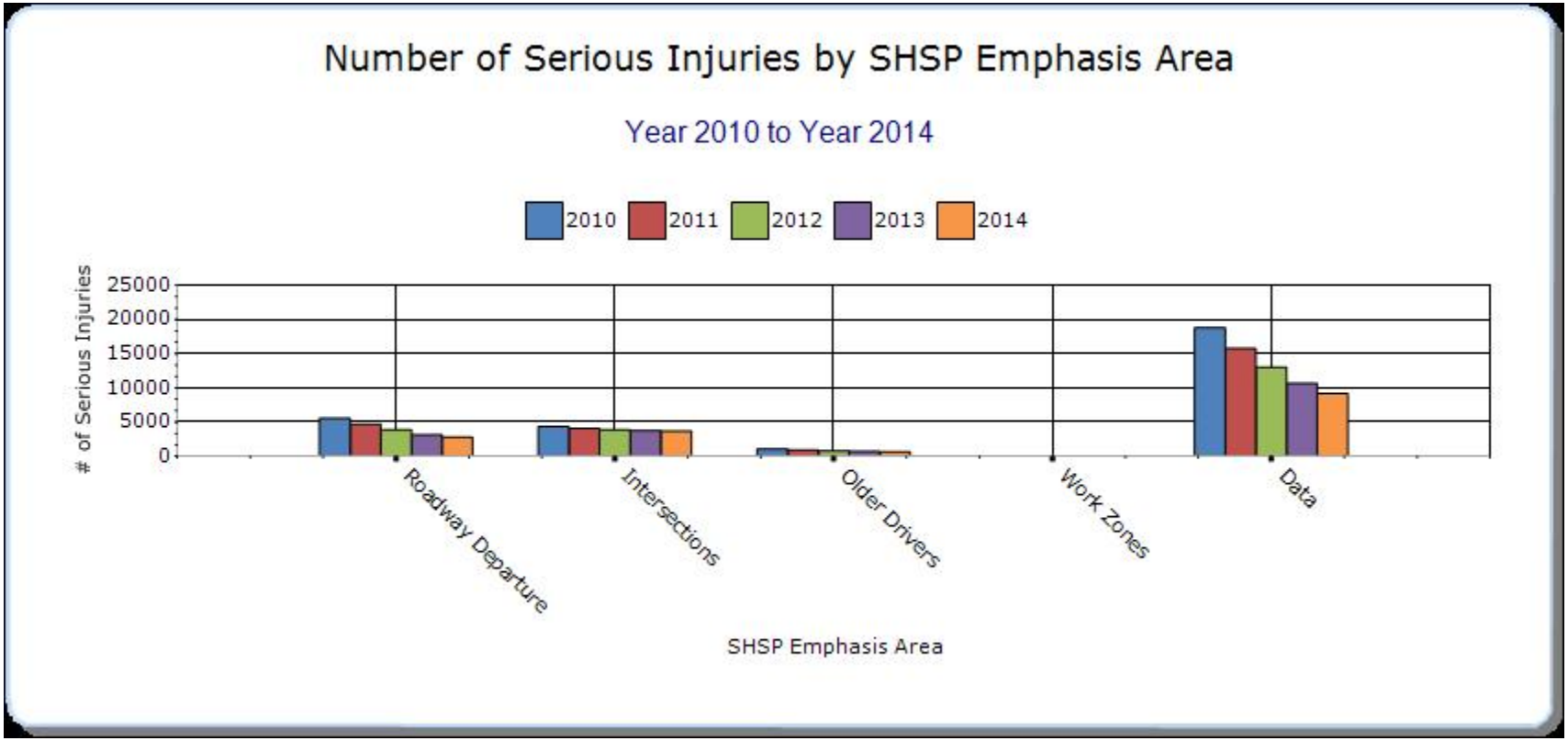
SHSP Emphasis Areas

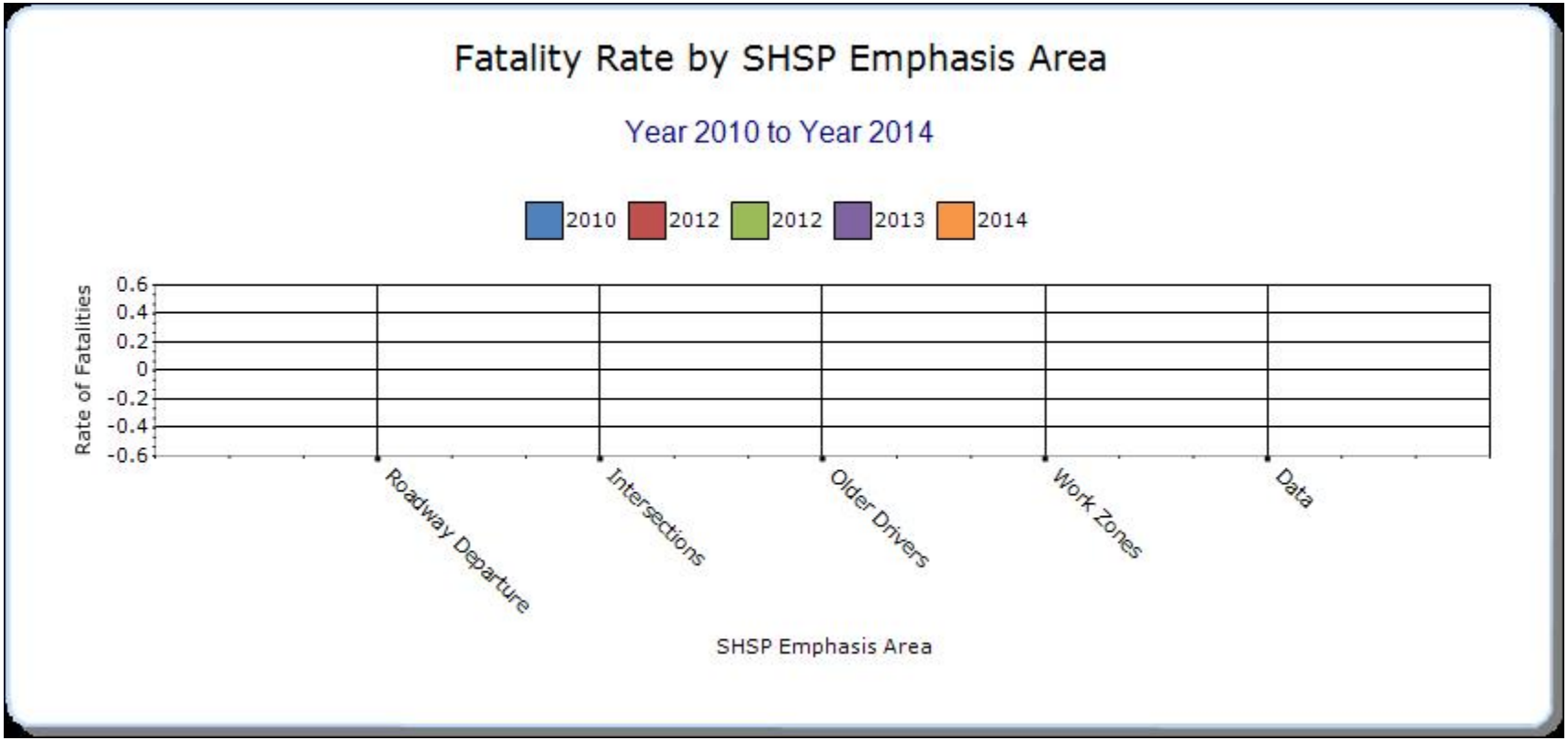
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

