



Highway Safety Improvement Program
Data Driven Decisions

Illinois
Highway Safety Improvement Program
2015 Annual Report

Prepared by: IL

Disclaimer

Protection of Data from Discovery & Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

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Executive Summary

The Highway Safety Improvement Program (HSIP) is a data-driven, performance based, strategic approach targeted to infrastructure improvements administered by Federal Highways Administration (FHWA). Illinois has set its target to reduce the frequency of fatalities and serious injuries, as well as the exposure rates of fatalities and serious injuries per million vehicle miles traveled. In addition to these rates, Illinois Department of Transportation (IDOT) has identified and prioritized safety emphasis areas where performance measures are also narrowed down by functional class of roadways to understand the safety problems and implement appropriate countermeasures to curb the preventable fatalities and serious injuries with federal support.

The collaborative working efforts between Strategic Highway Safety Plan (SHSP) with Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), Commercial Vehicle Safety Plan (CVSP), Statewide Transportation Improvement Plan (STIP) - Long Range plan with metropolitan level is envisioned to provide consistency of data collection and management, integrated safety initiatives, and identification of data-driven performance measures with safety performance assessment. This coordination of safety programs helps IDOT to prioritize safety in planning and programming stage to utilize limited funding with safety improvement potentials to set effective goals, targets with safety performance matrix and assessments in future.

HSIP is administered and monitored by the Illinois Department of Transportation Bureau of Safety Engineering (BSE). IDOT works with safety partners to direct limited program dollars to areas with the greatest potential for safety improvement on the transportation system. IDOT uses safety performance functions and the systemic approach for identifying areas of improvement. Projects are selected based on their potential to reduce fatal and severe crashes economically using the IDOT benefit-cost evaluation tool. The HSIP roadway funding split between state and local routes remains the same as last year, 80/20. IDOT provides significant technical support in addition to the HSIP roadway safety investment. IDOT works with local agencies to increase obligation rates for HSIP projects approved.

Overall the program has seen a plateau in fatalities over the last few years, but 2014 has shown an approximately 15% decrease compared to this time last year. Detailed crash data analysis has shown that fatalities and severe injuries on the state route system continue to steadily decrease year after year. The local system fatalities and severe injuries have increased slightly, sparking the Illinois Safety Program Local Roadways Initiative focusing on county wide data analysis, Local Roads FIVE PERCENT analysis, roadway safety assessment support, development of County Strategic Highway Safety Plans, and technical support. Illinois continues to monitor progress, evaluates programs and modifies the screening, project identification and project approval approach to achieve Zero Fatalities on Illinois

roadways.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

Central

District

Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

Twenty percent of the HSIP roadway funding is allocated to local roadways. Prior to SAFETEA-LU, local agencies received less than \$1 million annually; in recent years, that amount has been increased to between \$12 - \$15 million annually. This is a substantial increase from program allocation prior to SAFETEA-LU.

Each Illinois Department of Transportation (IDOT) District has a traffic safety committee that coordinates with the IDOT Bureau of Local Roads and local agencies to provide technical support.

Illinois leads regular meetings with the MPOs to discuss safety performance targets and county SHSP development and implementation.

RSAs are provided to local agencies free-of-charge at the request of local agencies. IDOT BSE coordinates team members and facilities, provides technical analysis, presents the kick-off and team findings and prepares the RSA reports.

The IDOT Bureau of Safety Engineering is an active participant of the Illinois Association of County Engineers Traffic and Safety Committee to discuss the SHSP, HSIP, data issues, and ways to advance transportation safety in Illinois on local roadways.

After identifying increased fatalities on the local roadway system, the IDOT increased focus on local roadways by launching the Local Road Safety Initiative. The Local Road Safety Initiative is a multi-pronged approach to provide the tools and data along with program training and facilitation to organize local transportation safety committees. The participation continues to grow and the quality of applications have improved significantly. Each county is provided with County Strategic Highway Safety Plans (SHSP) Elements that include crash data trees, Emphasis Area tables, heat maps and effective countermeasures and strategies to address the potential safety improvements. The county SHSPs have been completed for 37 counties so far with the remaining 65 plans targeted for completion in 2015-2016. IDOT has identified site specific improvements using the FHWA Systemic Tool for 8 counties to date.

In early 2014, IDOT developed the FIVE PERCENT location list for the local system to address high priority locations and support system-wide initiatives.

In 2013, IDOT also embarked on a pilot program for 9 counties in the use of usRAP for county routes.

The DOT coordinates safety 4E workshops that encourage coordination and training locals on HSIP best practices. Based on the technical support provided, local agencies apply for HSIP funds for implementation. The HSIP applications are reviewed by the IDOT Central Office traffic safety committee to approve projects, recommend changes or refinements and consult with local agencies to ensure safety investments address program goals.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

Design

Planning

Maintenance

Operations Governors Highway Safety Office Other: Other-Local agencies**Briefly describe coordination with internal partners.**

IDOT BSE provides statewide data analysis to develop the Safer Roads Index (SRI) for all state routes, the local FIVE PERCENT locations and systemic safety initiatives; such as wrong way driving, pedestrian, curves. This information is provided to the Districts and local agencies through avenues such as the Safety Portal.

Each District has a safety committee comprised of representative in design, planning and operations. This committee reviews the Safety Tier locations, systemic analysis results, performs safety data analysis and field reviews, and identifies potential HSIP projects based on priority and safety needs. The Districts review local HSIP applications and provide input and recommendations prior to submitting applications to IDOT Central Office.

IDOT BSE utilized the HSIP SharePoint site to coordinate internally with Districts, Office of Planning and Programming and Office of Budget and Fiscal Management and other IDOT Offices, including FHWA Illinois Division Office.

IDOT Bureau of Safety Engineering leads a Transportation Safety Committee in Central Office that review and approve, deny or make recommend changes to all statewide HSIP projects. The committee includes members of IDOT BSE, IDOT Bureau of Design and Environment, IDOT Bureau of Local Roads and FHWA.

Identify which external partners are involved with Highway Safety Improvement Program planning.

- Metropolitan Planning Organizations
- Governors Highway Safety Office
- Local Government Association
- Other: Other-Local agencies
- Other: Other-Law enforcement

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

- Multi-disciplinary HSIP steering committee
- Other: Other-IDOT continues to use a safety committee to help administer the program
- Other: Other-Established the Safer Roads Index with Safety Tiers to better utilize HSIP funding and maximize other funding sources. Developed the local FIVE PERCENT locations for local agency project identification.

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

The Districts and local agencies submit HSIP applications through the HSIP SharePoint site for review and approval by a Central Transportation Safety Committee. Since 2013, the IDOT Districts have taken a more active role in supporting the local roadway safety program. If there are large HSIP funding requests or longer term projects, the committee may recommend that a Road Safety Assessment be conducted to identify low cost safety improvements that could be implemented quickly along with verification of the longer term, high cost projects to ensure the best and most appropriate use of HSIP funds to maximize results.

Program Methodology

Select the programs that are administered under the HSIP.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Median Barrier | <input checked="" type="checkbox"/> Intersection | <input type="checkbox"/> Safe Corridor |
| <input checked="" type="checkbox"/> Horizontal Curve | <input type="checkbox"/> Bicycle Safety | <input type="checkbox"/> Rural State Highways |
| <input checked="" type="checkbox"/> Skid Hazard | <input checked="" type="checkbox"/> Crash Data | <input type="checkbox"/> Red Light Running Prevention |
| <input checked="" type="checkbox"/> Roadway Departure | <input type="checkbox"/> Low-Cost Spot Improvements | <input checked="" type="checkbox"/> Sign Replacement And Improvement |
| <input checked="" type="checkbox"/> Local Safety | <input checked="" type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Right Angle Crash |
| <input checked="" type="checkbox"/> Left Turn Crash | <input type="checkbox"/> Shoulder Improvement | <input checked="" type="checkbox"/> Segments |
| <input checked="" type="checkbox"/> Other: Other-Wrong Way Driving | | |

Program: Median Barrier

Date of Program Methodology: 6/1/2009

What data types were used in the program methodology?

- | <i>Crashes</i> | <i>Exposure</i> | <i>Roadway</i> |
|---|---|---|
| <input type="checkbox"/> All crashes | <input checked="" type="checkbox"/> Traffic | <input checked="" type="checkbox"/> Median width |
| <input checked="" type="checkbox"/> Fatal crashes only | <input checked="" type="checkbox"/> Volume | <input type="checkbox"/> Horizontal curvature |
| <input checked="" type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input checked="" type="checkbox"/> Functional classification |

- | | | |
|--------------------------------|-------------------------------------|--|
| <input type="checkbox"/> Other | <input type="checkbox"/> Lane miles | <input type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input type="checkbox"/> Other |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process

selection committee Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 2 Incremental B/C Ranking based on net benefit Cost Effectiveness 1

Program: Intersection

Date of Program Methodology: 6/30/2011

What data types were used in the program methodology?

Crashes

 All crashes Fatal crashes only Fatal and serious injury

Exposure

 Traffic Volume Population

Roadway

 Median width Horizontal curvature Functional classification

crashes only

Other

Lane miles

Roadside features

Other

Other-Traffic control, urban versus rural areas, the number of intersection legs

What project identification methodology was used for this program?

Crash frequency

Expected crash frequency with EB adjustment

Equivalent property damage only (EPDO Crash frequency)

EPDO crash frequency with EB adjustment

Relative severity index

Crash rate

Critical rate

Level of service of safety (LOSS)

Excess expected crash frequency using SPFs

Excess expected crash frequency with the EB adjustment

Excess expected crash frequency using method of moments

Probability of specific crash types

Excess proportions of specific crash types

Other-Safer Roads Index, Potential for Safety Improvement Tiers

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

No

If yes, are local road projects identified using the same methodology as state roads?

Yes No

If no, describe the methodology used to identify local road projects as part of this program.

Network screening based on weighted critical rate and systemic risk based approaches and site specific crash history based approaches

How are highway safety improvement projects advanced for implementation?

 Competitive application process selection committee Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 2 Incremental B/C Ranking based on net benefit Cost Effectiveness 1

Program: Horizontal Curve

Date of Program Methodology: 8/16/2013

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types

Excess proportions of specific crash types Other-Weighted crash rate**Are local roads (non-state owned and operated) included or addressed in this program?** Yes No

If yes, are local road projects identified using the same methodology as state roads?

 Yes No**How are highway safety improvement projects advanced for implementation?** Competitive application process selection committee Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 2 Incremental B/C Ranking based on net benefit

Cost Effectiveness

1

Program: Skid Hazard**Date of Program Methodology:** 7/6/2014**What data types were used in the program methodology?***Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)

- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- selection committee
- Other-selection based on priority list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding 2
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness 1

Program: Crash Data

Date of Program Methodology: 8/1/2010

What data types were used in the program methodology?

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
<input type="checkbox"/> All crashes	<input type="checkbox"/> Traffic	<input type="checkbox"/> Median width
<input checked="" type="checkbox"/> Fatal crashes only	<input type="checkbox"/> Volume	<input type="checkbox"/> Horizontal curvature
<input type="checkbox"/> Fatal and serious injury crashes only	<input type="checkbox"/> Population	<input type="checkbox"/> Functional classification
<input type="checkbox"/> Other	<input type="checkbox"/> Lane miles	<input type="checkbox"/> Roadside features
	<input type="checkbox"/> Other	<input type="checkbox"/> Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment

- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other-Identification of crash locations for local safety program data analysis and project prioritization

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- selection committee
- Other-Data collection program

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C

Available funding

Incremental B/C

Ranking based on net benefit

Other

data collection 1

Program: **Roadway Departure**

Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other-benefit to cost analysis

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

No

If yes, are local road projects identified using the same methodology as state roads?

Yes

No

If no, describe the methodology used to identify local road projects as part of this program.

Systemic risk based approaches and site specific crash history based approaches

How are highway safety improvement projects advanced for implementation?

Competitive application process selection committee Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 2 Incremental B/C Ranking based on net benefit Cost Effectiveness 1

Program: Sign Replacement And Improvement

Date of Program Methodology: 6/30/2011

What data types were used in the program methodology?

Crashes

 All crashes Fatal crashes only

Exposure

 Traffic Volume

Roadway

 Median width Horizontal curvature

- | | | |
|--|--|--|
| <input type="checkbox"/> Fatal and serious injury crashes only | <input checked="" type="checkbox"/> Population | <input type="checkbox"/> Functional classification |
| <input type="checkbox"/> Other | <input type="checkbox"/> Lane miles | <input type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input type="checkbox"/> Other |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other-benefit cost analysis

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

Yes No

If no, describe the methodology used to identify local road projects as part of this program.

