

**AGENDA**

**Technical Advisory Committee**  
of the  
Calhoun Area Metropolitan Planning Organization  
**May 12, 2021**  
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from April 7, 2021
3. Old Business
  - A. TBA
4. New Business
  - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
  - B. Status report of ALDOT projects
  - C. Safety Observations
  - D. TAB
  - E. Local Roads Safety Initiative
5. Next TAC Meeting – June 9, 2021
6. Adjourn

**MINUTES**  
Technical Advisory Committee  
of the Metropolitan Planning Organization  
Wednesday, April 7, 2021  
10:00 a.m.

Those attending:

Brady Whatley	ALDOT
David Thompson	JSU
Fred Denney	City of Oxford
Jules Moss	MDA
Libby Messick	EARPDC
Mark Stephens	City of Jacksonville
Matt Hawes	CDG Engineers
Rodney McCain	Calhoun County
Shane Brown	ALDOT, East Central Region
Toby Bennington	City of Anniston

The meeting was called to order at 10:03 a.m. by Ms. Libby Messick.

Upon reviewing the minutes of the March 10, 2021 meeting, a motion to approve the minutes was made by Mr. Toby Bennington and was seconded by Mr. Mark Stephens. Motion carried.

**OLD BUSINESS:**

There were no old business items to discuss.

**NEW BUSINESS:**

Ms. Messick called for review of the FY 20-23 TIP Spreadsheet and Administrative Modifications. She gave the members handouts of the list of MPO projects. Ms. Messick explained that there were two administrative modifications for the month that created changes on the TIP spreadsheet.

Next, Ms. Messick called for discussion of Resolution No. 821. Ms. Messick explained this resolution was to move the start dates for 10 projects to new fiscal years to maintain financial constraint throughout the current TIP. A list of each project, current start date fiscal year, new fiscal year start date, and example TIP Spreadsheet with all changes were included in the packet. A motion was made by Mr. Toby Bennington to approve this amendment with **Resolution No. 821**, which was seconded by Mr. Fred Denney. Motion carried.

Next, Ms. Messick continued by calling for discussion of Safety Observations. She explained that there was a handout in the agenda packet with the list of concerns from the CAC that had been discussed at previous meetings for review. There were two new items added by the CAC. The location of item 23 will need to be confirmed in the next CAC meeting. Item 24 was reported complete by Mr. Fred Denney as new lights and signals had been added to the intersections in question and should correct any previous timing issues.

Next, Ms. Messick called for the Report on Urban Fixed Route and ADA Handicapped Transit Systems. She gave the report for the Fixed-Route ridership for the month of March, which was provided in the agenda packet for review. Ms. Messick reported the ADA Paratransit Ridership for March; Anniston had 665 (increase) one-way trips, Jacksonville had 132 (increase) one-way trips, 104 trips for Weaver (increase), and Oxford had 157 (increase) one-way trips. For the Urbanized area 90 (increase) one-way trips and 138 (increase) one-way trips for the Rural area. Fixed-route ridership had a total of 5,512 (increase) riders for the month of March.

The next TAC meeting will be Wednesday, May 12, 2021 at 10:00 a.m.

There being no other business to discuss, the meeting was adjourned at 10:20 a.m.

## **April 2021 Administrative Modifications**

*That created changes on the TIP spreadsheet:*

1. #30 CN (100057407) Re-configure intersection SR-4 (US-78) at CR-186 (Barry Street)  
Old Target Start Date: September 24, 2021  
New Target Start Date: December 3, 2021  
-New target start date is in new FY; moved on TIP Spreadsheet and increased by 1%
2. #56 CN (100070198) Resurfacing on Henry Road and Country Club Drive Southwest to the Jacksonville City Limits  
Old Target Start Date: July 30, 2021  
New Target Start Date: January 28, 2022  
-New target start date is in new FY; moved on TIP Spreadsheet and increased by 1%
3. #60 CN (100070245) Bicycle Lane, Striping and Possible 2 Ft Shoulder Widening Along South Noble Street From Chestnut Street To Fourth Street  
Old Target Start Date: September 24, 2021  
New Target Start Date: December 3, 2021  
-New target start date is in new FY; moved on TIP Spreadsheet and increased by 1%

*That did not create changes on the TIP spreadsheet:*

1. #45 CN (100064899) Resurfacing Russell Drive from Russell Drive to Alexandria Road City of Weaver  
Old Target Start Date: August 27, 2021  
New Target Start Date: September 24, 2021  
-New target start date is in same FY, no changes needed.