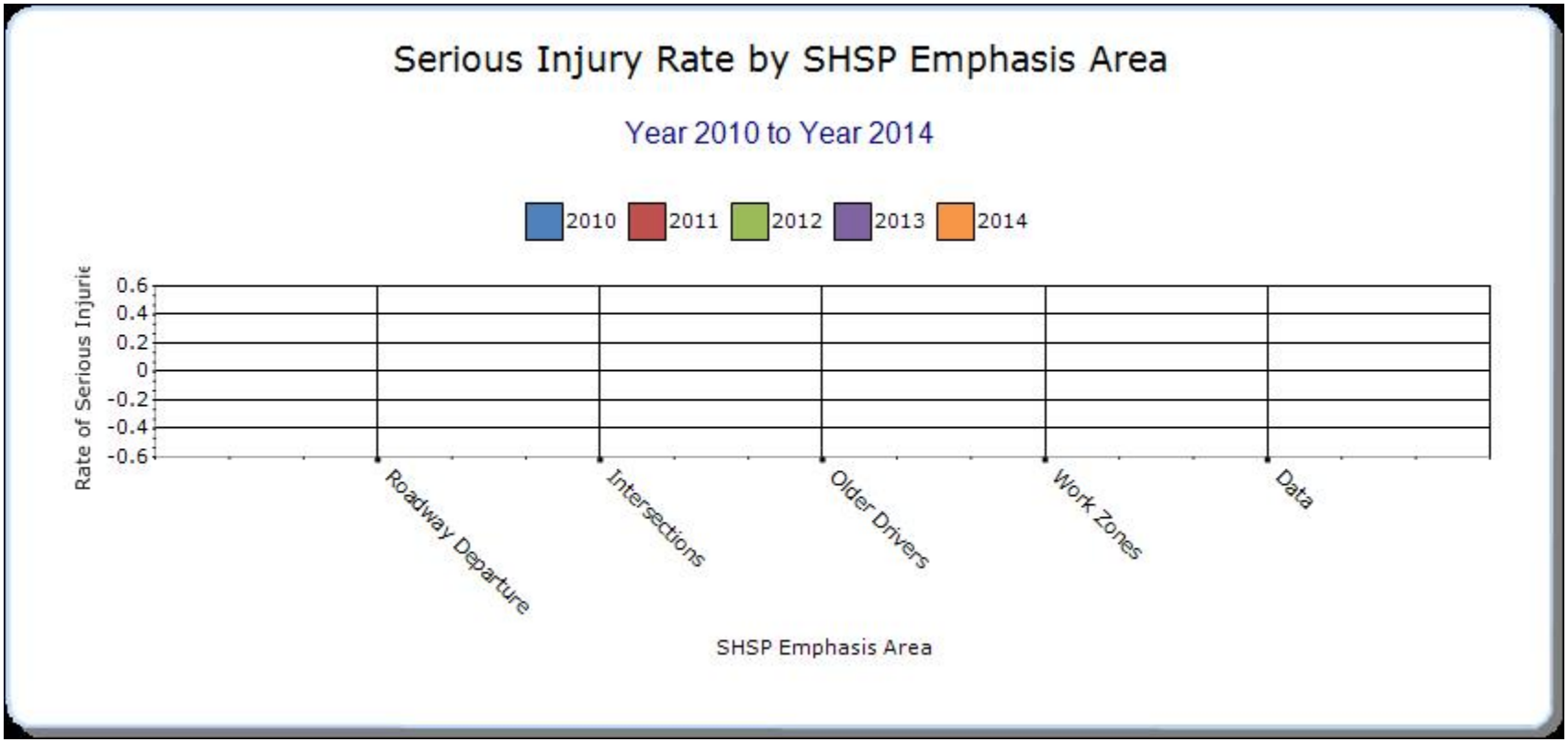
Year - 2014

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure	Run-off-road	357	2763	0	0	0	0	0
Intersections	Intersections	226	3691	0	0	0	0	0
Older Drivers	All	95	617	0	0	0	0	0
Data	All	855	9202	0	0	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
1200
1000
800
600
400
200
0
Roadway Departure
Intersections
Older Drivers
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
