

FY 2026 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.

For FY 2026, the High Risk Rural Roads (HRRR) Special Rule has been placed in effect for the State of Alabama.

Section 148(g)(l) of title 23, United States Code (U.S.C.), establishes HRRR Special Rule, which requires States where the fatality rate on rural roads increased over the most recent two-year period to obligate a specified amount of funds toward HRRR safety projects in the next fiscal year. Alabama was one of nine states which triggered the HRRR Special rule due to an increase in the fatality rate as measured by a 5-year rolling average. The HRRR Special Rule requires that Alabama must obligate \$4,124,978 towards projects for High Risk Rural Roads as defined by 23 USC 148(a)(1), “any roadway functionally classified as a major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan.”

The HRRR Special Rule requirements will be satisfied through the LRSI program, and projects which meet the requirements of the HRRR Special Rule will receive priority funding and approval. Once requirements of the HRRR Special Rule have been satisfied Local Agency projects which do not meet the requirements of the HRRR Special Rules will be considered for funding.

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 2026 LRSI program, all projects meeting the LRSI eligibility requirements are eligible to be submitted and will be prioritized on their own merit.

Projects consisting primarily of roadway striping and/ or markings either in scope of work or as a percentage of the cost, will not be considered high priority and therefore not compete as well.

The FY 2026 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, 2025, to allow 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 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 LPA Projects. 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 **June 1, 2026**. Due to the HRRR Special Rule being in effect, funding for projects not authorized prior to June 1, 2026, will be rescinded at the discretion of ALDOT in order to reallocate awarded funds before FHWA's authorization deadline of September 30, 2026.

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 2026 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 25, 2025**.

Applications should be sent in through <https://aldot.submittable.com/submit>

Applicant will receive a confirmation email once an application is submitted. If you do not receive a confirmation, please contact LeeAnn Williams at 334-242-6020 to ensure receipt of the application.