The goal of this project is to provide introductory training on the new AASHTO *Highway Safety Manual* (HSM) to those involved in safety studies and decisions within the Alabama Department of Transportation (ALDOT). The AASHTO HSM represents a significant enhancement in quantifying roadway safety and introduces many new terms and methodologies. This training will provide an overview and understanding of the content and use of the HSM. This will give ALDOT managers a feeling for the use of the HSM and its potential improvement in safety decision making, and it will stimulate implementation within the Department. This project will provide a “head start” for ALDOT’s implementation of the HSM. It will give a uniform understanding of the HSM to those managers and employees who are most apt to use the HSM for decisions or to approve and fund those decisions. Three organizations will be involved in this training venture: 1) ALDOT is the training recipient and project sponsor; 2) the University Transportation Center for Alabama (UTCA) at the University of Alabama (UA) will participate in review of the training materials, tailor them to fit ALDOT, and participate in training instruction; and 3) CH2M Hill (CH2M) will provide the basic training materials and provide training instructors. The training will comprise two types: 1) Short Overview. The initial offering will be a two-hour “overview” that introduces the terminology and concepts. It is anticipated that this course will be attended by 40 high-level managers from the Central Office and Divisions Offices, and from associated agencies like FHWA, DPS, ADECA Governor’s Highway Safety Program, and professors associated with ALDOT safety research, training, or implementation. 2) Two-Day Overview. The second offering will provide an overview in more detail, so participants will have a more complete understanding of the terminology, methodologies, data needs, modeling, calibration, and other aspects of HSM implementation. This version will be offered twice, with 40 participants in each session. The participants will be those might reasonably be expected to use the HSM. This might include division design engineers and traffic engineers, and central office traffic engineering, safety section, design section, planning, and other bureaus and sections. In addition, a reasonable number of county engineers might be invited.

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Subjects

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