25000
20000
15000
10000
5000
0
Roadway Departure
Intersections
Older Drivers
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Roadway Departure
Intersections
Older Drivers
Work Zones
Data
SHSP Emphasis Area

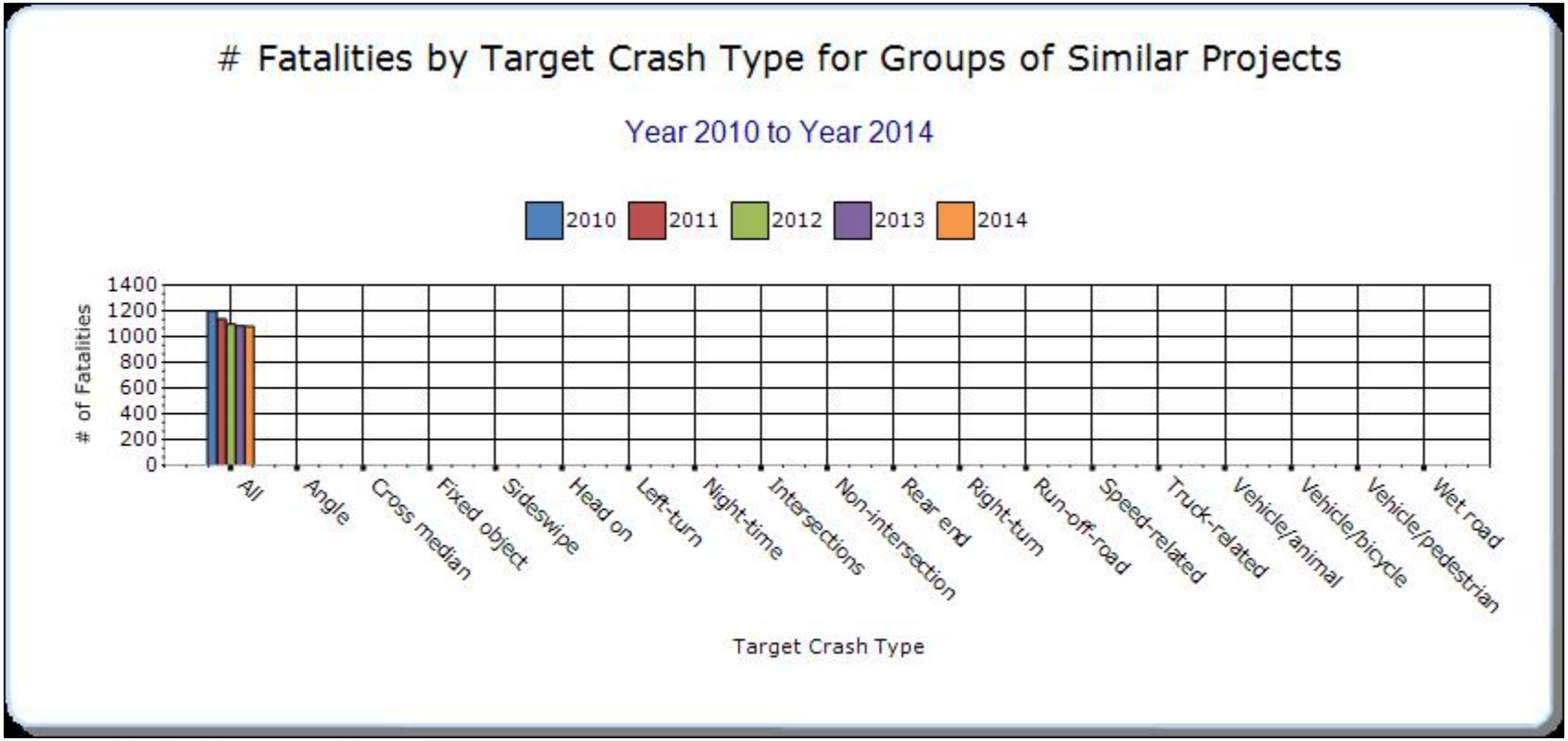

Serious Injury Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Roadway Departure
Intersections
Older Drivers
Work Zones
Data
SHSP Emphasis Area

