

Introducing...



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NOCoE
National Operations Center of Excellence



A.S.A.P. History

- Started: Birmingham in 1997
- CMAQ funding
- Expanded: Mobile in 2003

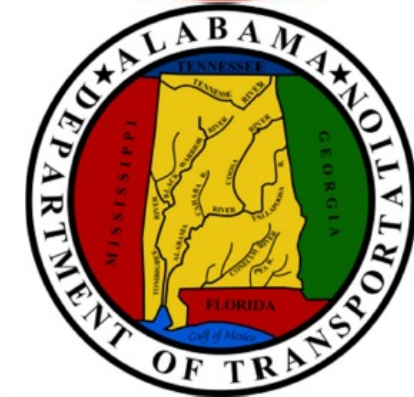


Under Development

- Guidelines Manual
 - Defining the duties
 - Establishing standards
- Training Program
- Revised Logo



ALABAMA
SERVICE &
ASSISTANCE
PATROL

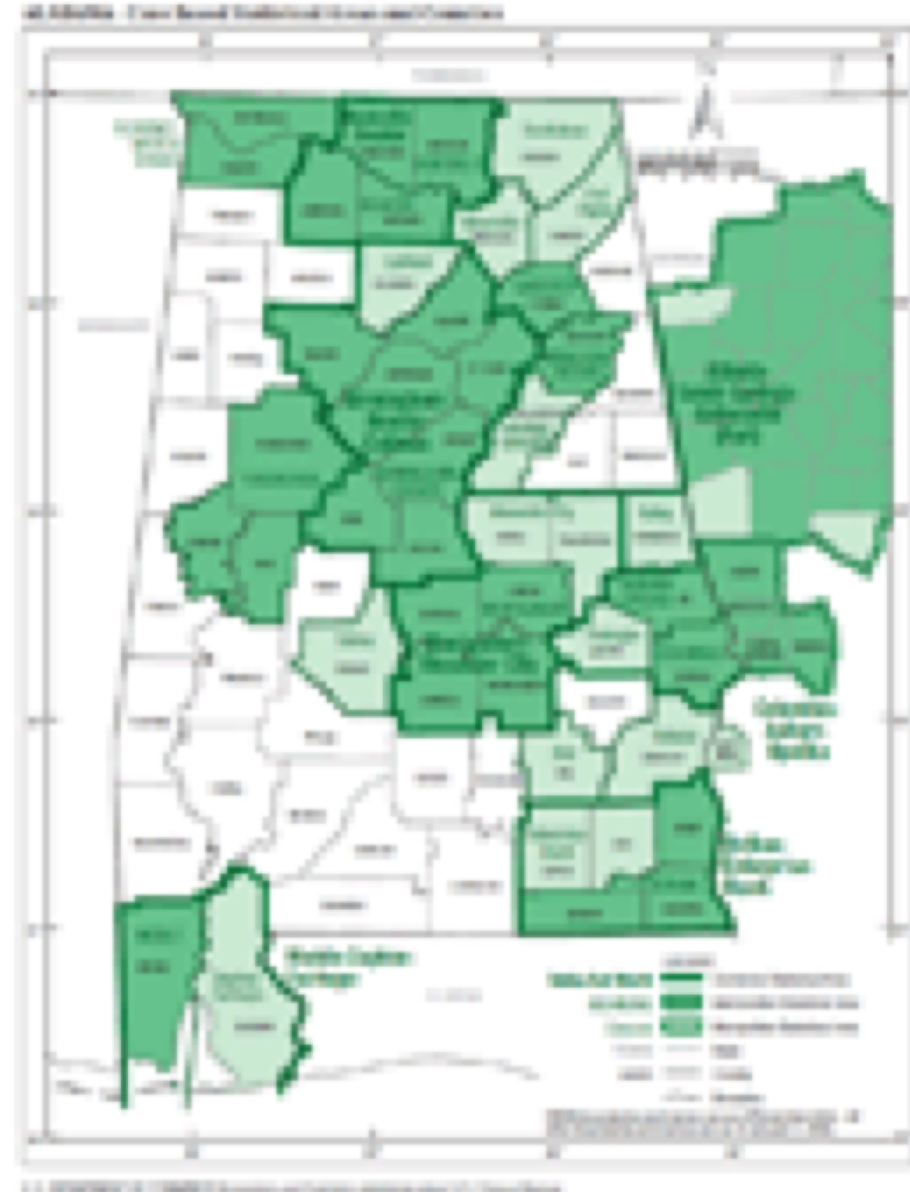


DRAFT
Guidelines Manual



RTMC

- 5 regional traffic management centers
 - Birmingham
 - Mobile
 - Montgomery
 - Tuscaloosa
 - Huntsville





Recent Expansion in Service Areas

- Montgomery
- Tuscaloosa





Moving Forward

- Justification
- Huntsville Area
- Rural Applications?