**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF April 29, 2021**

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)  
SURFACE TRANSPORTATION PROGRAM (STP)

Authorized to Proceed  
 Moved from one FY to another FY  
 Funded by ATRIP or ARRA  
 New Project or Allocation Change

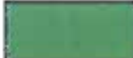







PE Preliminary Engineering  
 RW Right of Way  
 UT Utilities  
 CN Construction

Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
3 Resurface Chief Ladiga Trail w/Sidewalk Connection City of Weaver	100062151	Weaver	COMPLETE	CN	276,000							
4 Signal Upgrade at SR-21 / Baltzell Gate Rd. (ARRA \$ Re-assigned to Frank Akers Rd.)	100047014	Anniston		CN					574,112			
5 Signal Improvements at Lenlock / SR-21	100047016	Anniston		CN					308,905			
6 McIntosh Rd. Improvements and Re-Alignment	100054925	Calhoun County		UT		52,475						
	100054926	Calhoun County	Under CN	CN		1,448,985						
7 Lenlock/Saks Road Intersection & Turn Lanes	100051026	Calhoun County	COMPLETE	CN	1,459,613							
11 Snow Street Drainage Improvements & Resurfacing	100052525	Oxford	Under CN	CN		2,237,834						
14 Alexandria-Jville Rd. Resurface from McClellan Rd. to Cedar Springs Rd.	100064930	Calhoun County		CN				538,117				
23 64th Street Bridge Replacement (BIN 6204) (PE developed by County Eng.)	100054937	Calhoun County		RW								
	100054938			UT								
	100054939			CN								
25 Coffee (A) Street - Resurface from SR-21 to Alexandria Rd.	100043808	Jacksonville	COMPLETE	CN	334,248							
30 Barry Street/US 78 - Reconfigure Intersection	100057404	Oxford		PE								
	100057405			RW				989,149				
	100057406			UT						118,224		
	100057407			CN							681,318	
33 Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.)	100060694	Anniston		RW			522,903					
35 Noble/4th St. Intersection Improvements	100063208	Anniston		CN				879,462				
36 Bike/Ped Improvements at 10th, Clydesdale, & 11th	100063210	Anniston		CN	43,874							
37 Bike/Ped Improvements at 14th, 11th, and Cobb Ave. (CN Includes \$25k for Bicycle Parking Racks)	100063212	Anniston		CN	229,983							
38 Intersection Lighting at SR-202/Bynum Leatherwood	100064881	Calhoun County	COMPLETE	PE	24,000							
	100064882		COMPLETE	CN		328,507						
39 Mountain St. NE Resurface from SR-21 to 8th Ave	100064883	Jacksonville		PE		48,716						
	100064884			CN				771,051				
40 Church Ave Resurface from 11th St to SR-21	100064885	Jacksonville		PE			118,686					
	100064886			CN						1,719,506		
41 Airport Rd. Bridge Replacement @ Coldwater Creek (BIN 11215)	100064887	Oxford		PE			340,890					
	100064888			RW							10,510	
	100064889			UT								79,614
	100064890			CN								
43 Lenlock Lane Resurface from US-431 to Anniston CL (PE developed by County Eng.)	100064895	Calhoun County	COMPLETE	CN	686,407							
44 Bynum Leatherwood/Old Gadsden Rd Roundabout	100064896	Calhoun County		PE			294,000					
	100064897			CN						0		
45 Russell Dr. Resurface from Alexandria Rd to Peaceburg Rd.	100064898	Weaver		PE			47,553					
	100064899			CN						504,448		
46 4-lane Greenbrier Rd. to Golden Spring Rd. cost overruns Resolution 733	100008423	Anniston	COMPLETE	CN		533,835		119,894				
47 Wilmer, Greenbrier to G Street, cost overruns Anniston	100047017	Anniston	COMPLETE	PE		1,977						
				CN		51,532						
48 Friendship Road Widening and Bridge Replacement Phase I	100070247	Oxford		PE					311,258			
	100070248			RW						325,891		
	100070249			UT							323,165	
	100070250			CN								1,515,107
49 Friendship Road Widening and Bridge Replacement Phase II	100070253	Oxford		PE					349,181			
	100070254			RW						193,239		
	100070255			UT							191,622	