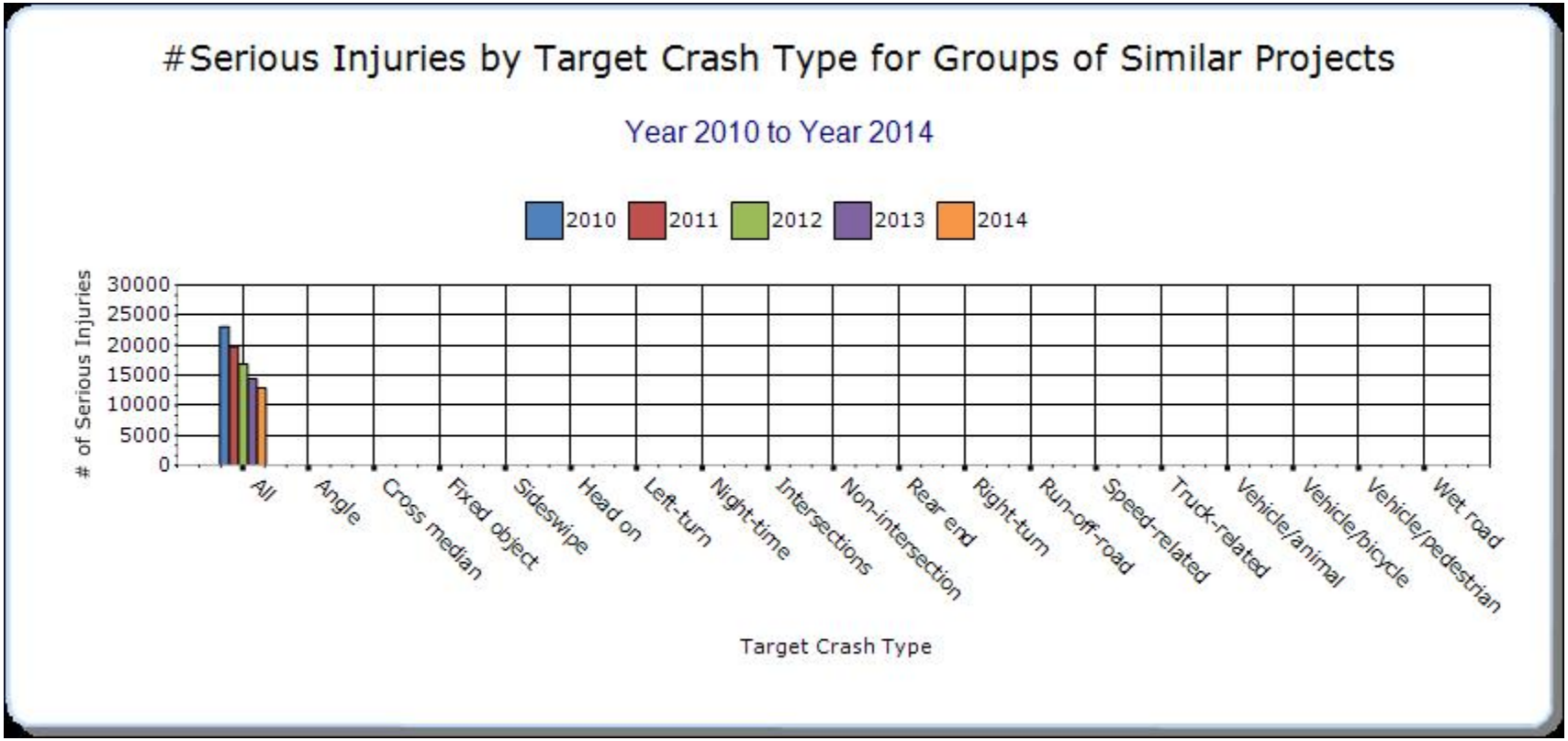
Groups of similar project types

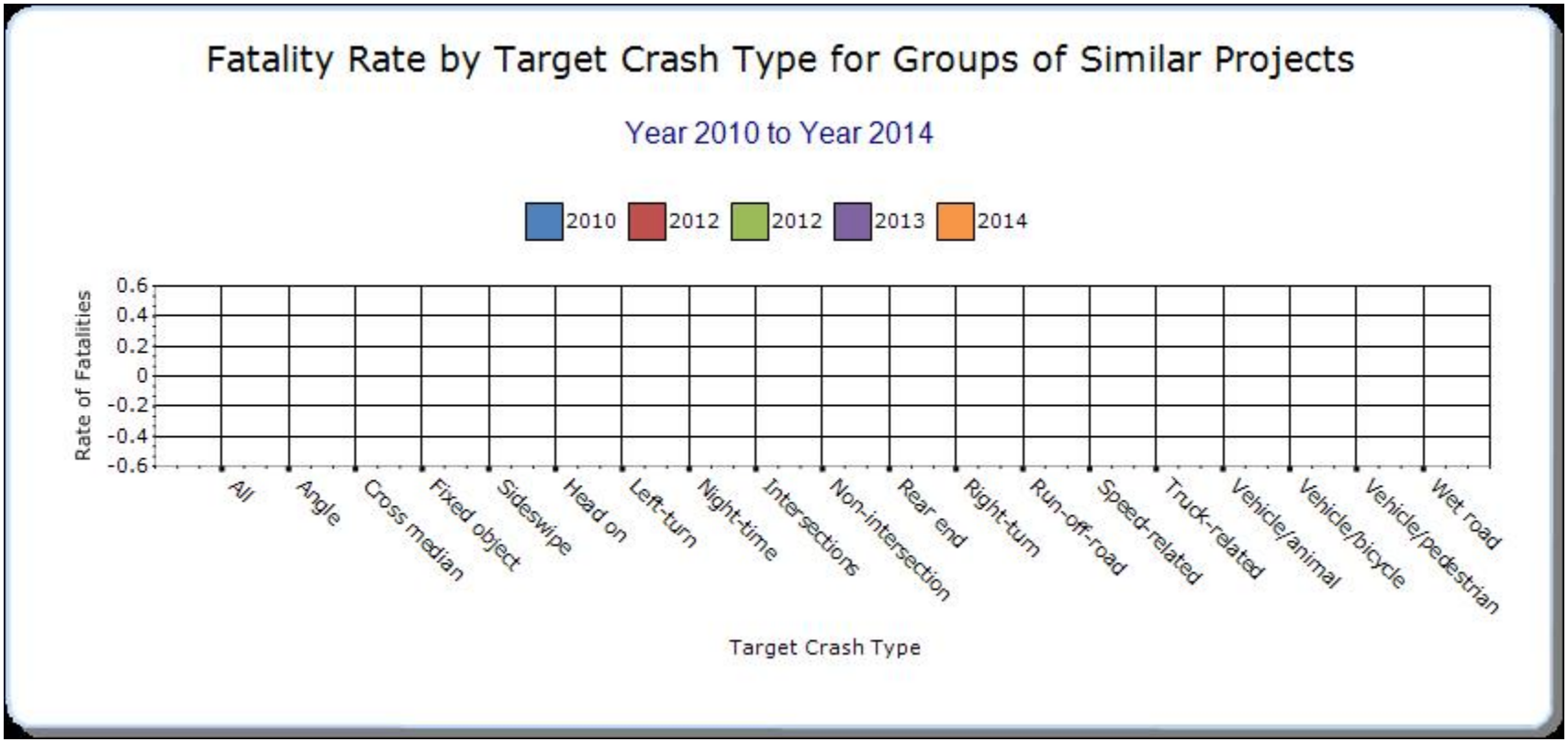
Present the overall effectiveness of groups of similar types of projects.

