



Kay Ivey  
Governor

## 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>



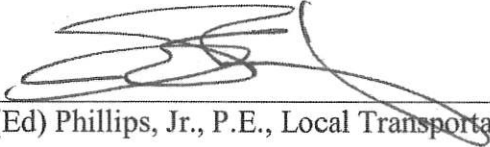
John R. Cooper  
Transportation Director

May 31, 2018

### LOCAL TRANSPORTATION BUREAU MEMORANDUM 2018-20

TO: Alabama Counties/Cities/Towns  
ALDOT Region/Area Local Transportation Engineers  
ALDOT Local Transportation Bureau Staff

FROM:

  
D.E. (Ed) Phillips, Jr., P.E., Local Transportation Bureau Chief

REFERENCE: FY 2019 HIGH RISK RURAL ROADS PROGRAM  
CALL FOR APPLICATIONS

The purpose of this Memorandum is to serve as the official "Call for Applications" and provide guidance for the preparation of applications pertaining to the final FY 2019 High Risk Rural Roads Program, introduced by Memorandum 2008-14, dated April 6, 2018.

The Alabama Department of Transportation (ALDOT) has allocated a portion of Federal funds to establish a High Risk Rural Roads (HRRR) Program for FY 2019. The intent of this program is to evaluate site-specific and programmatic actions in an effort to reduce the Statewide fatality rate on rural roads. Therefore, the ALDOT is placing a call to all local agencies (counties, cities, and towns) to submit applications in accordance with the program Application Guidance (attached). Any local agency is eligible to apply for these safety funds, so long as the selected project is located on a rural major or minor collector, or local road, i.e., a route not within a FHWA Census-defined urbanized area. The available funding that has been set aside for FY 2019 will be \$4,537,476. Generally, there will be a 10% funding match requirement by the local public agency. Due to the funding authorization constraints, funding will be limited to construction only. Projects may be implemented by contract or through force account work, as approved by ALDOT.

**When proposing improvements, the applicant should give consideration that projects plan submittals must be finalized and receive FHWA funding authorization prior to September 30, 2019.**

Please see the 2019 HRRRP Application Guidance attached to this Memorandum for more details.

If you should have any questions or comments, please contact Mr. Brad Lindsey, Local Transportation Bureau Deputy Bureau Chief at (334) 242-6728.

DEP/dep

c: Mr. John R. Cooper, Transportation Director  
Mr. Don Arkle, P.E., Chief Engineer  
Mr. Ed Austin, P.E., Assistant Chief Engineer, Policy & Planning  
Mrs. Linda Guin, FHWA Alabama Division  
Mr. Steve Walker, Design Bureau Chief  
Mr. Gary Havron, Alabama Technology Transfer Center, Auburn University

**FY 2019**  
**High Risk Rural Roads Program (HRRRP)**  
**Application Guidance**

**Eligibility**

Projects must be located on a Rural Major Collector, Rural Minor Collector, or Rural Local classified road. Projects must be located outside of an urbanized area as defined by the U.S. Census.

Any local 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 three distinct project types: (1) General Safety Projects, (2) Unshielded Bridge Ends, and (3) Traffic Control Devices. The three project types are described herein.

Project status reports will be required to ensure that the selected projects are advancing. At the discretion of ALDOT, project awards may be rescinded if reasonable project development is not pursued, to ensure expenditure and prevent the lapsing of Federal funds.

**Project Application Procedures**

Complete project applications are due before August 1, 2018 and shall be mailed to the ALDOT Local Transportation Bureau with a copy to the ALDOT Area Local Transportation Engineer.

The HRRRP Project Selection Committee will consist of a representative from the ALDOT Local Transportation Bureau, the ALDOT Design Bureau Traffic & Safety Operations Section, and the Alabama Division of the FHWA.

The HRRRP Project Selection Committee will review project applications to confirm that the project meets the eligibility requirements. If additional information or clarification is found to

be necessary by the HRRRP 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 October 1, 2018 to allow one full year for project development, plan preparation and FHWA authorization. **Project Plan Submittals must be final, complete and receive FHWA authorization prior to October 1, 2019.** Funding for projects not authorized prior to October 1, 2019 will be rescinded at the discretion of ALDOT.

Projects shall have a "soft" maximum of \$100,000.00 in Federal-Aid per selected project. HRRRP projects shall have a 90% Federal/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.

The amount of Federal-Aid allocated to any selected project application will be at the sole discretion of the HRRRP Project selection committee prior to award or the ALDOT Local Transportation Bureau during project development. Some items of work may be determined to be "non-participating" and therefore, not funded through Federal-Aid funds. The sponsor may retain those items of work within the project (at the sponsor's expense) or remove the items from the project.

After an application is approved, neither the scope of work or limits of work can be changed without the prior written approval of the ALDOT Local Transportation Bureau.

