**LOCAL ROADS SAFETY INITIATIVE (LRSI)**

The Local Roads Safety Initiative (LRSI) is intended to help reduce high fatal and incapacitating injury crash rates by alleviating safety deficiencies on locally owned public roads by utilizing low-cost safety countermeasures such as rumble strips, enhanced signage and delineation, clear zone improvements, shoulder widening, front slope flattening, and cross slope /superelevation corrections.

**ELIGIBILITY:**

Projects must be located on a locally owned public road. This initiative is available to cities and counties for both rural and urban non-State maintained roadways with significant safety risks.

Applications for projects that are designed to reduce the number of fatal and serious injury lane departure and run-off-road crashes will be 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 program, all projects meeting the LRSI program eligibility requirements are eligible to be submitted and will be prioritized on their own merit.

Applications 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. All LRSI projects will follow the Local Transportation Procedural Guidelines for Federal Aid Projects (Section 4).

**APPLICATION DEADLINE:** June 30, 2021

Applications shall be submitted to: [LRSIapp@dot.state.al.us](mailto:LRSIapp@dot.state.al.us)

Questions: LeeAnn Williams, P.E.
334-242-6020
[williamsle@dot.state.al.us](mailto:williamsle@dot.state.al.us)

**PROGRAM FUNDING:**

The total LRSI funds to be allocated in FY 2022 is programmed to be $4,124,000. LRSI projects shall have a 90% Federal and 10% Local split. Federal-Aid funding will be in the amount of 90% of the bid price. Any contract overruns will be the responsibility of the local governmental agency. LRSI funding must be authorized by May 1, 2022 or funding will be rescinded if necessary.

**ALLOWABLE WORK PHASES:**

Projects involving right-of-way acquisition will not be eligible. Projects that require utility relocation will only be eligible if a minimal cost to the project.

**MORE INFORMATION:**

[https://www.dot.state.al.us/programs/HSIP.html](https://www.dot.state.al.us/programs/HSIP.html)
FY 2022 Local Roads Safety Initiative (LRSI) Guidelines

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.
After an application is selected, neither the scope of work or limits of work can be changed without the 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.
Roadway/Lane Departure Reduction Safety Projects

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.
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** 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**, to ensure receipt of the application.
FY 2022 Local Roads Safety Initiative Application

This document provides the format in which the required information is to be included in all applications seeking consideration for the Local Roads Safety Initiative (LRSI). Applicants may develop and prepare their own applications; however, the information in A through L shall be provided with supporting narratives/attachments included. Prospective project sponsors are encouraged to review the FY 2022 Local Roads Safety Initiative Guidelines as well as the LRSI FAQ when developing an application. Sponsors will be required to submit the application electronically to the ALDOT Local Transportation Bureau by the FY 2022 deadline of June 30th, 2021.

Provide the Sponsoring Agency:

Sponsor Entity: ________________________________________
Mayor/Chairman: ________________________________________
Contact: ________________________________________
Contact Title: ________________________________________
Mailing Address: ________________________________________
Phone: ________________________________________
Email: ________________________________________

a. Transmittal letter summarizing the project location, the justification for site selection, the countermeasures to be applied, and commitment of matching funds in the event of selection.

b. Completed LRSI Project Application Fact Sheet (See attached LRSI fact sheet)

c. A detailed cost estimate of the total project cost, the amount of Federal funds requested, and the amount of the local match that will be provided by the sponsor.

d. A detailed location map showing project limits and total project length.

e. Most recent three calendar years of CARE Portal crash history data or local police reports. (See attached crash history worksheet)

f. Summarized Traffic counts including method of collection. Raw data is not needed

g. Project location crash rates and calculations as well as crash type and severity distributions
h. Color photographs of significant project details

i. Reiker Horizontal Curve Analysis Summary (when applicable)

j. Relevant Supporting data as referenced in the *Manual for Selective Safety Improvements on High Risk Rural Roads and Every Day Counts – 5 Focus on Reducing Rural Roadway Departures* if applicable:
   a. Crash modification factor (CMF)
   b. Benefit-Cost Ratio
   c. Crash Reduction Factors

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/roadway_departures.cfm

k. Attach any supporting photographs, maps, drawings, or plans necessary to support the project application (all in Color).

l. Identify if any utilities will need to be relocated. Please include a detailed description and an estimate of any associated cost that may be incurred.

m. Provide any additional comments the sponsor wishes to be considered.

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 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, to ensure receipt of the application.
FY 2022 Local Roads Safety Initiative Project Application Fact Sheet

Project Sponsor: _________________________ Project Manager: ______________________________
Phone: ___________________ Email: ____________________________________________________
ALDOT Region: _____________ ALDOT Area: _______________ County: _________________________

**Existing Location Information:** (Bold items are required; other items will be given minimum value if not provided)

- **Route:** ___________________
- **Begin Point:** ________________
- **End Point:** ___________________
- **Segment Length (mi):** _______
- **Speed Limit:** _______________
- **Average AADT:** ______________
- **No. of Lanes:** _______________
- **Lane Width:** _______________
- **Pvd Shld Width:** ______________
- **Graded Shld Width:** _______
- **Clear Zone Width:** _______
- **Front Slope (H: V):** ___________
- **Ditch Bottom:** _____________
- **Back Slope (H: V):** ___________
- **Driveway Density (/Mi):** ____________
- **Grade (%):** ________________
- **Road Hazard Rating (RHR) (1-7) See Below for guidance** ___________

- **CL Stripe:**  
  - Y  N; **Edge-line Stripe**  
    - Y  N; **CL RPM**  
      - Y  N; **Edge-Line RPM**  
      - Y  N

- **CL Rumble Strip:**  
  - Y  N; **Edge-line/Shoulder Rumble Strip**  
  - Y  N

**Other Information/ Risk Factors:** ______________________________________________________
____________________________________________________________________________________

**Proposed Countermeasures:**

Please select the countermeasures proposed for this location.

- Sloped Pavement Edge
- Centerline Rumble Strips
- Edge-Line/Shoulder Rumble Strips
- Enhanced Curve Signing
- Enhanced Delineation (e.g. RPMs CL or Edge, Delineator Posts, Etc...)
- Shoulder Widening (___ ft Paved, ___ ft Graded)
- Barriers (e.g. guardrail, cable rail)
- Clear Zone Improvements (increase clear zone to _____ ft)
- Slope Flattening (New H: V _____)
- High Friction Surface Treatment (HFST)
- Cross Slope Correction
- Other: ____________________________________________________________________________

*RHR Scoring Guidelines: Highway Safety Manual Volume 3 Pg. 13-60

1: Clear Zone >= 30ft side slope flatter than 1V:4H, recoverable
2: Clear Zone between 20 and 25 ft; side slope about 1V:4H, recoverable
3: Clear Zone about 10 ft; side slope about 1V:3H, marginally recoverable
4: Clear zone between 5 and 10 ft; side slope about 1V:3H or 1V:4H, marginally forgiving, increased chance of reportable crash
5: Clear zone between 5 and 10 ft; side slope about 1V:3H, virtually non-recoverable
6: Clear zone less than or equal to 5 ft; side slope about 1V:2H, non-recoverable
7: Clear zone less than or equal to 5 ft; side slope about 1V:2H or steeper, non-recoverable with high likelihood of severe injuries from roadside crash
## Crash History Worksheet

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