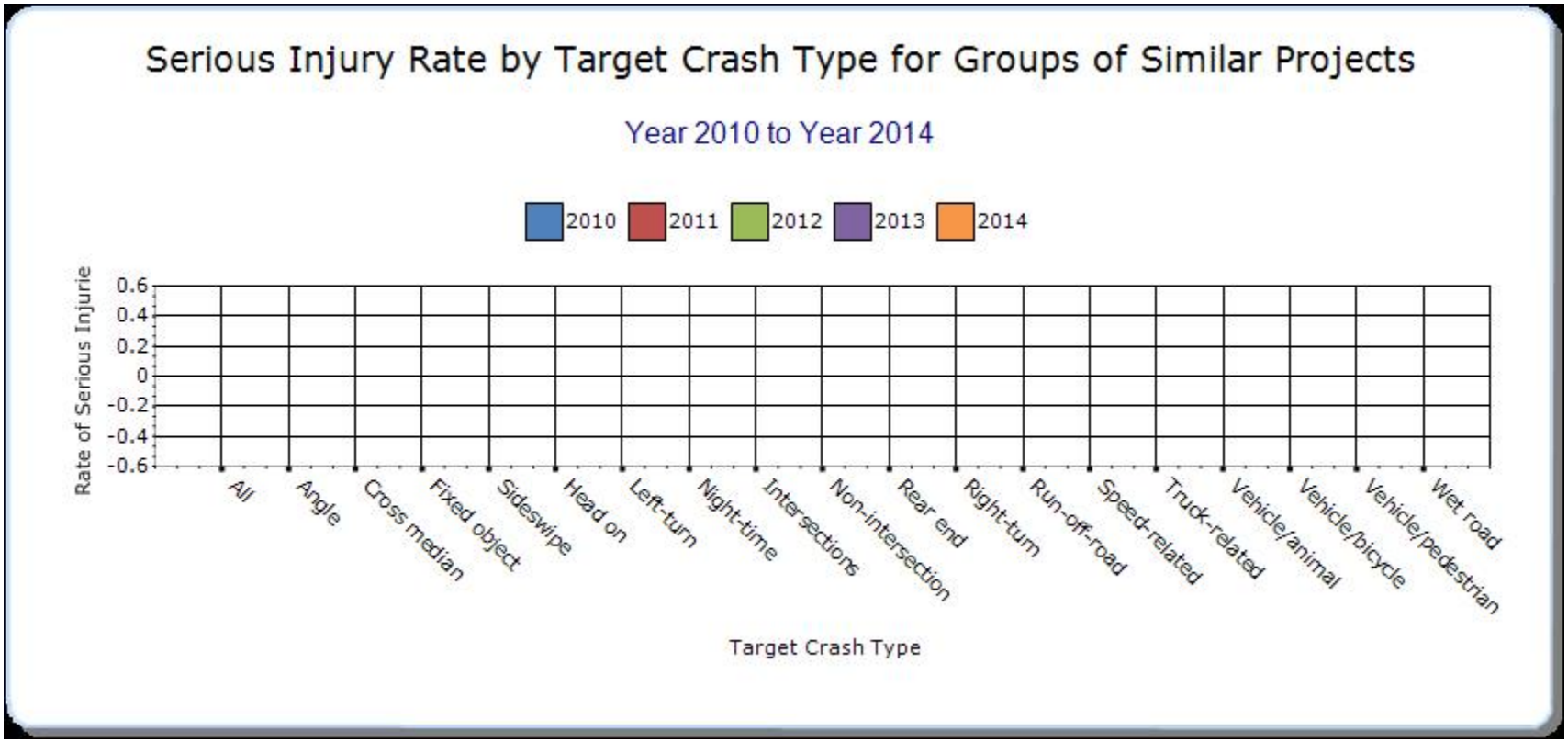
Year - 2014

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Median Barrier	Interstate Median Barrier	10	27	0	0	0	0	0
Crash Data	All	855	9202	0	0	0	0	0
Intersection	All	226	3691	0	0	0	0	0
Roadway Departure	STATE ROUTE_ROR	87	601	0	0	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
1400
1200
1000
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
30000
25000
20000
15000
10000
5000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