State routes are not eligible for this Rural Road Sign Upgrade Program

How are highway safety improvement projects advanced for implementation? Competitive application process selection committee Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 2 Incremental B/C Ranking based on net benefit Cost Effectiveness 1

Program:**Local Safety**

Date of Program Methodology: 6/30/2011

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types

Other-Systemic Risk based approach, local knowledge

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

No

If yes, are local road projects identified using the same methodology as state roads?

Yes

No

If no, describe the methodology used to identify local road projects as part of this program.

Local road safety projects are identified through the local FIVE PERCENT report, heat maps, data trees, systemic safety analysis, road safety assessments and local knowledge.

How are highway safety improvement projects advanced for implementation?

Competitive application process

selection committee

Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C

Available funding 2

Incremental B/C

Ranking based on net benefit

Cost Effectiveness 1

Program: Pedestrian Safety

Date of Program Methodology: 2/3/2013

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury
crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other

What project identification methodology was used for this program?

Crash frequency

Expected crash frequency with EB adjustment

Equivalent property damage only (EPDO Crash frequency)

EPDO crash frequency with EB adjustment

Relative severity index

Crash rate

Critical rate

- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- selection committee
- Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding
- Incremental B/C
- Ranking based on net benefit
- Other
- BC 1

Program: **Left Turn Crash**

Date of Program Methodology: **1/2/2011**

What data types were used in the program methodology?

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
<input type="checkbox"/> All crashes	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Median width
<input type="checkbox"/> Fatal crashes only	<input type="checkbox"/> Volume	<input type="checkbox"/> Horizontal curvature
<input checked="" type="checkbox"/> Fatal and serious injury crashes only	<input type="checkbox"/> Population	<input checked="" type="checkbox"/> Functional classification
<input type="checkbox"/> Other	<input type="checkbox"/> Lane miles	<input type="checkbox"/> Roadside features
	<input type="checkbox"/> Other	<input type="checkbox"/> Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)

- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- selection committee
- Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

- Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C 1

Available funding

Incremental B/C

Ranking based on net benefit

Other

Program: Segments

Date of Program Methodology: 6/30/2011

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other-Number of lanes, urban versus rural, median type

What project identification methodology was used for this program?

Crash frequency

- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

If no, describe the methodology used to identify local road projects as part of this program.

Systemic risk based approaches and site specific crash history based approaches

How are highway safety improvement projects advanced for implementation?

- Competitive application process

selection committee Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 2 Incremental B/C Ranking based on net benefit Cost Effectiveness 1

Program: Other-Wrong Way Driving

Date of Program Methodology: 8/3/2014

What data types were used in the program methodology?

Crashes

 All crashes Fatal crashes only Fatal and serious injury

Exposure

 Traffic Volume Population

Roadway

 Median width Horizontal curvature Functional classification

crashes only

Other-Wrong way driving incidents

Lane miles

Roadside features

Other

Other-Contributing factors related to interchange type and features

What project identification methodology was used for this program?

Crash frequency

Expected crash frequency with EB adjustment

Equivalent property damage only (EPDO Crash frequency)

EPDO crash frequency with EB adjustment

Relative severity index

Crash rate

Critical rate

Level of service of safety (LOSS)

Excess expected crash frequency using SPFs

Excess expected crash frequency with the EB adjustment

Excess expected crash frequency using method of moments

Probability of specific crash types

Excess proportions of specific crash types

Other

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

No

How are highway safety improvement projects advanced for implementation? Competitive application process selection committee Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 2 Incremental B/C Ranking based on net benefit Cost Effectiveness 1**What proportion of highway safety improvement program funds address systemic improvements?**

40

Highway safety improvement program funds are used to address which of the following systemic improvements?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Cable Median Barriers | <input checked="" type="checkbox"/> Rumble Strips |
| <input checked="" type="checkbox"/> Traffic Control Device Rehabilitation | <input checked="" type="checkbox"/> Pavement/Shoulder Widening |
| <input checked="" type="checkbox"/> Install/Improve Signing | <input checked="" type="checkbox"/> Install/Improve Pavement Marking and/or Delineation |
| <input checked="" type="checkbox"/> Upgrade Guard Rails | <input checked="" type="checkbox"/> Clear Zone Improvements |
| <input type="checkbox"/> Safety Edge | <input checked="" type="checkbox"/> Install/Improve Lighting |
| <input checked="" type="checkbox"/> Add/Upgrade/Modify/Remove Traffic Signal | <input type="checkbox"/> Other |

What process is used to identify potential countermeasures?

- Engineering Study
- Road Safety Assessment
- Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

- Highway Safety Manual
- Road Safety audits
- Systemic Approach
- Other: Other-Methods shown are currently being used for program identification. Advances have

taken place in both the use fo the HSM, greater use of RSAs and systemic applications such as curves, rumble strips and flashing yellow arrow intersection improvements

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

The HSIP process continues to improve each year. One area that continues to evolve is multi-year programing that allows Districts to establish program priorities and needs over multiple years. This helps to administer the program an ensure smooth and efficient use of funds on effective safety improvements.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

- Calendar Year
- State Fiscal Year
- Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	104652000	98 %	43573151.76	99 %
HRRRP (SAFETEA-LU)	2619000	2 %	256380.31	1 %
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer - Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				

Totals	107271000	100%	43829532.07	100%
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How much funding is programmed to local (non-state owned and maintained) safety projects?

\$24,773,000.00

How much funding is obligated to local safety projects?

\$2,500,000.00

How much funding is programmed to non-infrastructure safety projects?

\$2,500,000.00

How much funding is obligated to non-infrastructure safety projects?

\$2,500,000.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

\$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

\$0.00

\$2.5M is obligated to support training, data improvements and safety analysis in support of the infrastructure safety program

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

Local agencies have a variety of challenges that delay obligating federal funds, such as scoping and design and the overall federal aid process.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

None at this time.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
201203015	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	66600	74000	HSIP (Section 148)	Urban Principal Arterial - Other	8000	40	State Highway Agency	Intersecti ons	Signalizatio n
201204001	Roadway Roadway widening - travel lanes	4.14 Miles	48735 32	62415 65	HSIP (Section 148)	Rural Minor Arterial	1850	55	State Highway Agency	Roadway Departure	Pavement treatments, pavement marking
201204003	Intersection geometry Intersection geometrics - modify intersection corner radius	1 Numbers	31640 00	75650 00	HSIP (Section 148)	Rural Minor Arterial	1117 5	55	State Highway Agency	Intersecti ons	Sight distance
201208001	Roadway Roadway widening - add lane(s) along segment	3.4 Miles	80000 00	80000 00	HSIP (Section 148)	Rural Principal Arterial - Other	8100	55	State Highway Agency	Roadway Departure	Lane addition, rumble strips, pavement markings

201212024	Intersection geometry Auxiliary lanes - add left-turn lane	1.19 Miles	13500 00	15000 00	HSIP (Section 148)	Rural Minor Arterial	1310 0	55	State Highway Agency	Intersecti ons	Exclusive left turn
201301001	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	56700 0	56700 0	HSIP (Section 148)	Rural Minor Arterial	6600	55	State Highway Agency	Intersecti ons	Left turn lane
201303003	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected/permissive)	1 Numbers	31500 00	35000 00	HSIP (Section 148)	Urban Minor Arterial	1410 0	35	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201303005	Intersection traffic control Systemic improvements - signal-controlled	1 Numbers	49613 17	49613 17	HSIP (Section 148)	Rural Minor Arterial	8425	55	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201303011	Shoulder treatments Widen shoulder - paved or other	8.5 Miles	19520 00	19520 00	HSIP (Section 148)	Rural Major Collector	2050	55	State Highway Agency	Roadway Departure	Widen Paved Shoulder
201304008	Shoulder treatments Widen shoulder - paved or other	5.74 Miles	0	99130 0	HSIP (Section 148)	Rural Major Collector	3250	55	State Highway Agency	Roadway Departure	Widen Paved Shoulder
201305002	Shoulder treatments Widen shoulder - paved or other	5.41 Miles	94170 0	94170 0	HSIP (Section 148)	Rural Minor Arterial	2400	55	State Highway Agency	Other	Paved shoulder, Rumble

											strips
20130503	Roadway Roadway widening - add lane(s) along segment	0.3 Miles	3006000	3340000	HSIP (Section 148)	Urban Minor Arterial	30000	40	State Highway Agency	Large trucks	Provide TWLTL; Resurfacing
20130505	Shoulder treatments Widen shoulder - paved or other	1.98 Miles	342200	342200	HSIP (Section 148)	Rural Major Collector	2400	55	State Highway Agency	Roadway Departure	Widen Paved Shoulder
20130701	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	1250000	1250000	HSIP (Section 148)	Urban Minor Arterial	30300	40	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
20130802	Shoulder treatments Widen shoulder - paved or other	4.64 Miles	1356000	1356000	HSIP (Section 148)	Rural Minor Arterial	6700	55	State Highway Agency	Roadway Departure	Widen Paved Shoulder
20130901	Roadway Roadway - other	1 Numbers	1582000	1582000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	City of Municipal Highway Agency	Intersecti ons	Roadway improvements
20131003	Shoulder treatments Widen shoulder - paved or other	3.1 Miles	822000	822000	HSIP (Section 148)	Rural Minor Arterial	0	55	State Highway Agency	Roadway Departure	Shoulder rumble strips
2013100	Intersection traffic control	1	21150	23500	HSIP	Urban	7390	35	State	Intersecti	Protected

04	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	Numbers	00	00	(Section 148)	Minor Arterial	0		Highway Agency	ons	left-turn lane phasing
201310005	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	139500	155000	HSIP (Section 148)	Urban Minor Arterial	74500	40	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201310006	Intersection traffic control Intersection traffic control - other	1 Numbers	549000	610000	HSIP (Section 148)	Urban Minor Arterial	70900	35	State Highway Agency	Intersecti ons	Pedestrian Signing; Pavement marking
201310007	Intersection traffic control Systemic improvements - signal-controlled	1 Numbers	607500	675000	HSIP (Section 148)	Urban Minor Arterial	21100	55	State Highway Agency	Intersecti ons	Traffic signal
201310009	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	0.32 Miles	360000	400000	HSIP (Section 148)	Urban Minor Arterial	47600	35	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201310011	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-	2 Numbers	135000	150000	HSIP (Section 148)	Urban Minor Arterial	33400	40	State Highway Agency	Intersecti ons	Protected left-turn lane phasing

	only)										
201310013	Intersection geometry Intersection geometry - other	1 Numbers	15300 00	17000 00	HSIP (Section 148)	Urban Minor Arterial	2070 0	55	State Highway Agency	Intersecti ons	Left-turn and right- turn lane
201310014	Roadway Rumble strips - center	2.28 Miles	90000 0	10000 00	HSIP (Section 148)	Rural Minor Arterial	4950	55	State Highway Agency	Roadway Departure	Rumble strips - centerline and shoulder
201310017	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	0.32 Miles	33300 00	37000 00	HSIP (Section 148)	Urban Minor Arterial	4559 0	35	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201310018	Roadside Barrier - other	1 Miles	19097 18	21219 09	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency		Guardrail
201310021	Roadside Removal of roadside objects (trees, poles, etc.)	2.1 Miles	33750 00	37500 00	HSIP (Section 148)	Urban Major Collector	2725	45	State Highway Agency	Roadway Departure	Fixed object removal
201310022	Roadside Barrier - other	0.3 Miles	36000	40000	HSIP (Section 148)	Rural Major Collector	250	40	State Highway Agency	Roadway Departure	Guardrail

201310023	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	45000 0	50000 0	HSIP (Section 148)	Urban Minor Arterial	4330 0	55	State Highway Agency	Intersecti ons	Left turn offset, Signal head per lane
201310027	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	31600 0	31600 0	HSIP (Section 148)	Urban Minor Arterial	0	50	County Highway Agency	Intersecti ons	Exclusive left-turn
201310029	Intersection traffic control Modify traffic signal - add additional signal heads	12.88 Miles	20700 00	23000 00	HSIP (Section 148)	Urban Minor Arterial	3700 0	45	County Highway Agency	Intersecti ons	Speed signing
201310031	Intersection geometry Intersection geometry - other	1 Numbers	14000 00	19000 00	HSIP (Section 148)	Rural Minor Arterial	9900	55	County Highway Agency	Intersecti ons	Roundabout
201310034	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	91800	10200 0	HSIP (Section 148)	Urban Minor Arterial	8900	40	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201310036	Roadside Barrier - concrete	1 Numbers	33000 0	33000 0	HSIP (Section 148)	Urban Minor Arterial	1670 0	0	City of Municipal Highway Agency	Intersecti ons	Median barrier
201310037	Access management	1 Number	90000	10000	HSIP (Section 148)	Urban Minor	1080	30	City of Municipal	Intersecti ons	Pedestrian Signing;