## **Project Application Criteria**

Projects may be performed by contract (through State Services) or by force account. Applicants shall identify the desired method in the application. Method approval shall be at the discretion of the ALDOT Local Transportation Bureau. Projects approved for force account reimbursement shall follow the procedures outlined in *Memorandum 2017-09* (Dated August 2, 2017).

Due to the time restraints for authorization of HRRRP funding, projects involving right-of-way acquisition will not be eligible.

Due to the time restraints for authorization of HRRRP funding, 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.

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 the project.

A. General Safety Projects

- 1a. For roadway projects, identify the entire length of the Segment (of which the project area is a part). Provide the crash rate for the segment, including the crash history for the past 3 years.
- 1b. For intersection projects, identify the Node (of which the project area is a part). Provide the crash rate for the node, including the crash history for the past 3 years.
2. Project applications shall identify the safety treatment(s) proposed and the Benefit-Cost Ratio and corresponding Crash Modification Factor for the safety treatment(s) as referenced in the *Manual for Selecting Safety Improvements on High Risk Rural Roads*, if applicable.
3. Generally, projects with higher crash rates and incidence(s) of fatality/injury will be given priority.
4. The Selection Committee shall also consider project costs, Benefit-Cost Ratios and Crash Reduction Factors when prioritizing projects.
5. The application should include at a minimum:
  - 5(a). Transmittal letter describing:
    - Project location
    - Proposed project improvements
    - How project is expected to reduce crashes
  - 5(b). Detailed location map showing project limits and total project length.

- 5(c). Most recent three calendar years of CARE crash history data (or local police reports).
- 6(d). Summarized Traffic counts including method of collection. Raw data is not needed.
- 6(e). Project location crash rate calculation.

*NOTE: A Segment is defined as the length of roadway between and connecting two adjacent Nodes.*

*When calculating crash rates for General Safety projects, the entire length of the Segment (of which the project area is a part) must be used. It should be noted that the actual project limits may cover an area less than the entire Segment. However, the entire length of the Segment must be used in the calculations.*

*The project crash rate is to be calculated utilizing the combined number of crashes involving Fatalities and/or Incapacitating Injuries contained in the crash history data, the AADT for the Segment, and the Segment length.*

*EXAMPLE:*

$$\text{Crash Rate} = \frac{[(\text{Number})/(\text{AADT})(\text{Length in miles})(3 \text{ yr})(365 \text{ days})]}{(1,000,000)}$$

*The crash rate should be expressed as number per million vehicle miles.*

*When calculating crash rates for intersection projects, the project crash rate is to be calculated utilizing the combined number of crashes involving Fatalities and/or Incapacitating Injuries contained in the crash history data and the AADT for the Node.*

*EXAMPLE:*

$$\text{Crash Rate} = \frac{[(\text{Number})/(\text{AADT})(3 \text{ yr})(365 \text{ days})]}{(1,000,000)}$$

*The crash rate should be expressed as number per million vehicles.*

- 6(f). Color photographs of significant project details.
- 6(g). Detailed project cost estimate including pay items, quantities, and estimated unit costs.

B. Unshielded Bridge End Projects

- 1. Bridge structures, including culverts that currently do not have bridge rail and/or end treatments will be eligible. The repair or replacement of existing bridge rail and/or end treatments will generally not be considered.

In situations where end treatments are not present, and the installation of end treatments requires replacement of existing bridge rail, the replacement of existing bridge rail may be an eligible item, subject to review by the Local Transportation Bureau.

Priority will be given to projects on a higher classified roadway and/or with higher traffic counts and/or higher crash incidents.

- 2. The application should include at a minimum:
  - 2(a). Transmittal letter describing:
    - Project location(s)
    - Proposed project improvements
  - 2(b). Detailed location map showing project location(s).
  - 2(c). A summary of the most recent three calendar years of CARE crash history data (or local police reports).
  - 2(d). Roadway classification
  - 2(e). BIN and Bridge Sufficiency Rating.
  - 2(f). Traffic counts including method of collection.
- 3. Color photographs of all four bridge ends.
- 4. Detailed project cost estimate including pay items, quantities and estimated unit costs.
- 5. A single application may be submitted for multiple project locations. Each location shall be identified by a unique site number. All required information shall

be provided for each site. Individual sites may be selected for funding by the HRRRP Project Selection Committee.

6. Applications should be segmented into various road classification and route number.

C. Traffic Control Device Projects

1. Roadways, including bridge structures, that currently do not have adequate traffic control devices (signing, striping, raised pavement markers, etc.) will be eligible, subject to review by the Local Transportation Bureau.
2. The application should include at a minimum:
  - 2(a). Transmittal letter describing project location(s)
  - 2(b). Detailed location map showing project location(s).
  - 2(c). A summary of the most recent three calendar years of CARE crash history data (or local police reports).
3. Detailed project cost estimate including pay items, quantities and estimated unit costs.
4. A single application may be submitted for multiple project locations. Each location shall be identified by a unique site number. All required information shall be provided for each site. Individual sites may be selected for funding by the HRRRP Project Selection Committee.
5. Applications should be segmented into various road classification and route number.