**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF April 29, 2021**

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)  
SURFACE TRANSPORTATION PROGRAM (STP)

	Authorized to Proceed		PE Preliminary Engineering
	Moved from one FY to another FY		RW Right of Way
	Funded by ATRIP or ARRA		UT Utilities
	New Project or Allocation Change		CN Construction

Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
50 Friendship Road Widening and Bridge Replacement Phase III	100070257			CN								
	100070259	Oxford		PE					150,748			
	100070262			RW						108,419		
	100070269			UT							107,510	
	100070271			CN								
51 Alexandria/Jacksonville Rd. - Resurface (Cedar Springs Rd to Jacksonville) (PE by County Eng.)	100070224			CN					725,341			
52 Whites Gap Rd and Whites Gap Rd SE - Resurfacing (PE developed by County Eng.)	100070226	Calhoun County		CN						891,062		
53 AL Hwy 202/Hunter St. - Signal Upgrade	100070695	Calhoun County		PE					30,300			
	100070228	Calhoun County		CN						102,010		
54 Roy Webb Rd. - Resurfacing (PE developed by County Eng.)	100070230	Calhoun County		CN							978,786	
55 Eulation Gate Rd. - Resurfacing (PE developed by County Eng.)	100070232	Calhoun County		CN								390,227
56 Resurfacing Henry Road from SR 21 to the City Limits	100070197	Jacksonville		PE						88,179		
	100070198			CN							641,640	
57 Resurfacing George Douthit Dr from SR-21 to Brierwood Place SW	100070203	Jacksonville		PE							212,715	
	100070208			CN								1,078,819
58 Baltzell Gate Connector Multi-use path	100070238	Anniston		PE								
	100070239			CN								
59 Coldwater Mountain/Mulberry St. to Legarde, multi-use path	100070241	Anniston		PE								
	100070242			CN								
60 Anniston to Oxford Bike Lane; S Noble and Chestnut	100070244	Anniston		PE						5,611		
	100070245			CN							45,333	
Hillyer Robinson Ind. Parkway Safety Improvements overrun - CLOSED	100054927		CLOSED	PE						22,512		
	100054928		CLOSED	CN					4,147			
Resurfacing CR-187 (Friendship Rd) From CR-193 (Boiling Spring Rd) to SR-21	100054996		CLOSED	CN					24,468			
Frank Akers		Anniston	CLOSED	PE						17,200		
PROGRAMMED					3,054,124	4,698,962	1,324,032	3,297,673	2,478,465	4,096,302	3,192,599	3,063,767
APPORTIONMENT					2,182,759	2,266,095	2,363,956	2,463,701	2,521,554	2,540,505	2,540,505	2,540,505
CARRYOVER					9,694,529	8,823,163	6,390,296	7,430,221	6,596,249	6,639,337	5,083,540	4,431,446
AVAILABLE					11,877,287	11,089,258	8,754,253	9,893,922	9,117,802	9,179,842	7,624,045	6,971,951
BALANCE					8,823,163	6,390,296	7,430,221	6,596,249	6,639,337	5,083,540	4,431,446	3,908,184

### MPO CAC Safety Observations

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
1	Oxford	Bynum Blvd/Hwy 202 Intersection	Incorporate a light at this intersection to see it better at night	09/19/18	7/8/20	✓	✓	Oxford will add streetlights at this intersection as a city project. ALDOT and power company are looking into ways to power the lights.	OPEN
6	Anniston	Henry Road intersection at the Bypass	Addition of street lighting	11/14/18	11/13/19	✓	✓	Anniston is working with Alabama Power. Process has started.	OPEN
11	Anniston	Ossington Ave.	Safety study/Traffic calming measures for residents	07/17/19	09/11/20	✓	✓	ALDOT and FHWA concurrence to classify Ossington/Coxwell as minor collector.	OPEN
12	Anniston / Oxford	US-78 east of the 431 bypass	Widening to 3 lanes	07/17/19	08/25/20	✓	✓	This suggestion would be a major undertaking. Has been placed on the long-range plan.	OPEN
13	Anniston	Chocolocco Rd	Widening to 3 lanes from intersection with 431 to Robertson Rd.	07/17/19	08/25/20	✓	✓	*Incoming sub-division development may increase traffic along this road. * Has been added to the LRTP for widening to the City Limits.	OPEN
15	Calhoun County	Saks Road @ 43rd street	Road is narrow, school buses make wide turns at this intersection, difficult for 2 cars to pass, school children walk in the ditch (photos)	07/24/19	06/1/20	✓	✓	Widening: This suggestion would be a major undertaking. We will take it into consideration when looking at upcoming traffic counts and updating the incoming LRTP. School children: <del>TAP applications are being accepted until May 15.</del>	OPEN
17	Calhoun County	Bynum Leatherwood Rd./Morrisville Road intersection	Turn lane needed for the landfill entrance	10/28/19	07/8/20	✓	✓	This issue is being investigated. A possible resolution has been presented to the County Commissioner.	OPEN