	Raised island - install new	ers		0	n 148)	Arterial	0		al Highway Agency	ons	Pavement marking
201311003	Intersection geometry Auxiliary lanes - add left-turn lane	2.11 Miles	60000	60000	HSIP (Section 148)	Rural Minor Arterial	3950	55	State Highway Agency	Intersecti ons	Exclusive left turn lanes
201311004	Roadway Roadway widening - add lane(s) along segment	4.3 Miles	96800	96800	HSIP (Section 148)	Rural Major Collector	2900	55	State Highway Agency	Roadway Departure	Widen Paved Shoulder
201311005	Roadside Barrier - other	6.9 Miles	77500	77500	HSIP (Section 148)	Rural Principal Arterial - Other Freeways and Expressways	1630	65	State Highway Agency	Roadway Departure	Guardrail
201311007	Intersection traffic control Pavement markings - add advance stop ahead	0.01 Miles	22500	25000	HSIP (Section 148)	Rural Major Collector	1200	55	State Highway Agency	Intersecti ons	Pavement markings
201311008	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	44100	44100	HSIP (Section 148)	Urban Minor Arterial	0	40	State Highway Agency	Intersecti ons	Left turn phase

201312001	Miscellaneous	0.25 Miles	62600 0	18960 00	HSIP (Section 148)	Rural Minor Collector	1950	55	State Highway Agency	Intersecti ons	Realignmen t
201312002	Shoulder treatments Widen shoulder - paved or other	2.1 Miles	94606 0	94606 0	HSIP (Section 148)	Rural Minor Arterial	4000	55	State Highway Agency	Roadway Departure	Guardrail, Paved Shoulder
201312003	Shoulder treatments Widen shoulder - paved or other	8.58 Miles	25515 00	28350 00	HSIP (Section 148)	Rural Minor Arterial	8400	55	State Highway Agency	Roadway Departure	Paved shoulder, Rumble strips
201312004	Intersection geometry Auxiliary lanes - add left- turn lane	1.59 Miles	16200 00	18000 00	HSIP (Section 148)	Urban Minor Arterial	8300	45	State Highway Agency	Intersecti ons	Exclusive left turn
201312005	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	27900 00	31000 00	HSIP (Section 148)	Urban Minor Arterial	0	45	State Highway Agency	Intersecti ons	Intersection phasing
201312006	Intersection geometry Auxiliary lanes - add right- turn lane	1 Numbers	26100 00	29000 00	HSIP (Section 148)	Urban Minor Arterial	0	45	State Highway Agency	Intersecti ons	Intersection phasing
201312007	Pedestrians and bicyclists Pedestrian signal	1.8 Miles	12150 00	13500 00	HSIP (Section 148)	Urban Minor Arterial	8200	35	City of Municip al Highway Agency	Intersecti ons	Signal head per lane

201312008	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	54000 00	60000 00	HSIP (Section 148)	Urban Minor Arterial	0	45	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201312009	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	16200 00	18000 00	HSIP (Section 148)	Urban Minor Arterial	0	40	State Highway Agency	Intersecti ons	Protected left-turn lane phasing
201402001	Roadway Rumble strips - edge or shoulder	1 Numbers	39200 0	39200 0	HSIP (Section 148)	Rural Principal Arterial - Interstate	1300 0	65	State Highway Agency	Roadway Departure	Rumble strips
201402003	Roadway Roadway widening - add lane(s) along segment	1 Numbers	10000 00	10000 00	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	65	State Highway Agency		Lane add
201403001	Shoulder treatments Widen shoulder - paved or other	26.02 Miles	19910 00	19910 00	HSIP (Section 148)	Rural Minor Arterial	1250	55	State Highway Agency	Roadway Departure	Paved shoulder
201403002	Roadside Barrier - concrete	1 Numbers	0	52500 0	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	Guardrail

20140303	Alignment Horizontal curve realignment	0.06 Miles	135000	150000	HSIP (Section 148)	Urban Frontage	5600	45	City of Municipal Highway Agency	Roadway Departure	Horizontal alignment
20140401	Roadway Superelevation / cross slope	5.66 Miles	486000	170000	HSIP (Section 148)	Rural Local Road or Street	11500	0	State Highway Agency	Roadway Departure	Superelevation
20140402	Roadway Pavement surface - high friction surface	2.2 Miles	775000	775000	HSIP (Section 148)	Rural Principal Arterial - Interstate	17400	65	State Highway Agency	Roadway Departure	Resurfacing
20140403	Shoulder treatments Shoulder treatments - other	5.9 Miles	245130	245130	HSIP (Section 148)	Rural Principal Arterial - Interstate	19000	65	State Highway Agency	Roadway Departure	Other
20140404	Roadway Superelevation / cross slope	6.28 Miles	240000	240000	HSIP (Section 148)	Rural Minor Arterial	46500	55	State Highway Agency	Roadway Departure	Superelevation
20140405	Roadway Pavement surface - high friction surface	3.66 Miles	900000	900000	HSIP (Section 148)	Rural Minor Arterial	26000	55	State Highway Agency	Roadway Departure	Pavement treatment
20140501	Intersection traffic control Modify traffic signal	1 Numb	90000	10000	HSIP (Section 148)	Urban Minor	0	35	State Highway Agency	Intersecti	Protected left-turn

	timing - left-turn phasing (permissive to protected-only)	ers	0	00	n 148)	Arterial			Agency	ons	lane phasing
201405002	Roadway Pavement surface - high friction surface	1 Numbers	90000	10000	HSIP (Section 148)	Urban Minor Arterial	0	40	State Highway Agency	Roadway Departure	Resurfacing
201405003	Roadway Pavement surface - high friction surface	1 Miles	21000	21000	HSIP (Section 148)	Urban Principal Arterial - Interstate	5700	30	State Highway Agency	Roadway Departure	Resurfacing
201405004	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	1.81 Miles	87500	87500	HSIP (Section 148)	Rural Minor Arterial	5950	55	State Highway Agency	Roadway Departure	Improvement roadway
201405005	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	16200	18000	HSIP (Section 148)	Urban Minor Arterial	0	35	State Highway Agency	Intersections	Protected left-turn lane phasing
201405006	Alignment Horizontal curve realignment	1 Numbers	71200	71200	HSIP (Section 148)	Rural Local Road or Street	0	55	County Highway Agency	Roadway Departure	Delineators
201406001	Alignment Horizontal	5.61	11700	13000	HSIP (Section 148)	Urban Principal	5040	65	State Highway		Guardrails

	curve realignment	Miles	0	0	n 148)	Arterial - Interstate	0		Agency		
201406002	Roadway Rumble strips - transverse	17.22 Miles	25650 0	28500 0	HSIP (Sectio n 148)	Urban Principal Arterial - Interstate	1003 00	65	State Highway Agency		Rumble strips
201406003	Roadway Roadway widening - add lane(s) along segment	10.72 Miles	32572 80	36192 00	HSIP (Sectio n 148)	Rural Minor Arterial	4250	55	State Highway Agency	Roadway Departure	Paved shoulder
201406004	Roadway Roadway widening - add lane(s) along segment	2.7 Miles	87480 0	97200 0	HSIP (Sectio n 148)	Urban Minor Arterial	2180 0	45	State Highway Agency	Roadway Departure	Paved shoulder
201406005	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numb ers	13500 00	15000 00	HSIP (Sectio n 148)	Urban Minor Arterial	0	50	State Highway Agency	Intersecti ons	Realignmen t
201406006	Intersection traffic control Intersection traffic control - other	1 Numb ers	31500 0	35000 0	HSIP (Sectio n 148)	Urban Minor Arterial	0	30	City of Municip al Highway Agency	Intersecti ons	Traffic signal
201406007	Shoulder treatments Widen shoulder - paved or other	5.66 Miles	10000 00	10000 00	HSIP (Sectio n 148)	Rural Minor Arterial	3050	55	State Highway Agency	Roadway Departure	Paved shoulder
2014070	Shoulder treatments	7.98	21000	21000	HSIP	Rural	5160	55	State	Roadway	Widen

01	Widen shoulder - paved or other	Miles	00	00	(Section 148)	Minor Arterial			Highway Agency	Departure	Paved Shoulder
201407002	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	520000	520000	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Behavioral Awareness, Vulnerable Users, Intersections	Pedestrian Signaling; Pavement marking
201407003	Speed management Speed management - other	1 Numbers	160000	160000	HSIP (Section 148)	Rural Local Road or Street	54300	0	County Highway Agency	Behavioral Awareness, Road Departure	Horizontal alignment; Advanced warning
201407004	Roadway Roadway - other	44.61 Miles	20000	20000	HSIP (Section 148)	Rural Minor Arterial	20000	55	State Highway Agency	Intersections	Pavement markings
201407018	Shoulder treatments Widen shoulder - paved or other	5 Miles	1533000	1533000	HSIP (Section 148)	Rural Minor Arterial	4150	55	State Highway Agency	Roadway Departure	Paved shoulder
201409001	Advanced technology and ITS Advanced technology and ITS - other	0 Miles	275000	275000	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	Advanced Signal Warning

201409005	Shoulder treatments Widen shoulder - paved or other	2.5 Miles	66000 0	66000 0	HSIP (Section 148)	Rural Local Road or Street	2250	55	State Highway Agency	Roadway Departure	Paved shoulder
201409006	Shoulder treatments Widen shoulder - paved or other	1.3 Miles	76000 0	76000 0	HSIP (Section 148)	Rural Major Collector	2000	55	State Highway Agency	Roadway Departure	Paved shoulder
201409007	Roadway Pavement surface - high friction surface	2.16 Miles	12000 00	12000 00	HSIP (Section 148)	Rural Minor Arterial	1800	40	State Highway Agency	Roadway Departure	High friction surface
201409008	Roadway Pavement surface - high friction surface	0.85 Miles	60000 0	60000 0	HSIP (Section 148)	Rural Minor Arterial	2650	55	State Highway Agency	Roadway Departure	High friction surface
201410060	Intersection traffic control Systemic improvements - signal-controlled	1 Numbers	10000 0	10000 0	HSIP (Section 148)	Urban Minor Arterial	1220 0	45	State Highway Agency	Intersections	Traffic signal
201410371	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	13820 00	13820 00	HSIP (Section 148)	Rural Minor Arterial	5450	55	State Highway Agency	Roadway Departure	Exclusive left turn lanes
201411001	Advanced technology and ITS Advanced technology and ITS - other	1 Numbers	10730 00	26481 47	HSIP (Section 148)	Rural Principal Arterial - Interstate	3000 0	70	State Highway Agency	Data	ITS use
2014110	Miscellaneous	1	16000	16000	HSIP	Rural	1190	0	State	Intersections	Realignmen

05		Numbers	00	00	(Section 148)	Minor Arterial	0		Highway Agency	ons	t

Progress in Achieving Safety Performance Targets

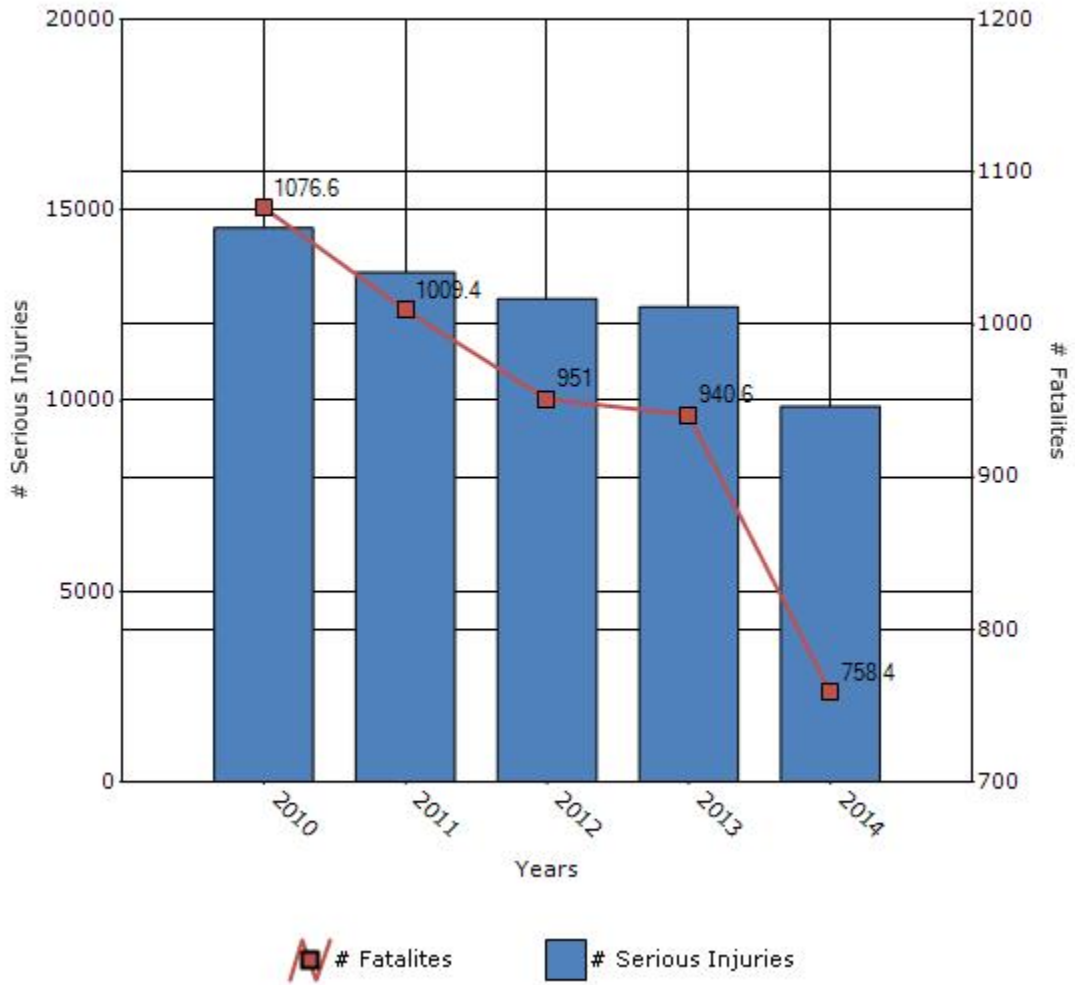
Overview of General Safety Trends

Present data showing the general highway safety trends in the state for the past five years.

