

**High Accident Location (HAL) and High Accident Corridor (HAC)  
Lists Rescinded**  
Adopted by  
**Highway Safety Executives**

**Purpose**

Provide guidance and direction to WSDOT Headquarters and Region Offices that the HAL and HAC list are no longer used for identifying safety project evaluation.

**Background:**

WSDOT Highway Safety Executives directed the Capital Program Development and Management Office to develop two procedures that make use of GIS to screen locations across the state against adopted crash characteristics for potential safety improvement. In addition, WSDOT Highway Safety Executives contracted with Dr. Venky Shankar (University of Pennsylvania) to develop a methodology for analyzing Interstate roadways to identify locations for potential safety projects.

The first of these is the CAL or Collision Analysis Location. The CAL analysis is a quarter mile analysis using Microsoft Excel with the results being mapped in GIS.

Fatal, Serious, and Evident Injury collisions are summarized or counted for each ARM (Accumulated Route Mile) along the route. These ARM points are compared to adjacent points and if within one-half mile of each other it becomes a contiguous segment and assigned a segment number. The segment now has a begin and end ARM value. The segments are summarized to determine their total Fatal, Serious and Evident Injury collision totals. Under current criteria, if the segment has six or more Evident Injury collisions and four or more Fatal and Serious collisions as well as no planned safety (subprogram I-2) project, the segment is retained, otherwise, no additional analysis is performed.

The second procedure, the CAC or Collision Analysis Corridor procedure is continuing in development and will be provided. It will be a corridor analysis of collisions within a given length of roadway.

The Interstate methodology that Dr. Venky Shankar developed is a statistical analysis of collisions and may be submitted for adoption in the near future. The analysis includes roadway characteristics such as volume, geometrics and other data.

The tradeoffs of continued use of the HAL and HAC lists versus using new methodology was discussed in light of meeting the goals of the SHSP (Target Zero). The Highway Safety Executives concluded the new methodology provided a more direct linkage to the stated goals of Target Zero.

**Guidance:**

The use of the HAL and HAC lists are rescinded for all purposes.

It is recommended that the regions provide consultants the potential safety project list identified by WSDOT's new priority array methods and the consultants and developers use similar approaches as WSDOT to analyze and evaluate solutions to these safety needs.

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