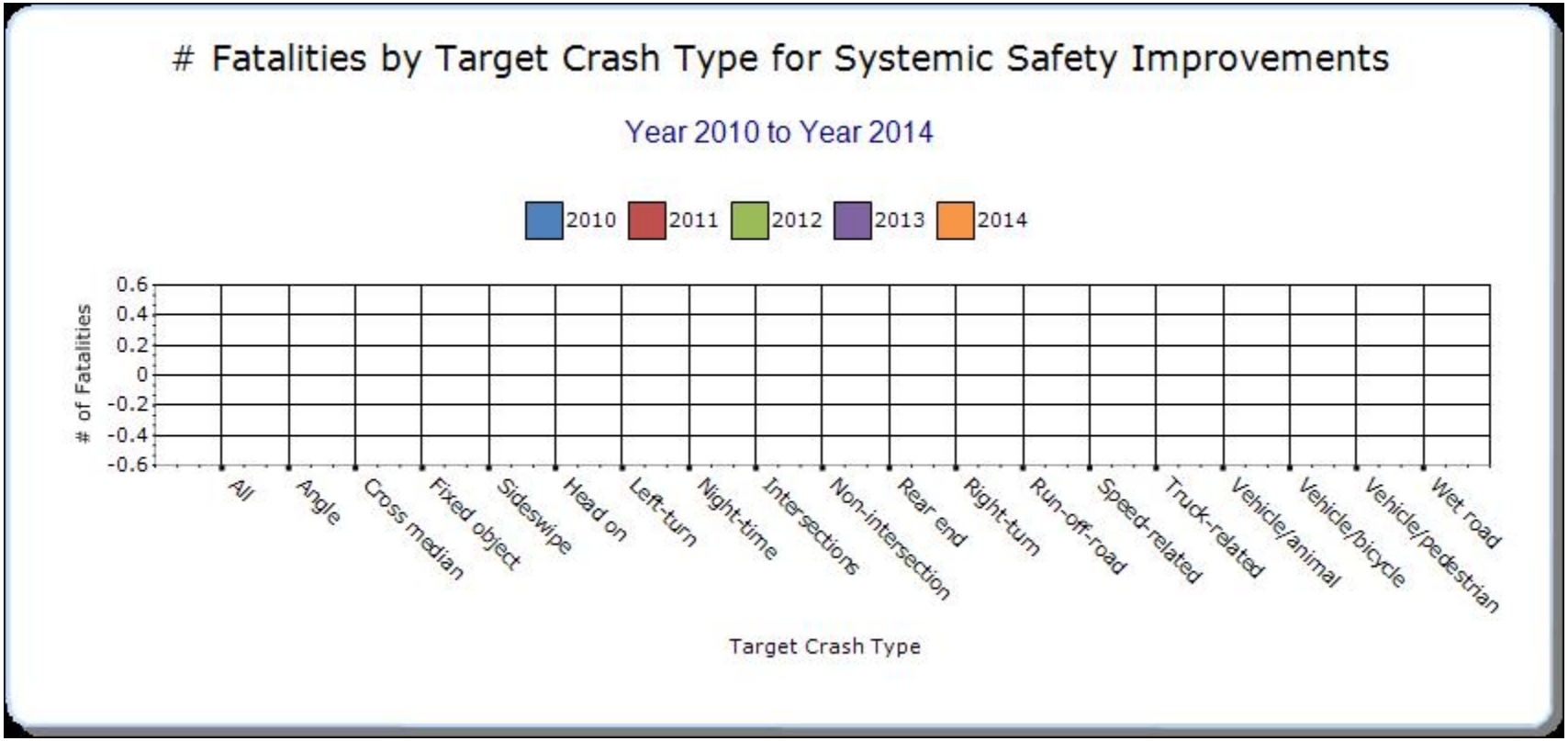

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

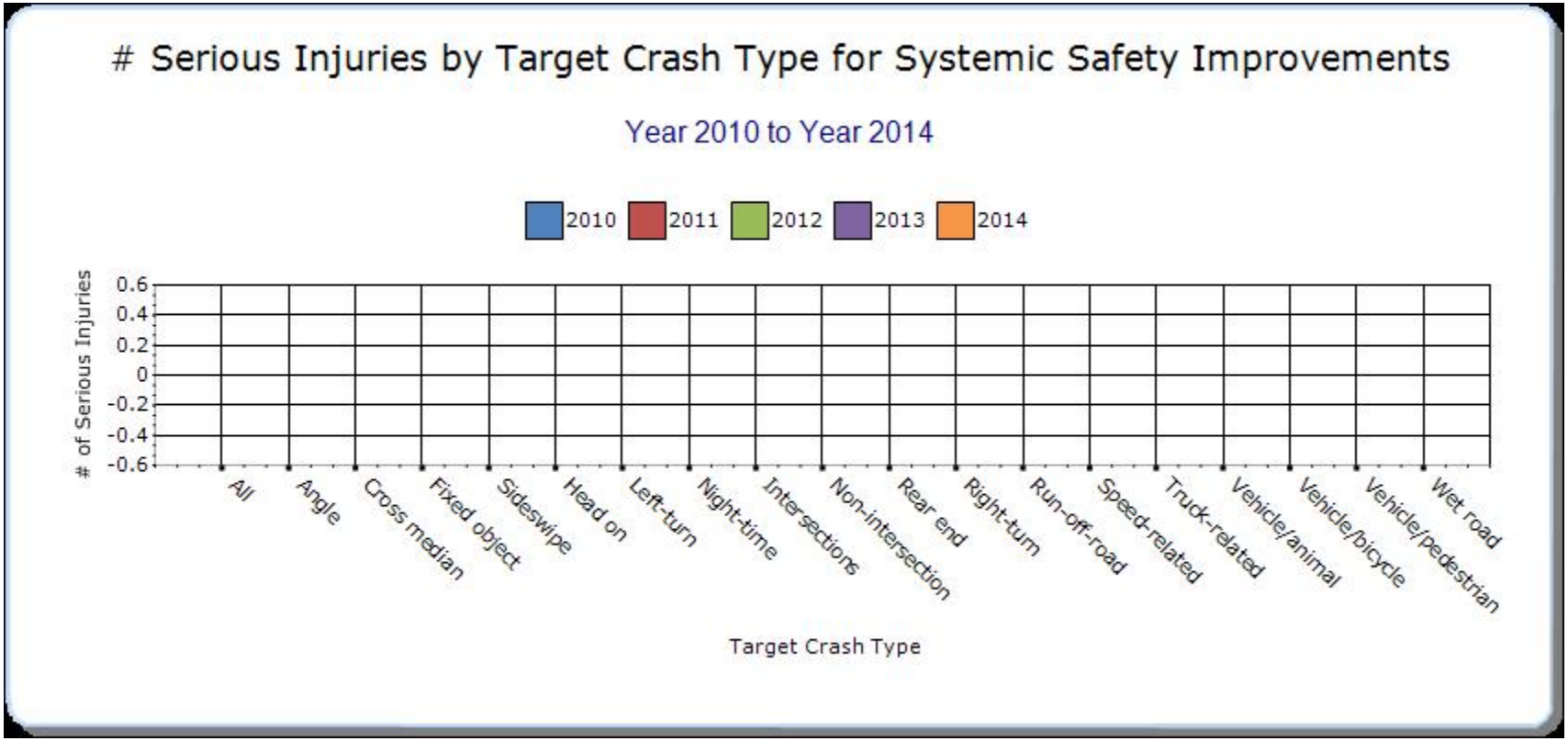