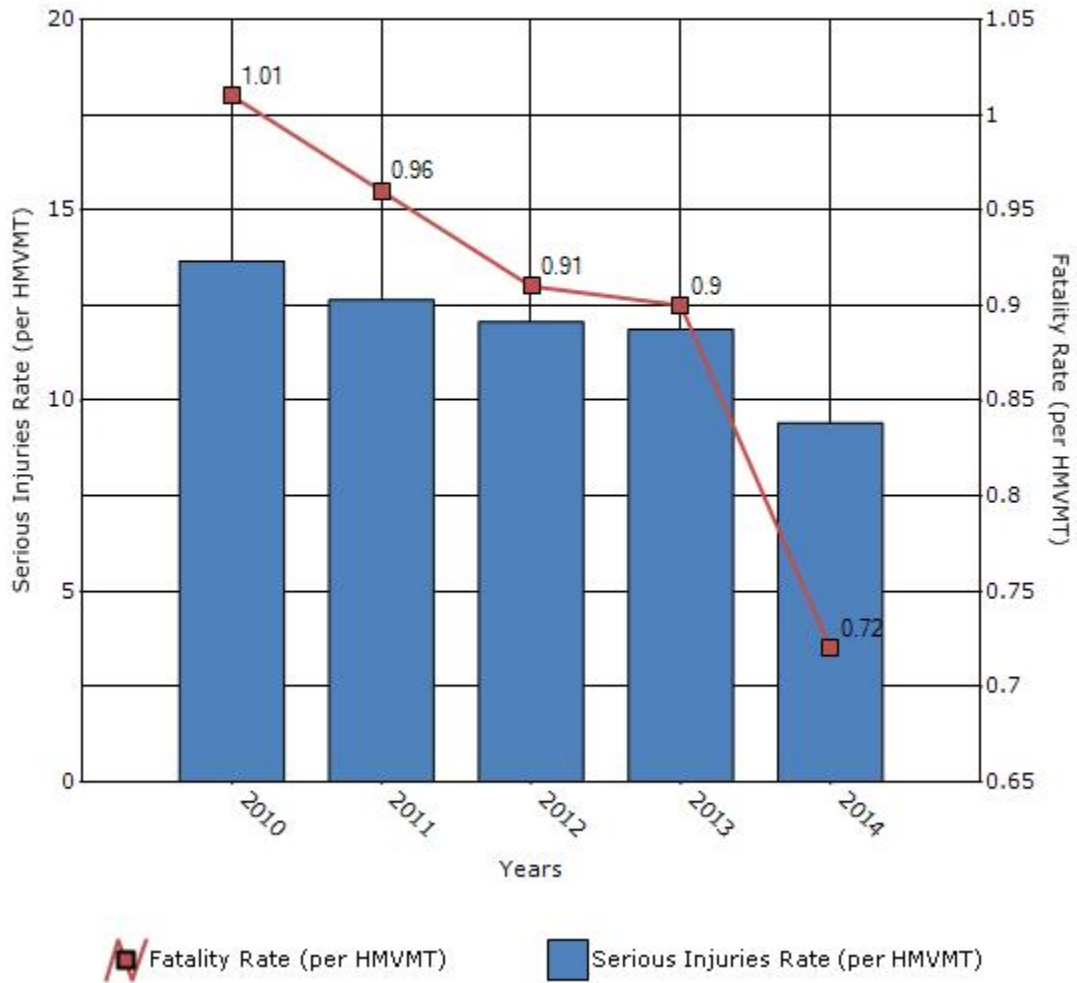
Performance Measures*	2010	2011	2012	2013	2014
Number of fatalities	1076.6	1009.4	951	940.6	758.4
Number of serious injuries	14530.6	13368.2	12675	12454.8	9853.6
Fatality rate (per HMVMT)	1.01	0.96	0.91	0.9	0.72
Serious injury rate (per HMVMT)	13.66	12.65	12.07	11.87	9.41

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years



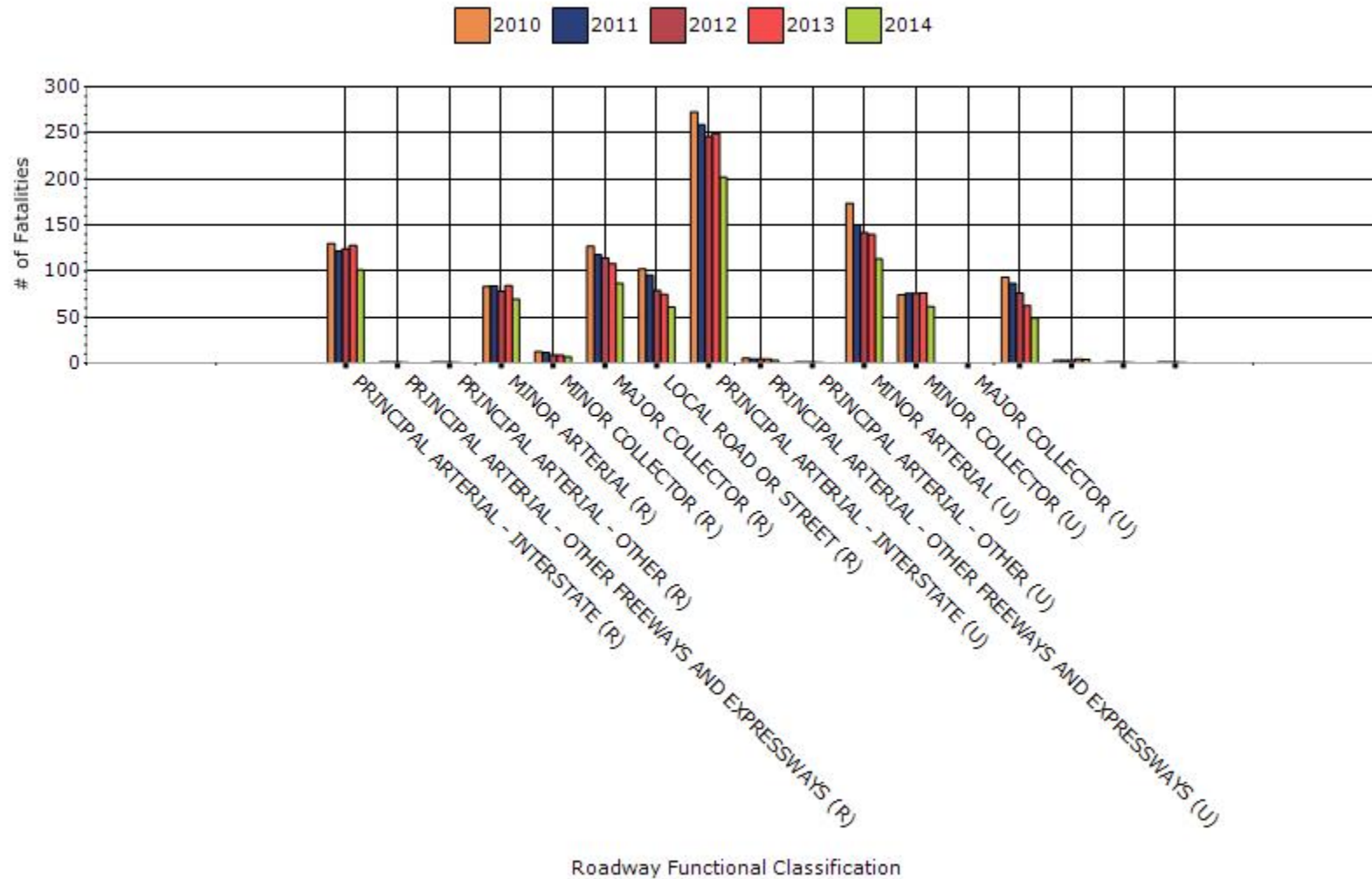
To the maximum extent possible, present performance measure* data by functional classification and ownership.

Year - 2014

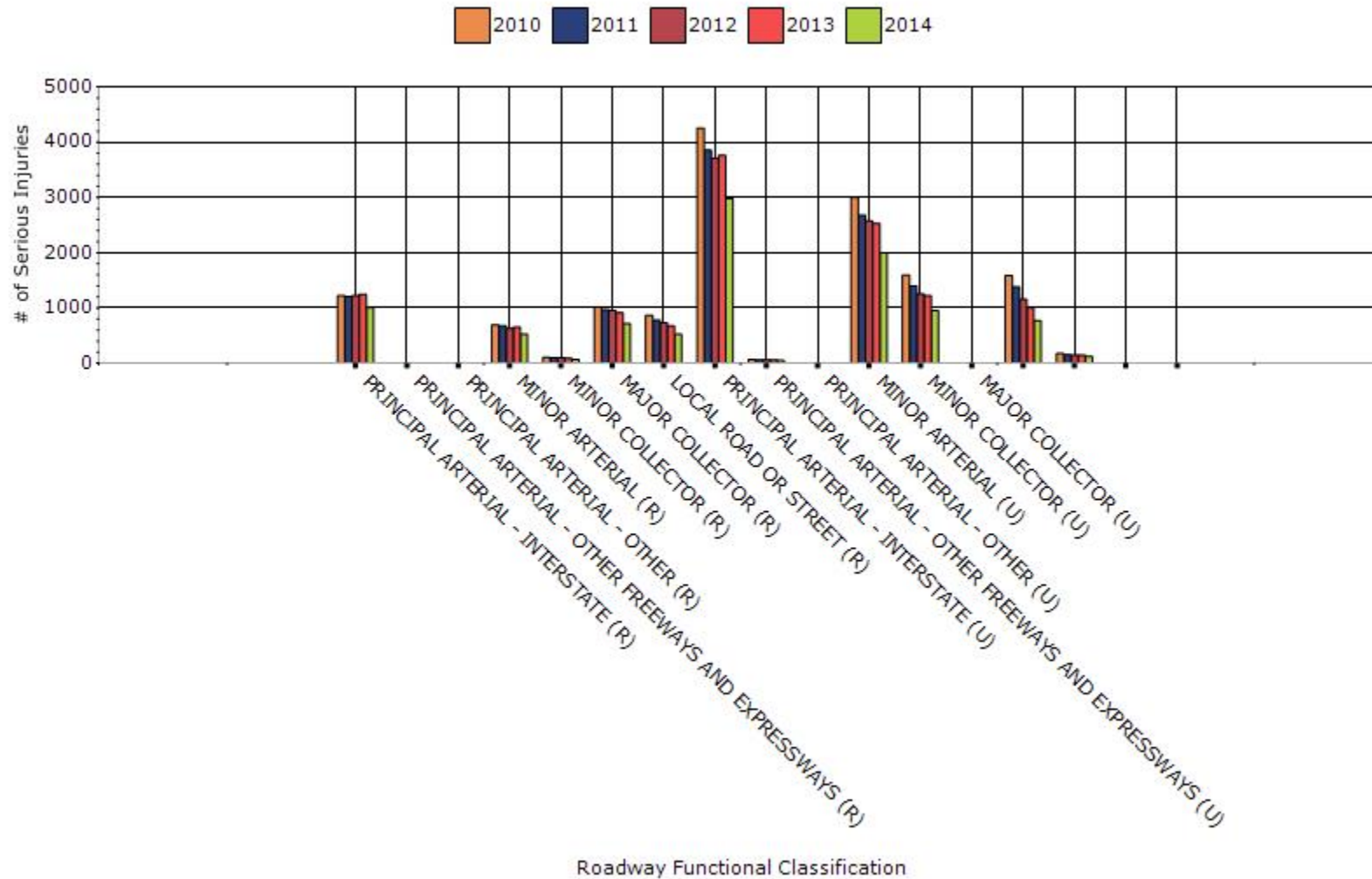
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	101.4	1004.8	0.32	3.2
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	0	0	0	0
RURAL MINOR ARTERIAL	69.6	524.6	1.53	11.52
RURAL MINOR COLLECTOR	7	69.4	1.69	16.72
RURAL MAJOR COLLECTOR	86.8	716.2	1.77	14.61
RURAL LOCAL ROAD OR STREET	61	522.8	1.61	13.8
URBAN PRINCIPAL	202	2976.8	0.82	12.15