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
18	Calhoun County	Bynum Leatherwood Road/Eulaton Gate	Extend turn lane/deceleration lane on the Southbound side of Bynum Leatherwood from Eulaton Gate to begin at Hutto Hill Road. This will allow adequate stacking for ANAD workers during morning entry times and allow egress for travelers heading south towards SR202	1/14/20	7/8/20	✓	✓		OPEN
21	Anniston / ALDOT	10 <sup>th</sup> and Quintard intersection	Left turn signal timing seems short. Traffic backs up at this light. Could turn lane length be increased	5/20/20	07/08/20	✓	✓	The signals from 8 <sup>th</sup> to 21 <sup>st</sup> are on a coordinated system, so if timing is added to one light then the entire system would need to be retimed. The City of Anniston has asked ALDOT to evaluate the feasibility of extending the turn lane at this intersection as it is an ALDOT maintained road. Reached out to Shane ? any further updates.	OPEN
22	Oxford	Western terminus of Bynum Blvd.	Increase speed limit from 45 to 55	7/15/20	10/07/20	✓	✓	Police Chief opposed to increase of speed limit. Oxford City Engineer will do a study.	OPEN
23	Anniston	431/Greenbriar intersection or Greenbriar/Quintard intersection	Turning signalization duration for SB traffic is short	3/17/21				Will confirm location and light with next CAC meeting	OPEN



<b>Fixed-Route Ridership</b>							
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21
Oct	11,357	9,851	9,011	9,560	9,993	8,871	5,541
Nov	9,644	9,077	9,481	9,225	8,504	7,665	5,425
Dec	10,621	9,749	9,459	8,205	8,082	7,596	5,266
Jan	10,446	8,957	8,019	7,510	8,239	7,614	5,177
Feb	8,826	9,573	8,462	8,960	7,800	7,262	4,773
Mar	9,467	9,965	9,707	9,493	8,979	7,185	5,512
Apr	9,872	9,338	8,240	8,942	9,045	4,285	6,263
May	9,548	8,838	9,900	9,502	8,774	5,141	
Jun	10,449	9,745	9,977	9,905	7,993	5,852	
Jul	10,535	9,164	8,971	8,820	8,626	6,160	
Aug	10,275	10,241	10,511	10,617	9,314	6,111	
Sep	9,688	9,543	9,280	8,607	7,868	5,923	

2020 Avg./Mo.      788                      155                      64                      160                      118                      154

<b>ADA Paratransit Ridership</b>						
<b>Fiscal Year 2020-2021</b>	<b>Anniston</b>	<b>Jacksonville</b>	<b>Weaver</b>	<b>Oxford</b>	<b>Section 5307 CC Urban</b>	<b>Section 5311 CC Rural</b>
October	663	158	66	188	139	155
November	642	138	67	180	97	156
December	666	105	44	148	100	125
January	646	102	61	135	109	76
February	563	106	56	126	82	98
March	665	132	104	157	90	138
April	623	102	74	170	107	152
May						
June						
July						
August						
September						

2021 Avg./Mo.      <sup>4468</sup>638                      <sup>843</sup>120                      <sup>472</sup>67                      <sup>1104</sup>158                      <sup>724</sup>103                      <sup>900</sup>129



Kay Ivey  
Governor

John R. Cooper  
Transportation Director

May 3, 2021

**LOCAL TRANSPORTATION BUREAU**  
**MEMORANDUM 2021-07**

TO: Alabama Mayors  
Alabama County Engineers  
Metropolitan Planning Organizations  
Regional Planning Organizations