Systemic Treatments

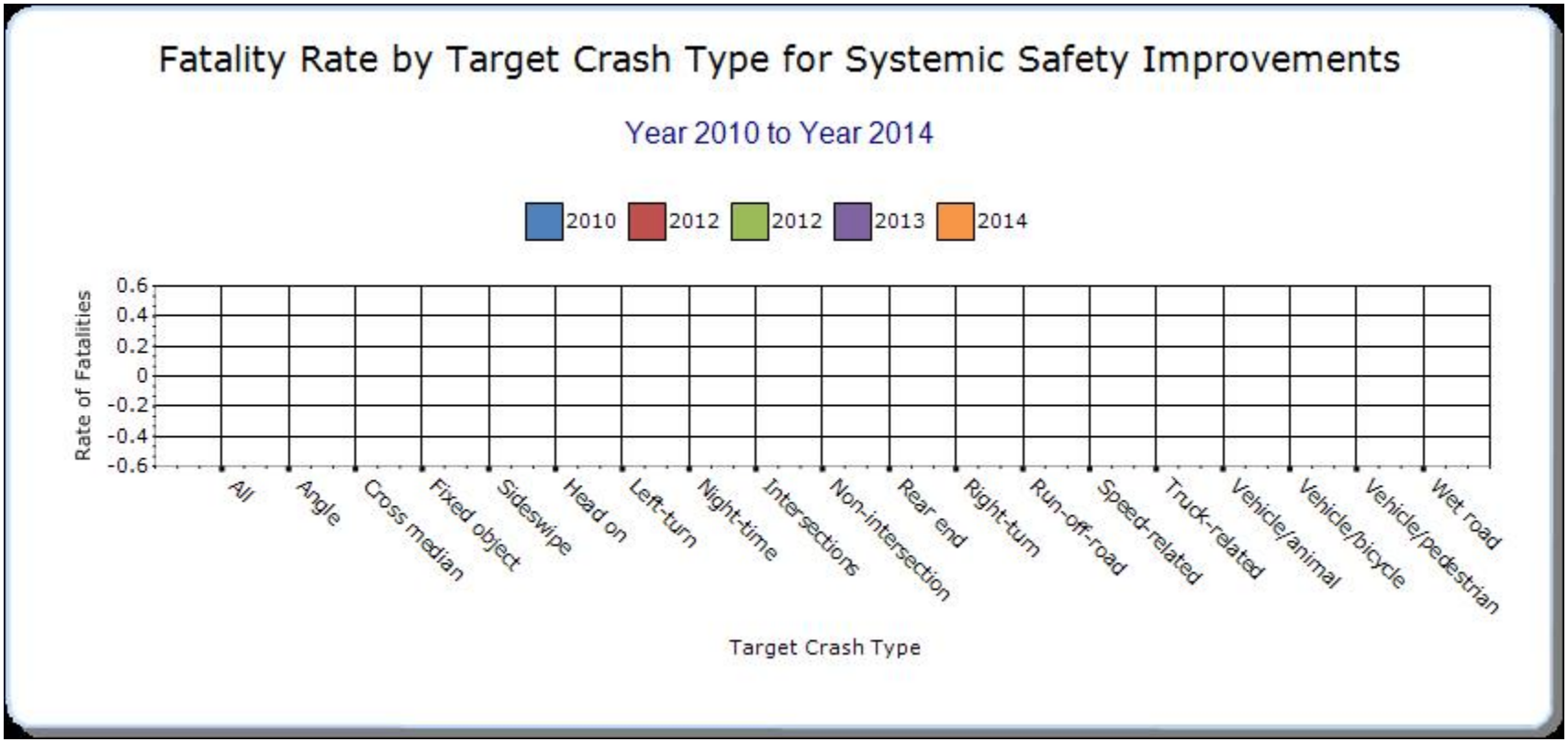
Present the overall effectiveness of systemic treatments.