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	3	48	0.26	4.17
URBAN PRINCIPAL ARTERIAL - OTHER	0	0	0	0
URBAN MINOR ARTERIAL	113	1998.8	0.73	12.9
URBAN MINOR COLLECTOR	61.6	955	0.76	11.85
URBAN MAJOR COLLECTOR	0	0	0	0
URBAN LOCAL ROAD OR STREET	49	770.4	0.47	7.4
OTHER	4.2	120	4.81	136.9
INTERSTATE	0	0	0	0
URBAN COLLECTOR	0	0	0	0

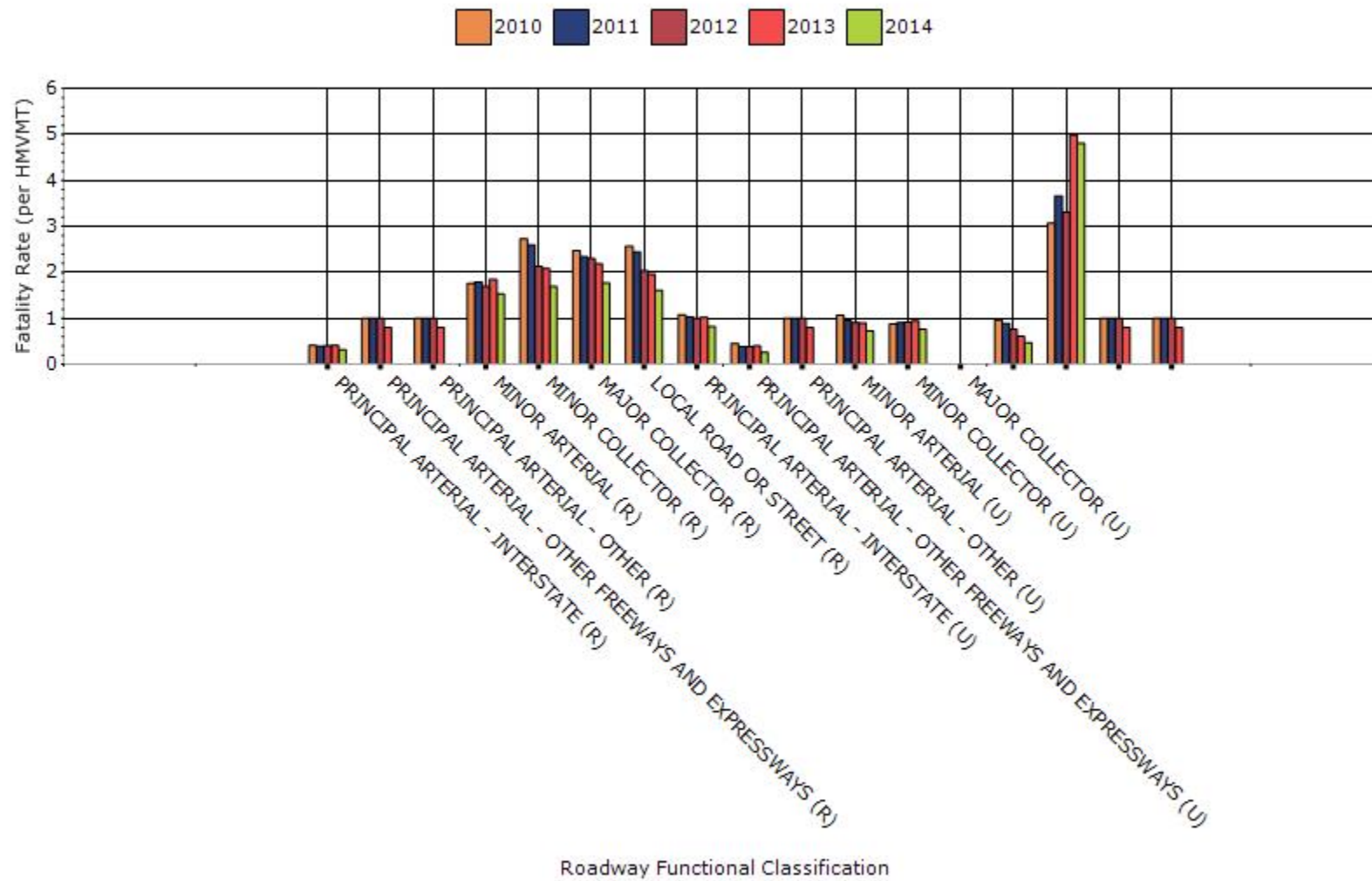
Fatalities by Roadway Functional Classification



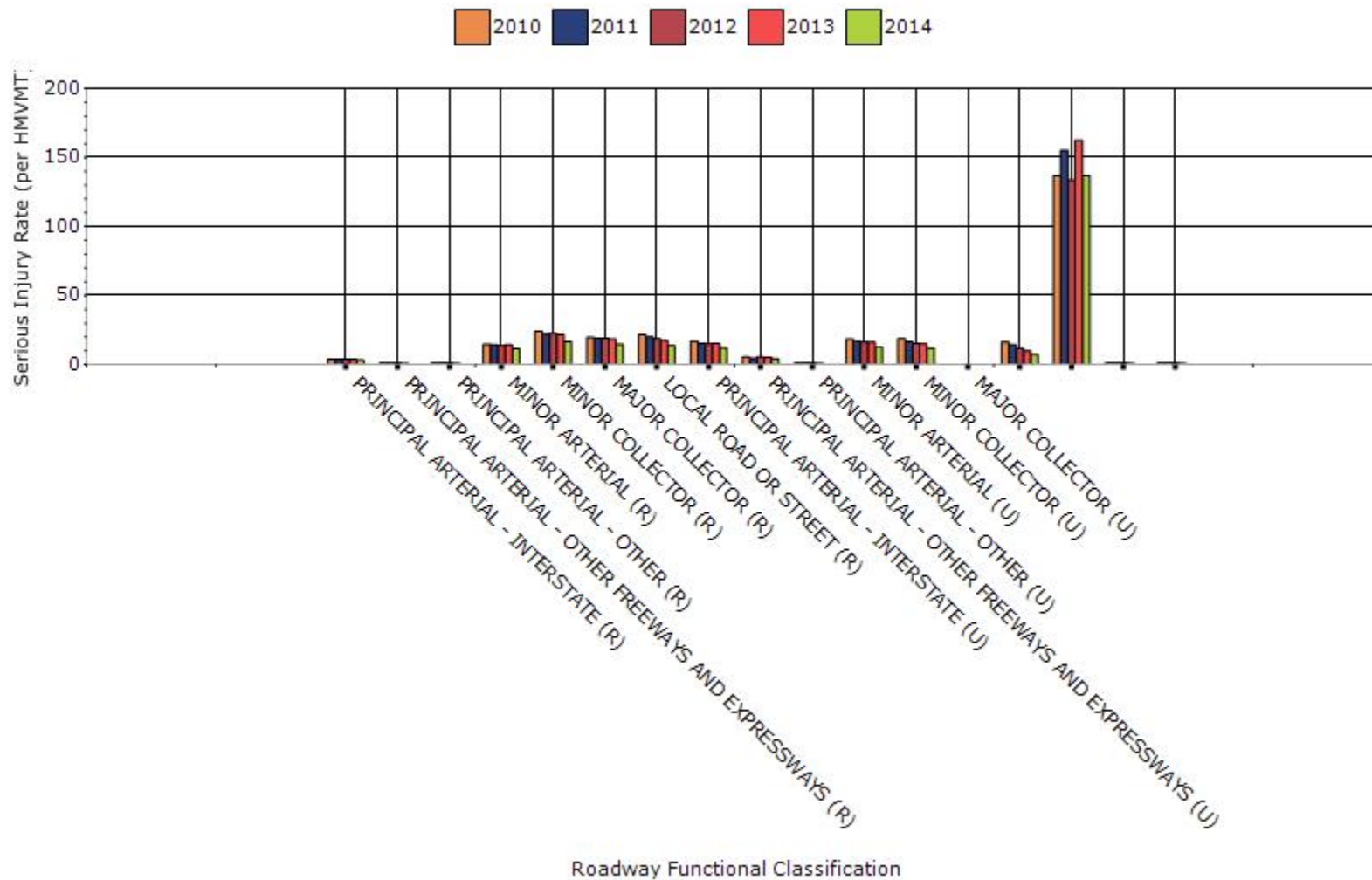
Serious Injuries by Roadway Functional Classification