COPY: Mr. Edward N. Austin, P.E., Chief Engineer  
Mr. Clay McBrien, P.E., Assistant Chief Engineer, Policy & Planning  
Mr. John-Michael Walker, P.E., Traffic & Safety Operations Engineer  
ALDOT Region Engineers  
ALDOT Area Local Transportation Engineers

FROM:   
Bradley B. Lindsey, P.E., Local Transportation Bureau Chief

RE: FY 2022 Local Roads Safety Initiative Call for Applications

The purpose of the memorandum is to announce that the High Risk Rural Roads (HRRR) Special Rule has not been triggered for FY 2022. Despite this rule not being placed in effect for the State of Alabama for FY2022, ALDOT has decided to allocate the same amount of federal funds (\$4.124 million) towards safety improvement projects for local agencies. This program will be called the Local Roads Safety Initiative (LRSI).

A determination has been made that for FY2022 the LRSI will be open to cities and counties for both rural and urban non-State maintained roadways with significant safety risks. Applications submitted through this initiative must be in accordance with the most recent Alabama Strategic Highway Safety Plan and applicable Local Road Safety Plan if one has been developed by the county that the location falls within.

The FY 2022 LRSI will be focused on the reduction of Fatal and Serious Injury Lane Departure and Run-Off-Road crashes by helping drivers stay in their lane, reducing the potential of crashes if drivers leave their lane, or minimizing the severity in the event that a crash does occur. The FY2022 program will be adopting a systematic risk based

A 10% non-federal funding match from the sponsoring agency will be required for any application submitted under this program. Applications eligible under the LRSI will be limited to funding of construction only. Additionally, applicants should give consideration during project selection that plan submittals must be finalized and receive FHWA funding authorization prior to **May 1, 2022**.

Applicants are recommended to review the FHWA Office of Safety Proven Safety Countermeasures which are applicable to rural roadways. More information can be found on the Proven Safety Countermeasures at the following link:

<https://safety.fhwa.dot.gov/provencountermeasures/>

Applicants are also encouraged to look into “Every Day Counts – 5 Initiative: Reducing Rural Roadway Departures”. More information can be found on this program at the following link:

[https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_5/roadway\\_departures.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/roadway_departures.cfm)

All applications **must be submitted electronically** no later than 5:00 pm on **June 30, 2021**. Applications should be sent to [LRSIapp@dot.state.al.us](mailto:LRSIapp@dot.state.al.us) as a .pdf file (25 mb max) with “**FY 2022 LRSI Application – Sponsor Name**” in the subject line.

The office of Local Transportation Bureau (LTB) will send a confirmation email once an application is received. If you do not receive a confirmation, please contact LeeAnn Williams 334-242-6020, [williamsle@dot.state.al.us](mailto:williamsle@dot.state.al.us), to ensure receipt of the application.

Program Guidance, Frequently Asked Questions, and the FY 2022 LRSI Application may be found on the ALDOT website, on the Highway Safety Improvement Program page under the Local Road Safety Initiative (LRSI) tab (link below).

<https://www.dot.state.al.us/programs/HSIP.html>

This initiative is available to cities and counties for both rural and urban non-State maintained roadways with significant safety risks. Applications submitted through this initiative must be in accordance with the most recent Alabama Strategic Highway Safety Plan and applicable Local Road Safety Plans if one has been developed by the county that the location falls within.

## **Project Eligibility and Selection**

Projects must be located on a locally owned public road.

Any public governmental agency is eligible to sponsor a project application.

Sponsors may submit more than one application for funding.

Project applications will be accepted for projects designed to reduce the number of fatal and serious injury lane departure and run-off-road crashes and prioritized in descending order:

- Projects designed to reduce the potential of drivers leaving their lane.
- Projects designed to reduce the potential of a crash in the event a driver does leave their lane.
- Projects designed to minimize the severity of a crash in the event that a crash does occur.

While the above project types will be prioritized in the FY 2022 LRSI, all projects meeting the LRSI eligibility requirements are eligible to be submitted and will be prioritized on their own merit.

The FY 2022 initiative will also be adopting a systemic risk based approach to project selection as opposed to a crash hotspot based approach. However, while crash history is not required to be submitted with the application, it may be included to show that a particular location, in addition to exhibiting numerous roadway risk factors, is also over-represented in crashes.

LRSI projects will be evaluated and selected by the LRSI Selection Committee by a competitive selection process. The selection committee will consist of representatives from the ALDOT Local Transportation Bureau and the ALDOT Traffic and Safety Operations Section.