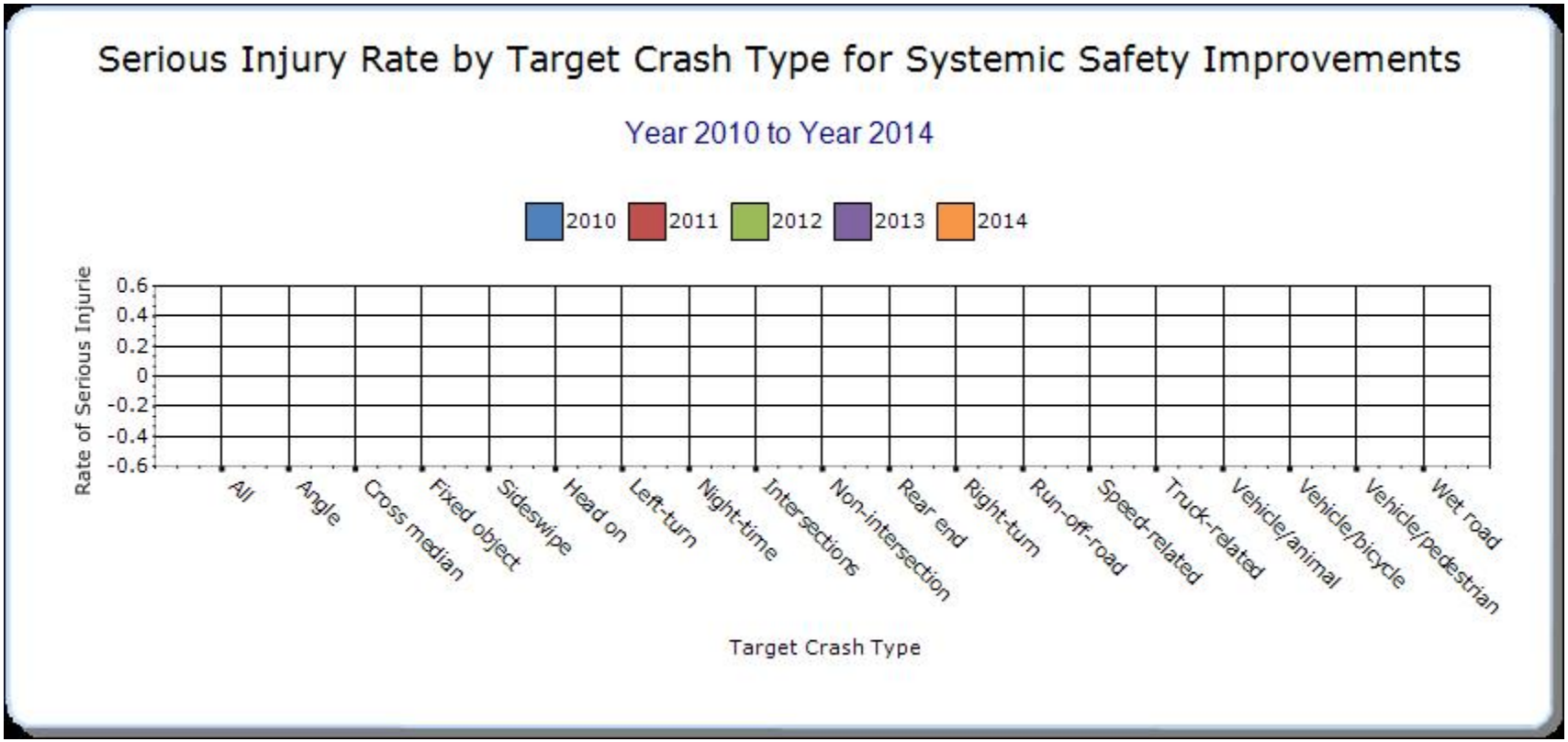
Year - 2014

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Cable Median Barriers	Interstate Median Barrier	10	27	0	0	0	0	0
Pavement/Shoulder Widening	State Routes	87	601	0	0	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

ALDOT has been integrating the Highway Safety Manual (HSM), GIS and roadway inventory into the various safety program to improve safety data collection and analysis. There is also a study on "Integrating Safety and Operations into Planning, Design, Construction, and Post Construction Operations." This study includes research methodology and data collection, creates an environment for integrating operations and safety into multimodal planning efforts, reviews statewide, regional, corridor and sub-areas opportunities, then will conclude with a final workshop and study documentations.

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
None				0	0	0	0	0	0	0	0	0	0	

Optional Attachments

Sections	Files Attached

Glossary

5 year rolling average means the average of five individual, 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.

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.