Fatality Rate by Roadway Functional Classification



Serious Injury Rate by Roadway Functional Classification

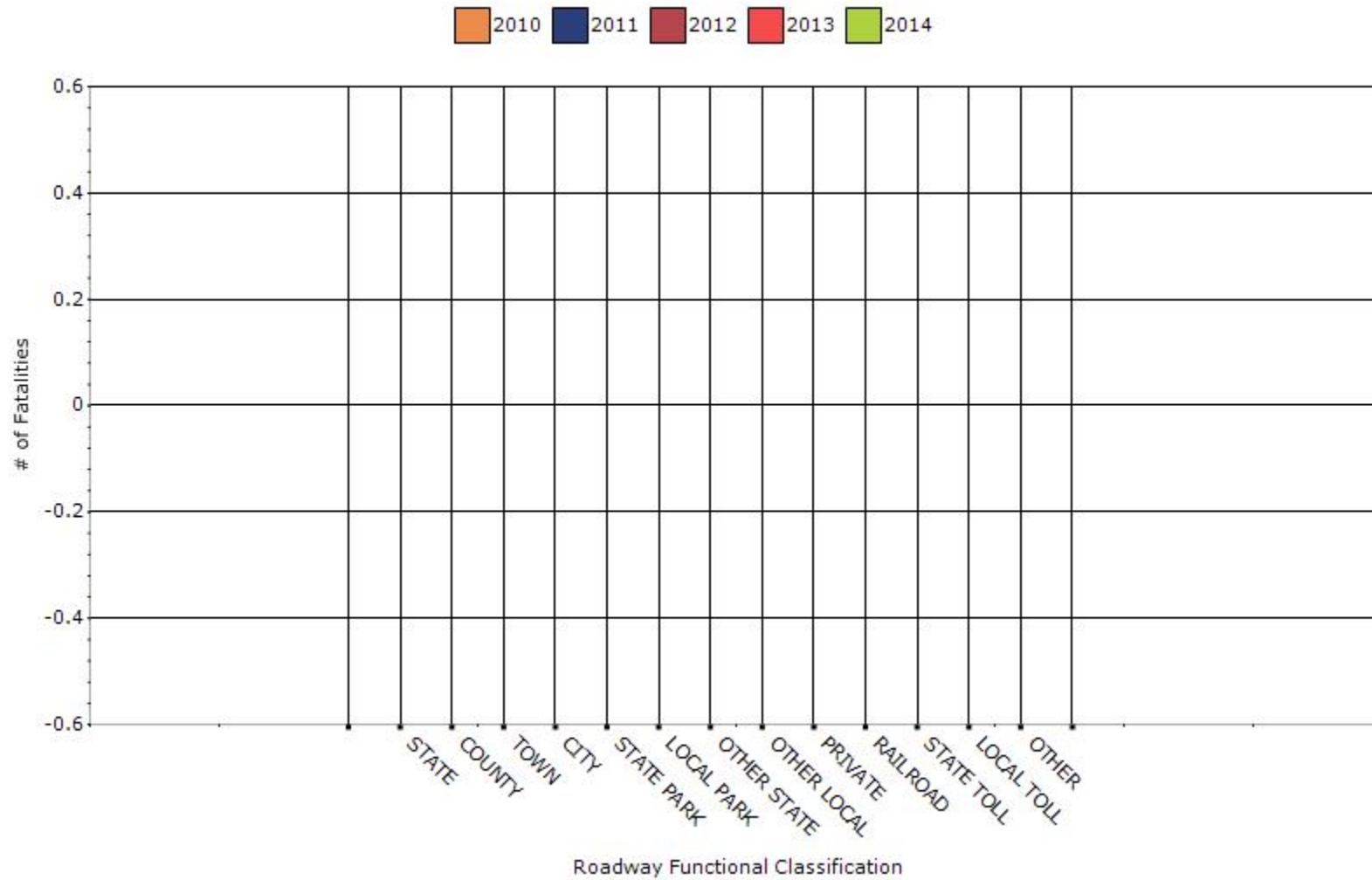


Year - 2010

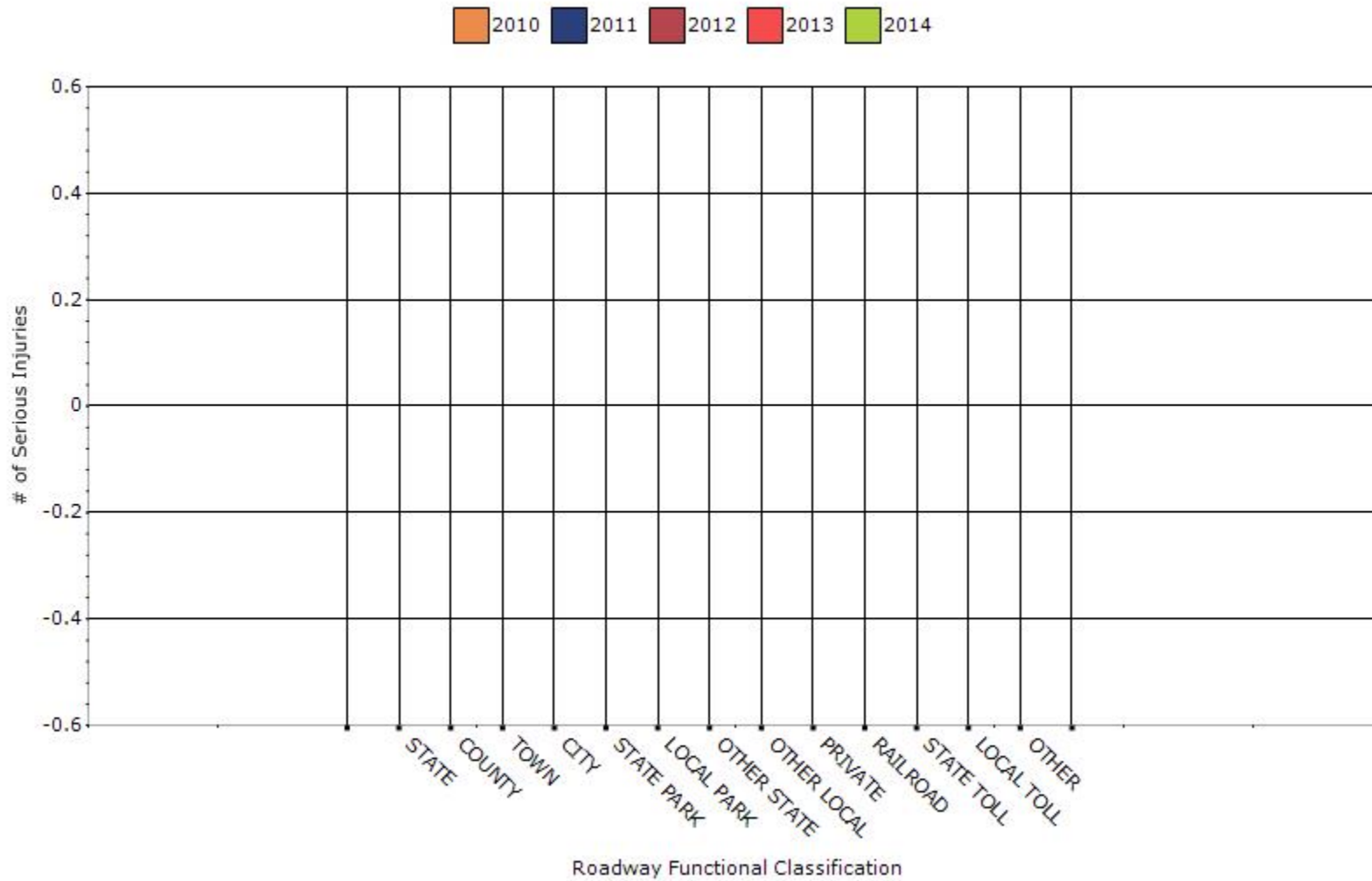
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
COUNTY HIGHWAY AGENCY	0	0	0	0
STATE HIGHWAY AGENCY	0	0	0	0
COUNTY HIGHWAY AGENCY	0	0	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0

INDIAN TRIBE NATION	0	0	0	0
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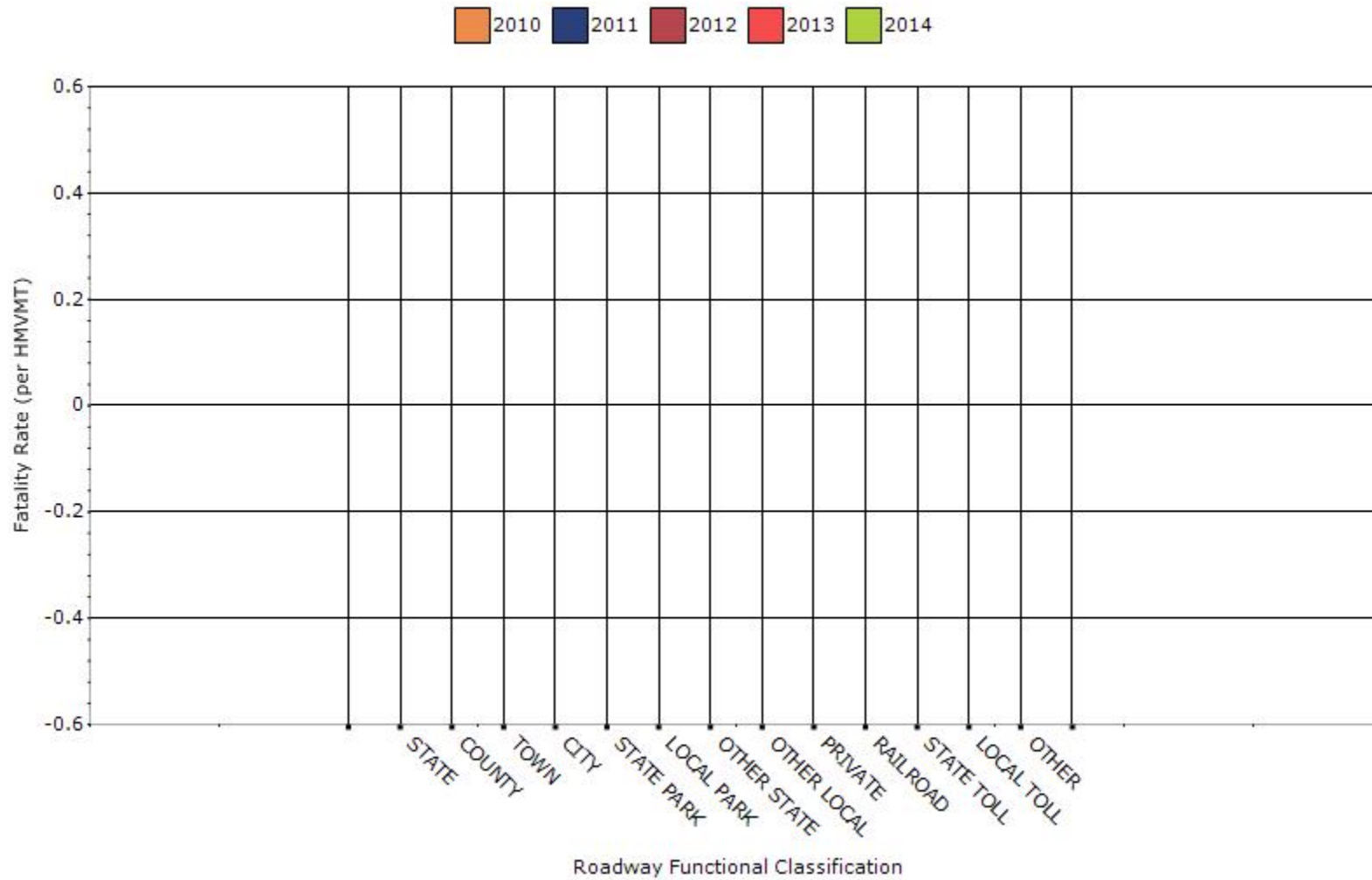
Number of Fatalities by Roadway Ownership



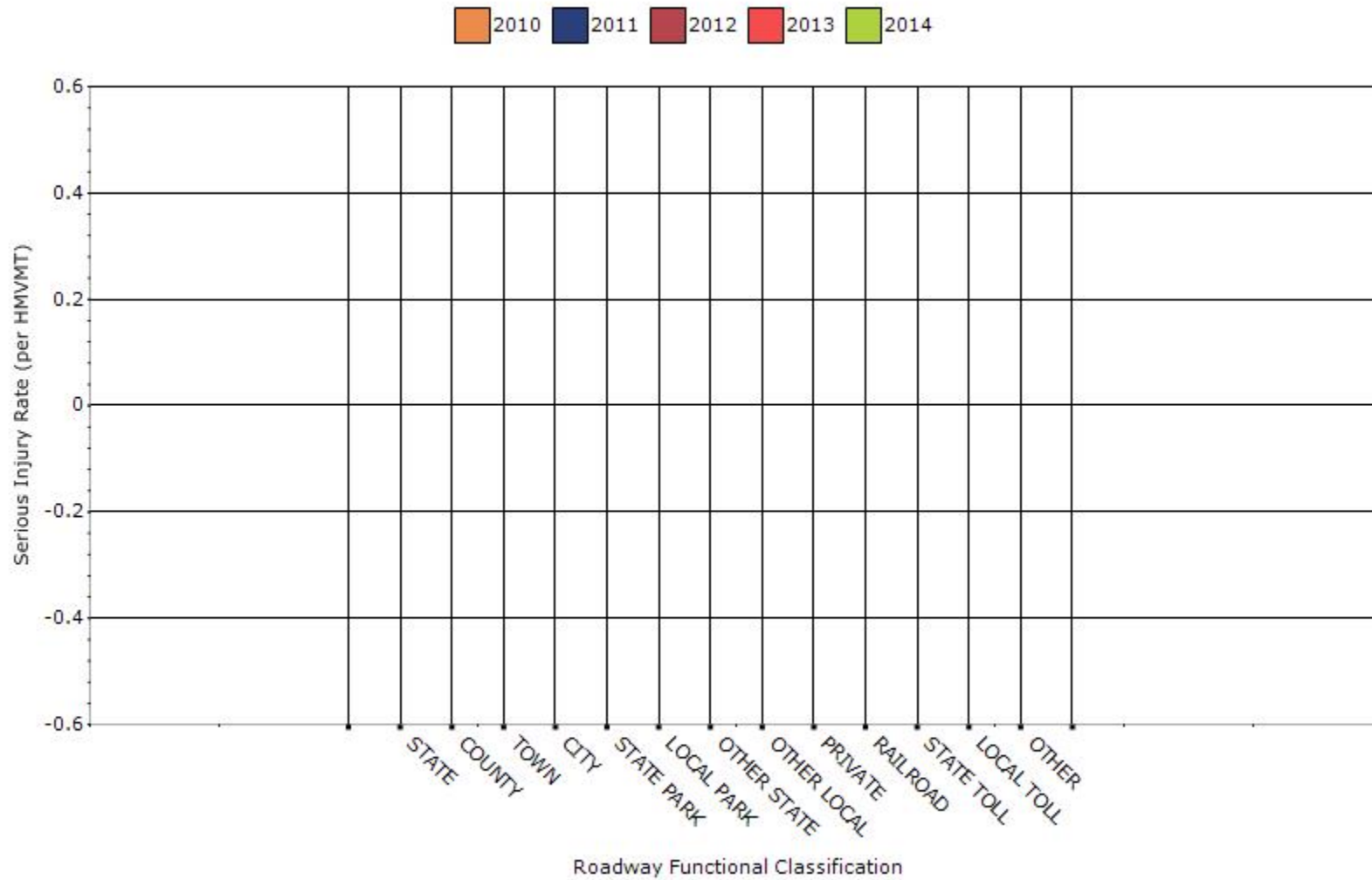
Number of Serious Injuries by Roadway Ownership



Fatality Rate by Roadway Ownership



Serious Injury Rate by Roadway Ownership



Describe any other aspects of the general highway safety trends on which you would like to elaborate.