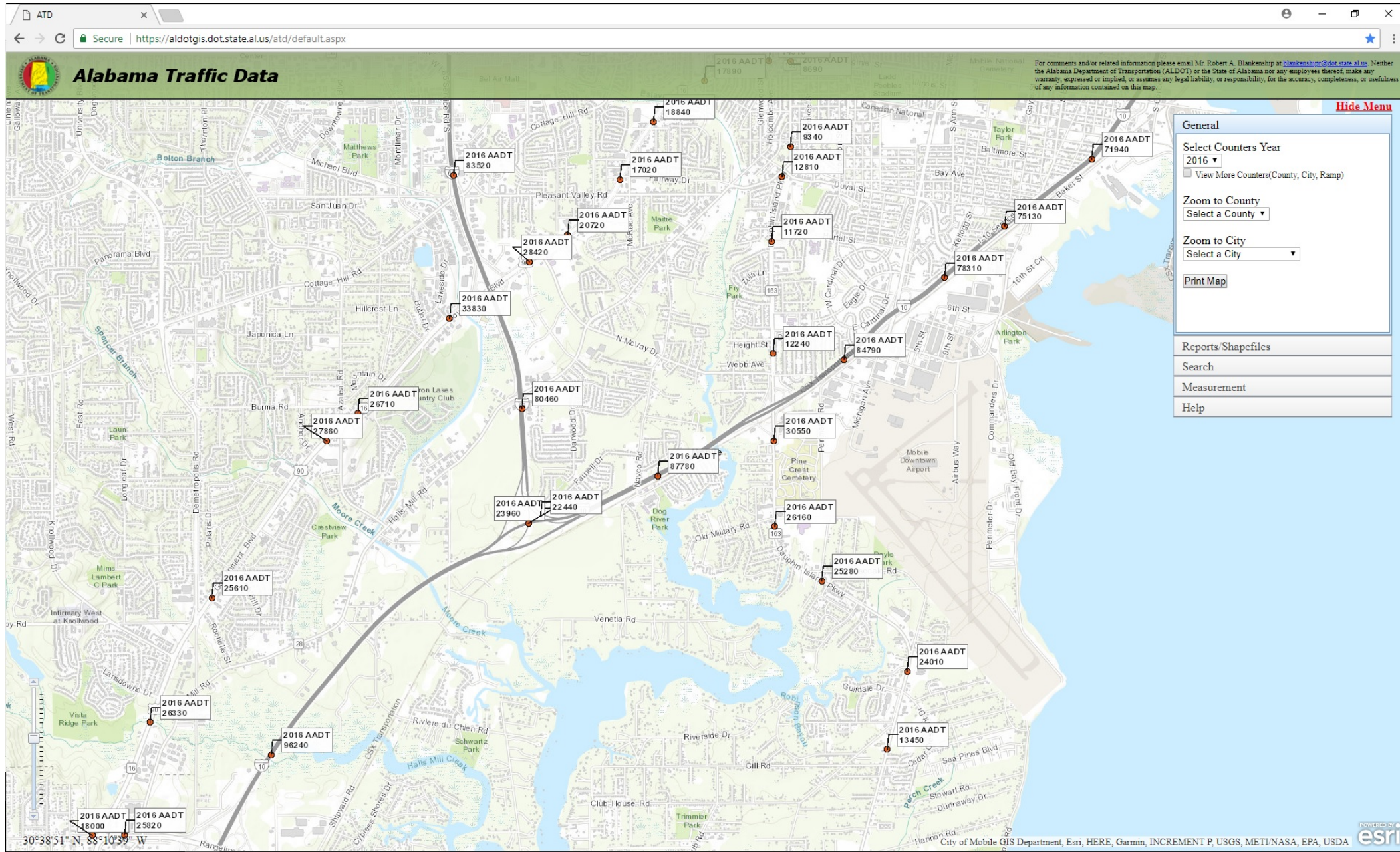
Incident Factor Equation

The Pennsylvania Department of Transportation developed an equation to assist in mathematically determining route justification for their safety service patrol program. The equation provides an Incident Factor and includes the AADT, the annualized number of crashes over a predetermined segment, the length of the segment, and a constant. For the segment to receive further consideration its resulting Incident Factor should be 4 or higher. This equation is a good start for evaluating route justification, if a route does not achieve at least an IF of 4 it shouldn't be ruled out for inclusion. A level of engineering judgement should be exercised considering freight movement, construction zones, or other factors that the IF equation does not incorporate into calculation. The IF equation is included below. A spreadsheet has been developed for assisting in evaluation and record keeping and is available upon request.

$$IF = \frac{(AADT) \times (\text{average annual number of crashes/length of segment in miles})}{100,000}$$



AA DT



Crashes

- Electronic Crash Reporting System



- Critical Analysis Reporting Environment



Worksheet

ASAProutejustificationHville - Excel

File Home Insert Page Layout Formulas Data Review View Tell me what you want to do

Clipboard Font Alignment Number Styles

A38

A.S.A.P. Route Justification Guidance Worksheet