The LRSI Project Selection Committee will review project applications to confirm that projects meet eligibility requirements, as well as determine overall project prioritization. If additional information or clarification is found to be necessary by the LRSI Selection Committee, the applicant and/or the ALDOT Area Local Transportation Section will be notified.

All applicants will be notified concerning the final status of their applications as soon as possible following project selections. We anticipate this occurring prior to August 31, 2021, to allow ample time for project development, plan preparation and FHWA authorization.

prior written approval of the ALDOT Local Transportation Bureau and the ALDOT Traffic & Safety Operations Section.

## **Project Funding**

The amount of Federal-Aid allocated to any selected project application will be at the sole discretion of the LRSI selection Committee.

LRSI projects shall have a 90% Federal/10% Local split. Any contract overruns will be the responsibility of the local governmental agency.

Some items of work may be determined to be “nonparticipating” and therefore, not funded through Federal-Aid funds. The sponsor may retain those items within the project (at the sponsor’s expense) or remove the items from the project.

## **Allowable Work Phases and Project Advancement**

Projects may be performed by contract (through State Services) or by force account but may not combine both methods in the same project. Applicants shall identify the desired method in the application. Method approval shall be at the discretion of the LRSI Project Selection Committee.

Projects approved for force account reimbursement shall follow the procedures outlined in Memorandum 2017-09 (Dated August 2, 2017).

Projects involving right-of-way acquisition will not be eligible.

Projects requiring utility relocation will only be eligible as part of the contract let through State Services. Force account procedures will not be allowed for projects involving utility relocation. The scope and estimated utility relocation costs shall be included in the application.

All LRSI projects approved for local agencies will follow the Local Transportation Procedural Guidelines for Federal Aid Projects (Section 4). Project development (initiation, environmental clearances and plan requirements, etc.) will be evaluated by the ALDOT Local Transportation Bureau on a case-by-case basis considering the scope and nature of each project.

Project Plan Submittals must be final, complete and receive FHWA authorization prior to **May 1, 2022**. Funding for projects not authorized prior to May 1, 2022 will be rescinded at the discretion of ALDOT in order to reallocate awarded funds, if necessary.

These projects are intended to reduce the number and severity of crashes on rural roads by improving or eliminating identified safety issues. This project type covers a broad range of safety improvements that include, but is not limited to, the following:

- Install Sloped Pavement Edge (must be done in conjunction with resurfacing)
- Install Centerline/Edge-line/Shoulder Rumble Strips
- Install Enhanced Curve Signing
- Install Enhanced Delineation (e.g. RPMs CL or EL, Delineator posts, etc.)
- Shoulder Widening
- Installation of Roadside Barriers
- Clear Zone Improvements
- Flattening of Front Slopes
- Installation of High Friction Surface Treatment
- Cross Slope/ Superelevation Correction

The following will be considered when evaluating and prioritizing Roadway/Lane Departure Safety Projects:

- Safety benefit of the specific improvement applied
- Applicability of the safety improvement applied with respect to identified need
- Cost effectiveness of the safety improvement applied with respect to identified need
- Local sponsor project justification
- Roadway classification
- Traffic count
- Project cost
- Total crashes
- Crash Rates involving fatalities and/or injuries
- Crash Modification Factor (CMF)
- Benefit-Cost Ratio
- Crash Reduction Factor

## **Application Submittal Requirements**

A single application may be submitted for multiple project locations. Each location shall be prioritized and identified by a unique site number. All required information shall be provided for each site including the FY2022 LRSI Project Application Sheet and cost estimates. Individual sites may be selected for funding by the LRSI Project Selection Committee.

should be sent to [LRSIapp@dot.state.al.us](mailto:LRSIapp@dot.state.al.us) as a .pdf file (25 mb max) with “FY 2022 LRSI Application – **Sponsor Name**” in the subject line.

The office of Local Transportation Bureau (LTB) will send a confirmation email once an application is received. If you do not receive a confirmation, please contact LeeAnn Williams 334-242-6020, [williamsle@dot.state.al.us](mailto:williamsle@dot.state.al.us), to ensure receipt of the application.



## Frequently Asked Questions

**What roads are eligible under the Local Roads Safety Initiative?**

Any locally owned public road that has a "significant safety risk" as defined by the 2017 Alabama Strategic Highway safety Plan.