From 2009 to 2013, there is a 13% reduction of fatalities on state routes (552 in 2009 to 483 in 2013) but 42% increase on local routes (359 in 2009 to 508 in 2013). Similarly, there is a 25% reduction of serious injuries on state routes (7151 in 2009 to 5382 in 2013) but 18% increase on local routes (5855 in 2009 to 6918 in 2013) from 2009 to 2013.

Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	1.14	1	0.99	0.94	0.96
Serious injury rate (per capita)	8.25	7.76	7.25	6.97	6.95
Fatality and serious injury rate (per capita)	9.38	8.76	8.24	7.92	7.91

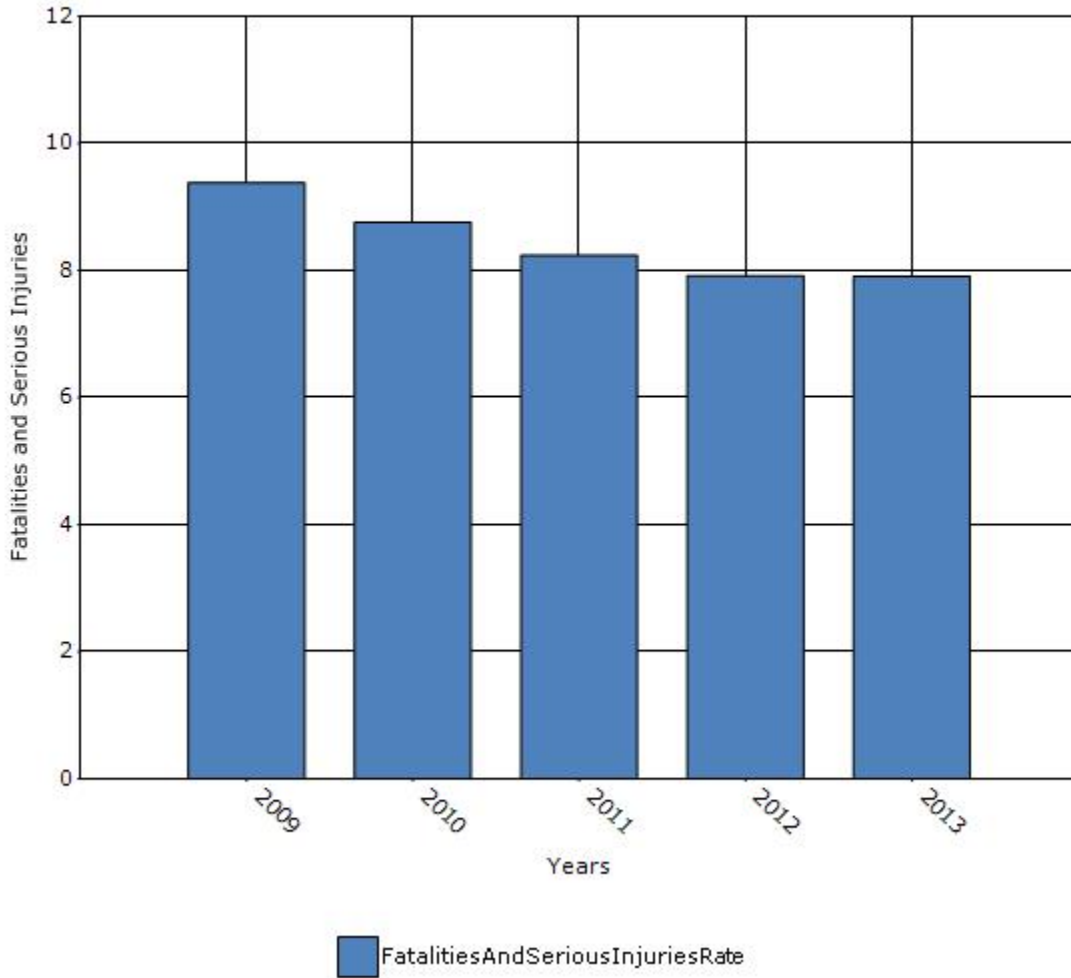
*Performance measure data is presented using a five-year rolling average.

Fatality and serious injury rate for 2013:

$$\begin{aligned} & ((2009 \text{ older driver fatalities \& serious injuries} + 2009 \text{ older pedestrian fatalities \& serious injuries}) / 2009 \text{ older person population} + (2010 \text{ older driver fatalities \& serious injuries} + 2010 \text{ older pedestrian fatalities \& serious injuries}) / 2010 \text{ older person population} + (2011 \text{ older driver fatalities \& serious injuries} + 2011 \text{ older pedestrian fatalities \& serious injuries}) / 2011 \text{ older person population} + (2012 \text{ older driver fatalities \& serious injuries} + 2012 \text{ older pedestrian fatalities \& serious injuries}) / 2012 \text{ older person population} + (2013 \text{ older driver fatalities \& serious injuries} + 2013 \text{ older pedestrian fatalities \& serious injuries}) / 2013 \text{ older person population}) / 5 \text{ years} \end{aligned}$$

$$= (((119 + 907)/124) + ((109 + 905)/126) + ((125 + 854)/128) + ((126 + 892)/132) + ((140 + 932)/135)) / 5 = 7.93$$

Rate of Fatalities and Serious injuries for the Last Five Years



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

None

Benefit/cost

Policy change

Other: Other-Statewide fatal and serious injuries, local route fatal and serious injuries and performance measures by emphasis area and District

What significant programmatic changes have occurred since the last reporting period?

Shift Focus to Fatalities and Serious Injuries

Include Local Roads in Highway Safety Improvement Program

Organizational Changes

None

Other:

Briefly describe significant program changes that have occurred since the last reporting period.

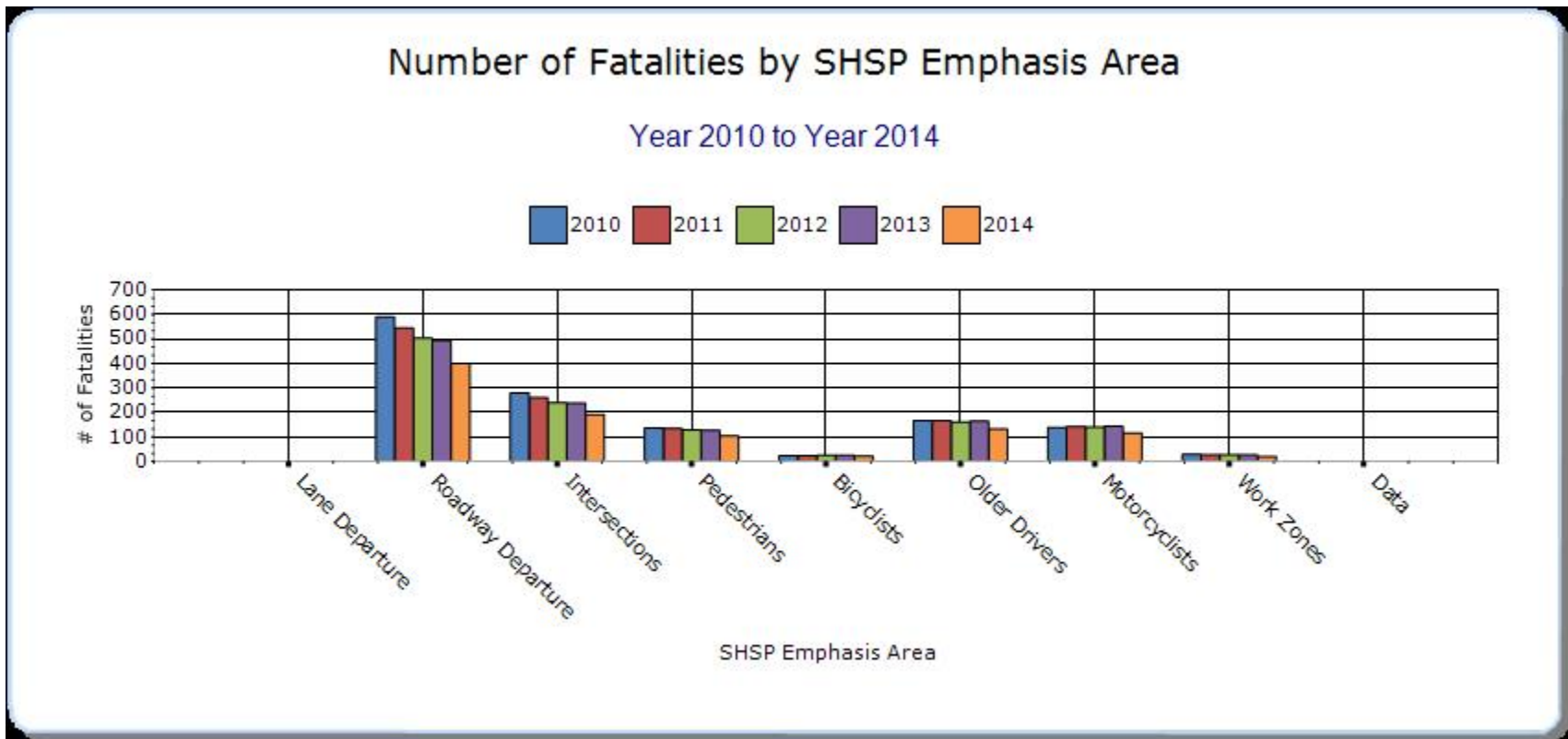
Illinois has been developing and maintaining databases that will be used for project and program evaluation. This will supplement the statewide performance metrics that are being used to manage and track program successes and make changes as needed.