Route	MP to MP	Cross Streets	AADT	# of crashes over segment	Segment Length in Miles	Constant	Incident Factor	
I-565	0 to 2	I-65 to Mooresville Rd	58,750	40	2	4	100,000	6 YES
	2 to 3	Mooresville to Swancott	57,190	20	1	2	100,000	6 YES
	3 to 7	Swancott to County Line Rd	50,740	49	4	8	100,000	3 NO
	7 to 8	County Line Rd to Glen Hearn	41,890	23	1	2	100,000	5 YES
	8 to 9	Glen Hearn to Wall Triana	53,360	24	1	2	100,000	6 YES
	9 to 14	Wall Triana to Rideout	68,010	104	5	10	100,000	7 YES
	14 to 15	Rideout to Madison Pike	108,170	59	1	2	100,000	32 YES
	15 to 17	Madison Pike to Jordan	107,820	61	2	4	100,000	16 YES
	17 to 19	Jordan to 431	88,620	92	1	2	100,000	41 YES
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Other Considerations

- TADT
- Freight (just in time delivery)
- Work zones
- Using the data (shorten routes)

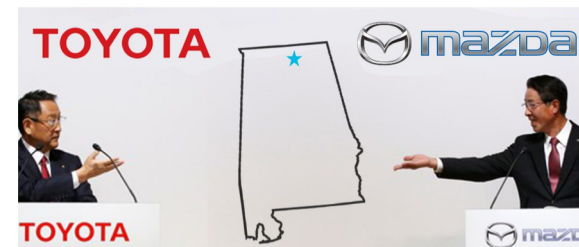


Mercedes-Benz



HONDA

Honda Manufacturing of Alabama



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Emergency Ops/Special Events

- Snow and Ice
- I-65 Hurricane Contraflow
- University of Alabama
- Auburn University
- Talladega Superspeedway





Funding/Staffing

- Birmingham qualifies for CMAQ
- Other areas funded through routine or special maintenance funds
- Battle for employment numbers
- Contract staffing?
- Procurement times?
- Data driven decision making/budgeting



Questions?



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