

Application Requirements for Statewide HSIP Funding

ADOT programs statewide HSIP funds for larger safety improvement projects. MAG recommends projects to ADOT for programming.

I. EXECUTIVE SUMMARY

II. INTRODUCTION

III. EXISTING CONDITIONS

1. Roadway Features - The physical characteristics of the subject roadway are a composite of the roadway section and location; roadway type and general conditions; roadway geometrics, traffic control type and location, adjacent development, available stopping, passing, and intersection sight distance, location and type of signing, striping, delineation, grade, super-elevation, and all other existing physical features of, on, and around the roadway. Some or all of these characteristics, where appropriate and applicable, must be investigated and documented, presented both in the text of the Report and graphically in a Condition Diagram, as part of every safety evaluation. These data may come from any or all of the following: The Maintenance and/or the Feature Inventory database, as-builts that encompass the subject area and any additional information contained in a Special Request. The Roadway Features investigation should also include research into any previous work done to mitigate a safety concern in the subject area, and the effect, if any, this had on the safety of the area.

2. Traffic Characteristics- To understand traffic movement through the subject roadway, existing and forecasted traffic volumes, vehicle size distribution, vehicle speed distribution, pedestrian and bicycle activity/volumes, capacity, delay, gaps, and conflicts need to be identified. Some of this information may be obtained by a prior study. Additional information may also be contained in a Special Request. However, it may be necessary to measure any or all of these quantities, as applicable, for each safety evaluation. Additionally, an engineering speed study, a 12-hour traffic count, and a turning movement survey may be required for each location, as applicable, to obtain a complete and thorough representation of existing traffic characteristics.

IV. CRASH HISTORY

Crash history the most vital element in establishing the presence of a potential safety concern. Collision reports for the subject area for the most recent three or five-year period can be obtained from the ALISS database. Each ALISS data contains valuable information regarding the condition of each driver and vehicle involved in the crash; an officer's assessment of specific driver error(s) contributing to or responsible for the crash; weather, light, and road-surface conditions at the time of the crash and many other data elements. Crash information obtained for the subject location is summarized and presented both in the text of the Report and graphically in a Collision Diagram. Tabulation of crash data elements by year is essential to the Safety Evaluation and the economic analysis of safety improvements to the subject location.

V. PROPOSED IMPROVEMENTS

A investigation of each location will lead to the development of one or more countermeasures to address adverse conditions that led to collisions on the subject roadway.

1. Improvement 1
2. Improvement 2

VI. BENEFIT/COST RATIO OF IMPROVEMENTS

The benefit-cost ratio analysis is an economic evaluation that is the basis for establishing the relative need for and the feasibility of implementing recommended safety improvements. The B/C is the ratio of expected benefits accrued (assessed in dollars) to the cost to construct and maintain the recommended alternative. Using crash data obtained and tabulated previously in the Evaluation, for each crash severity type: Fatal, Incapacitating Injury, Non-Incapacitating Injury, Possible Injury, and Property Damage Only (PDO) and Unreported, an Annual Average is calculated. The Annual Average (in number of accidents per year) is multiplied by the estimated Crash Reduction Factor (CRF) to obtain the Total Reduction (in number of accidents per year).

1. Benefit Assumptions
2. Cost Assumptions
3. Benefit/Cost Ratio Calculations

VII. CONCLUSIONS

VIII. ATTACHMENTS (If any Available)

*For More Details please refer The Arizona Highway Safety Improvement Program Manual published in March 2010.

FY2012 - FY2015 Project Application for Systematic Safety Improvements

Project Title:

Agency:

Agency Contact:

Name:
Phone Number:
email:

Federal Funding Request(\$):
Local Match(\$):
Total Cost(\$): \$0

Project Description:
(Systematic Improvements)

Crash Data Time Period 2007-2009

Crash Summary In Your Agency for the Time Period

	PDO Crashes	Possible Injury Crashes	Non-Incapacitating Injury Crashes	Incapacitating Injury Crashes	Fatal Crashes
Total Number of Crashes					
Benefit / Cost Ratio Tabulation					
Annual Benefit Tabulation					
Crash Severity	Annual	Estimated	Total Reduction	Unit Cost	Annual Benefit
Fatal	0.00	0%	0.00	\$5,800,000	\$0
Incapacitating Injury	0.00	0%	0.00	\$400,000	\$0
Non Incapacitating Injury	0.00	0%	0.00	\$80,000	\$0
Possible Injury	0.00	0%	0.00	\$42,000	\$0
No Injury	0.00	0%	0.00	\$4,000	\$0
Total Annual Benefits					\$0
Costs					
Total Construction Costs					\$0
Project Life (years)					
Interest Rate (%)					8%
Capital Recovery Factor					#DIV/0!
Annual Construction Cost					#DIV/0!
Annual Maintenance Cost					
Total Annual Costs					#DIV/0!
Benefit / Cost					
Annual Benefit	Annual cost			Benefit / Cost Ratio	
\$0	#DIV/0!			#DIV/0!	