

## **FY 2023 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 2023 LRSI, all projects meeting the LRSI eligibility requirements are eligible to be submitted and will be prioritized on their own merit.

The FY 2023 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, 2022, to allow ample time for project development, plan preparation and FHWA authorization.

# **Local Roads Safety Initiative (LRSI)**

## **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.

### **Can an agency submit multiple applications?**

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 2023 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.

## **What is a systemic approach and how is it different from the way projects were selected in the past?**

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.

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, 2023**. Funding for projects not authorized prior to May 1, 2023, 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 FY 2023 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 **July 15, 2022**. 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 2023 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.



# ALABAMA DEPARTMENT OF TRANSPORTATION

## Local Transportation Bureau

1409 Coliseum Blvd., Montgomery, Alabama 36110-2060

Phone: (334) 242-6206 FAX: (334) 353-6530

Internet: <http://www.dot.state.al.us>



Kay Ivey  
Governor

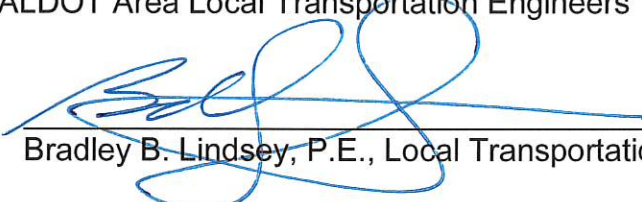
John R. Cooper  
Transportation Director

May 17, 2022

### LOCAL TRANSPORTATION BUREAU MEMORANDUM 2022-08

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 2023 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 2023. Despite this rule not being placed in effect for the State of Alabama for FY2023, ALDOT will allocate federal funds (\$5 million) towards safety improvement projects for local agencies through the Local Roads Safety Initiative (LRSI).

A determination has been made that for FY2023 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 2023 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 FY 2023 program will 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. Special consideration will be given for those applications utilizing countermeasures designed to reduce roadway departure crashes, as listed in the FY 2023 LRSI Guidelines.

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, 2023**.

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)

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Program Guidance, Frequently Asked Questions, and the FY 2023 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>