**What types of projects can be submitted for consideration?**

Any project intended to reduce crashes on roads with a Significant Safety Risk are deemed eligible by federal regulation. Projects including but not limited to: general roadway safety projects, intersection improvements, traffic control devices, and unshielded bridge end upgrades.

**What types of projects will be the most competitive?**

Projects which utilize the FHWA Low Cost Proven Safety Countermeasures are recommended. It is also recommended that projects focus on reducing high severity Rural Roadway Departure crashes.

Rural Roadway Departure Crashes are considered to be any crash initiated by the vehicle leaving its travel lane. This includes not only roadside collisions and rollover crashes, but also centerline crossover head-on crashes.

**What types of projects are considered not eligible?**

Projects which in the judgement of the selection committee are deemed to be primarily maintenance in nature, and do not prove to have significantly overrepresented safety risks are ineligible. Such types of activities include but are not limited to items such as standard striping projects, maintenance clearing activities, etc.

**Can multiple locations be included in a single application?**

Yes. Multiple locations may be included in one project application. However, all required information must be provided for each location, and each location should be identified by a unique site number and prioritized.

Yes, a single agency may submit multiple applications.

**What is the maximum award amount per project?**

There is no maximum amount of federal funding that may be requested for the FY 2022 program. However, projects with low cost proven safety countermeasures and those where the sponsoring agency is contributing greater than the required 10% match may be more competitive than other costlier projects.

**Are projects that require right-of-way acquisition eligible?**

Projects requiring ROW acquisition will not be eligible under this program.

**Are projects that require utility relocation eligible?**

Projects that have minor utility relocations are eligible if included as part of construction contract let through state services. The scope and estimate for utility relocations must be included in the project application.

Note: Utility relocation will not be eligible for projects utilizing force account work.

**Do all of the items on the application have to be filled out?**

No, but all of the information requested will be used in risk analysis. Items not provided will be given a minimum value which may not accurately reflect the appropriate risk present at your project location, and therefore will ultimately affect an applications ability to compete for funding.

**How long is funding available?**

Funding is generally available for one year. Please refer to the current fiscal year guidelines for specific dates.

**What methods are available to construct projects under this program?**

Projects may be either let to contract through state services or performed by force account. Applicants should specify which method shall be used in the application. Applicants seeking approval for force account reimbursement must follow the **ALDOT Guidance & Regulatory Requirements for Force Account Safety Projects** dated 08/07/2017

The systemic approach to safety is a data-driven process that involves analytical techniques to identify sites for potential safety improvement and suggests projects for safety investment not typically identified through the traditional site analysis approach. The intent of this complementary approach is to supplement traditional site analysis and provide a more comprehensive and proactive approach to preventing the most severe crashes. The systemic approach identifies "problems" based on systemwide data by correlating characteristics (e.g. geometry, volume, or location) frequently involved in severe crashes. These characteristics are considered to be risk factors and indicate the potential for future severe crashes. Using this risk-based method allows the program to identify and target those locations with the highest probability of future severe crashes (and hopefully preventing them) as opposed to chasing crashes that have already happened.

**What are the risk factors to consider when selecting a project location?**

Our office has determined that the following characteristics have the potential to significantly factor into the relative safety of a roadway, and the probability that lane departure crashes may occur:

- the presence of sloped pavement edge
- adequate curve signing
- proper cross-slope
- centerline and/or edge-line markings
- curve delineation
- centerline and/or edge-line or shoulder rumble strips
- paved shoulder width
- graded shoulder width
- adequate clear zones
- high traffic counts

**When is the application deadline?**

Please refer to the current fiscal year guidelines for the specific deadline date.

**When will applicants be notified of awards?**

All applicants will be notified in writing concerning the final status of their applications as soon as possible following project selection. We anticipate selecting projects and notifying sponsors around the start of the fiscal year.

### Fiscal Year 2021 Meeting Dates

<b><u>TAC</u></b>	<b><u>CAC</u></b>	<b><u>MPO</u></b>
7 October		15 October
10 November	18 November	19 November
9 December		17 December
13 January	20 January	21 January
10 February		18 February
10 March	17 March	18 March
7 April		15 April
12 May	19 May	20 May
9 June		17 June
7 July	14 July	15 July
11 August		19 August
8 September	15 September	16 September