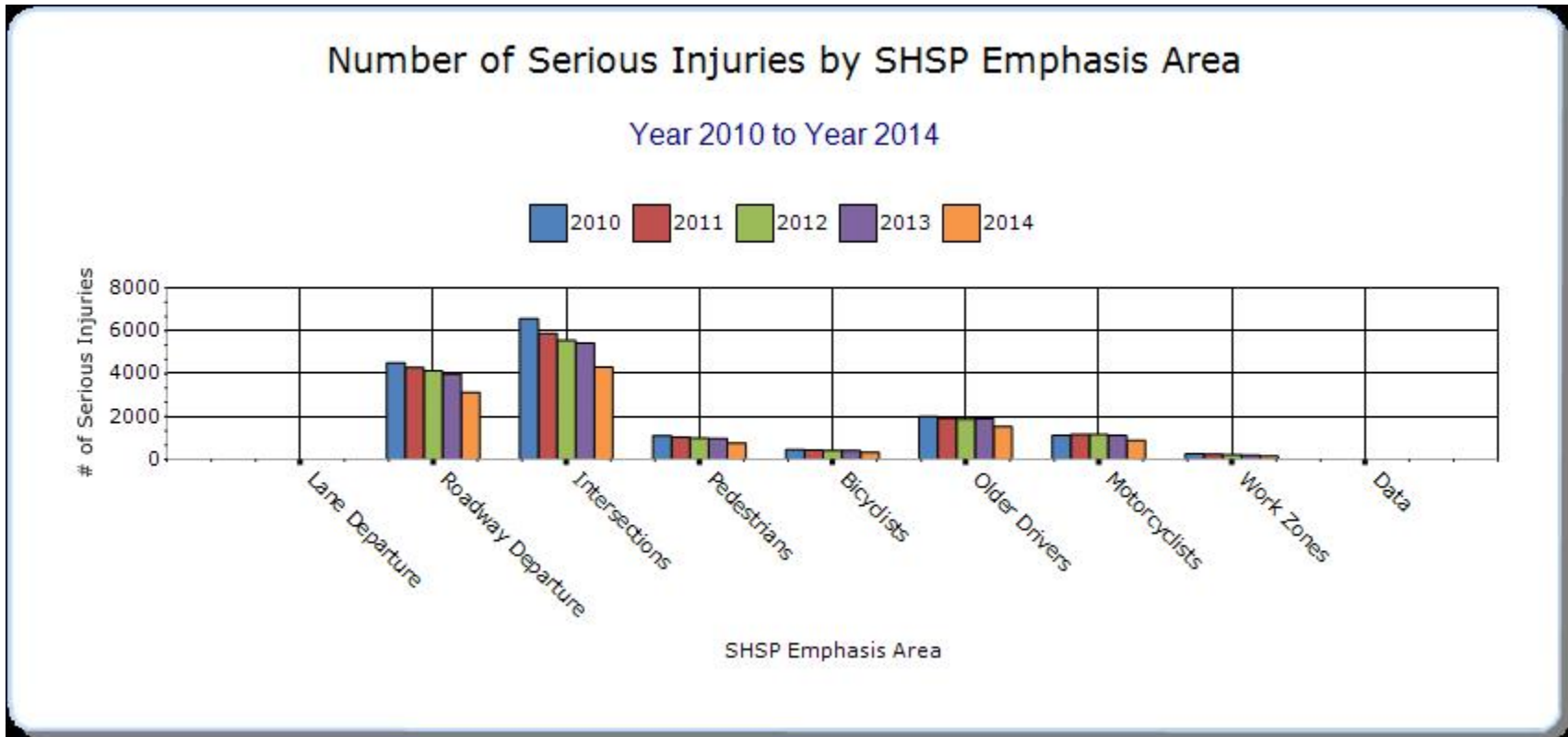
SHSP Emphasis Areas

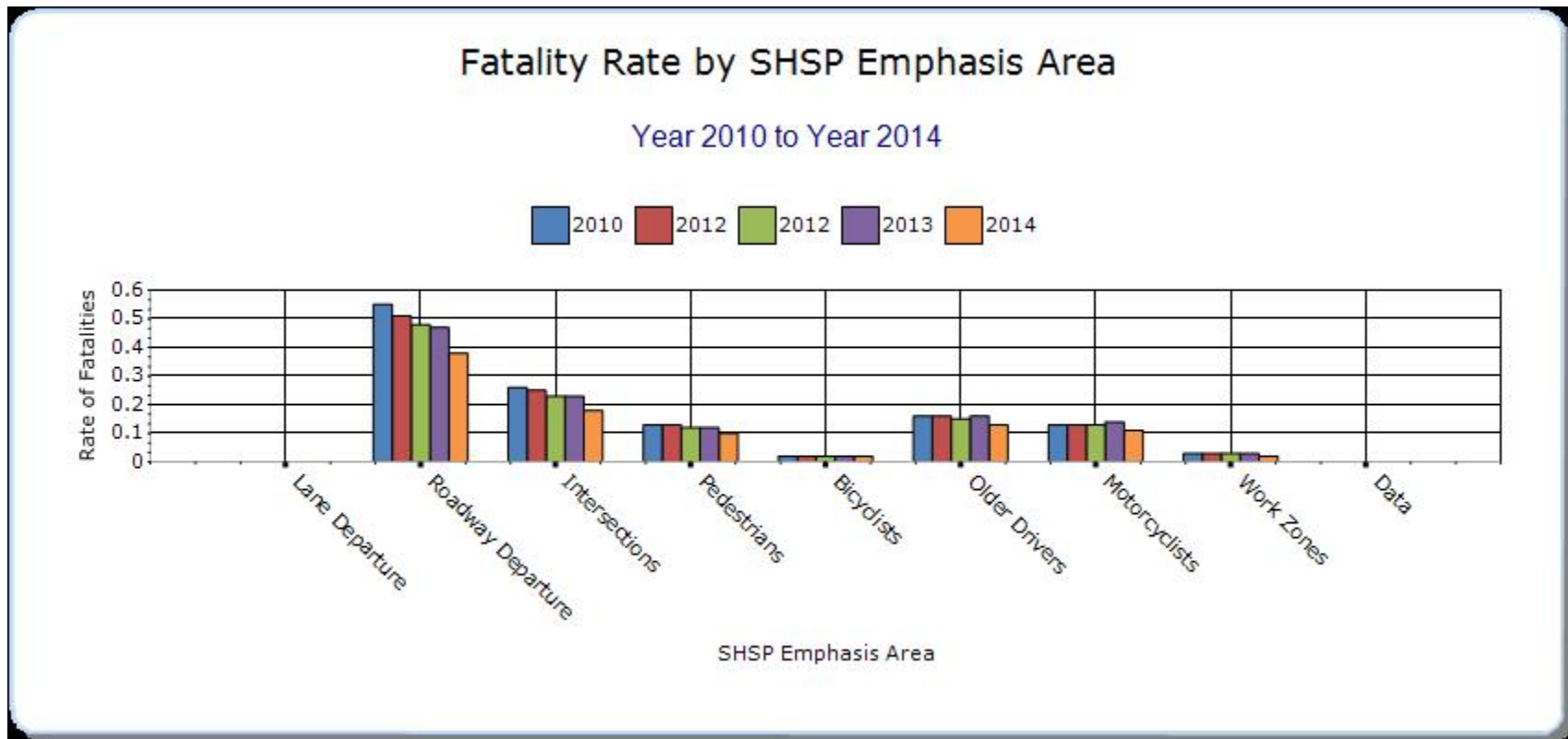
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

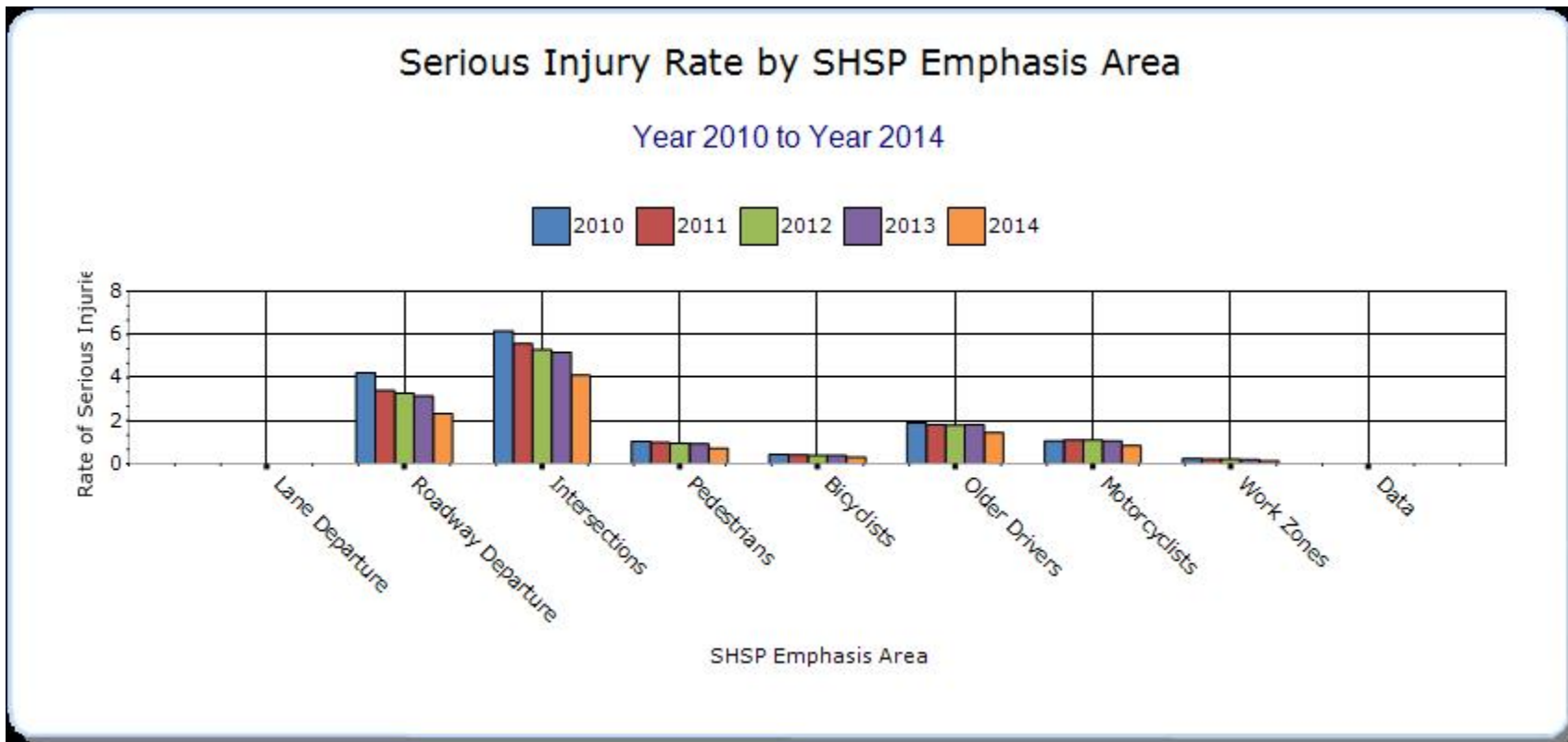
Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure		494.6	3994.4	0.47	3.14	0	0	0
Intersections		237.2	5437.6	0.23	5.18	0	0	0
Pedestrians		126.6	976.4	0.12	0.93	0	0	0
Bicyclists		26	418.4	0.02	0.4	0	0	0
Older Drivers		163.8	1910.8	0.16	1.82	0	0	0
Motorcyclists		143	1127.4	0.14	1.07	0	0	0
Work Zones		26.8	206.8	0.03	0.2	0	0	0







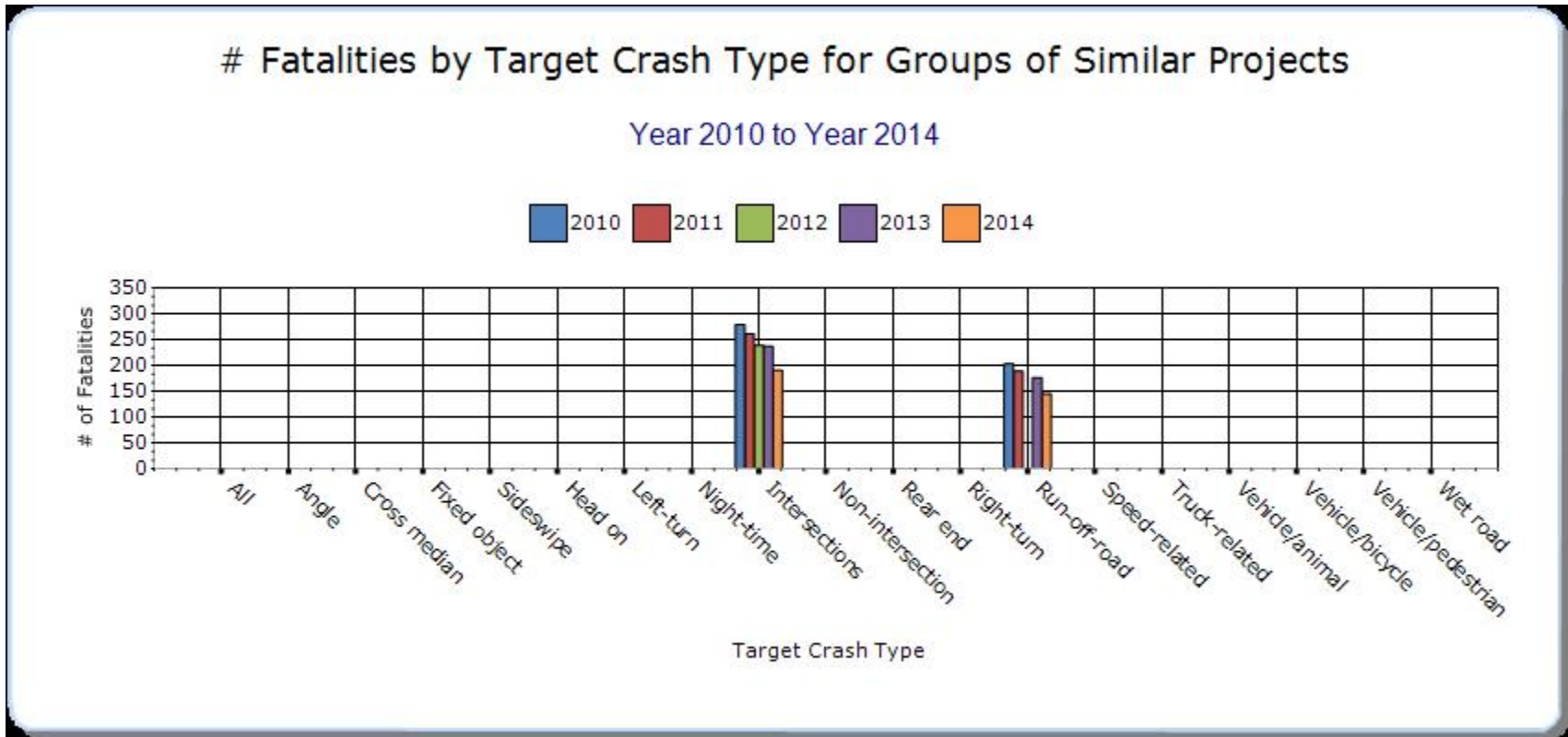


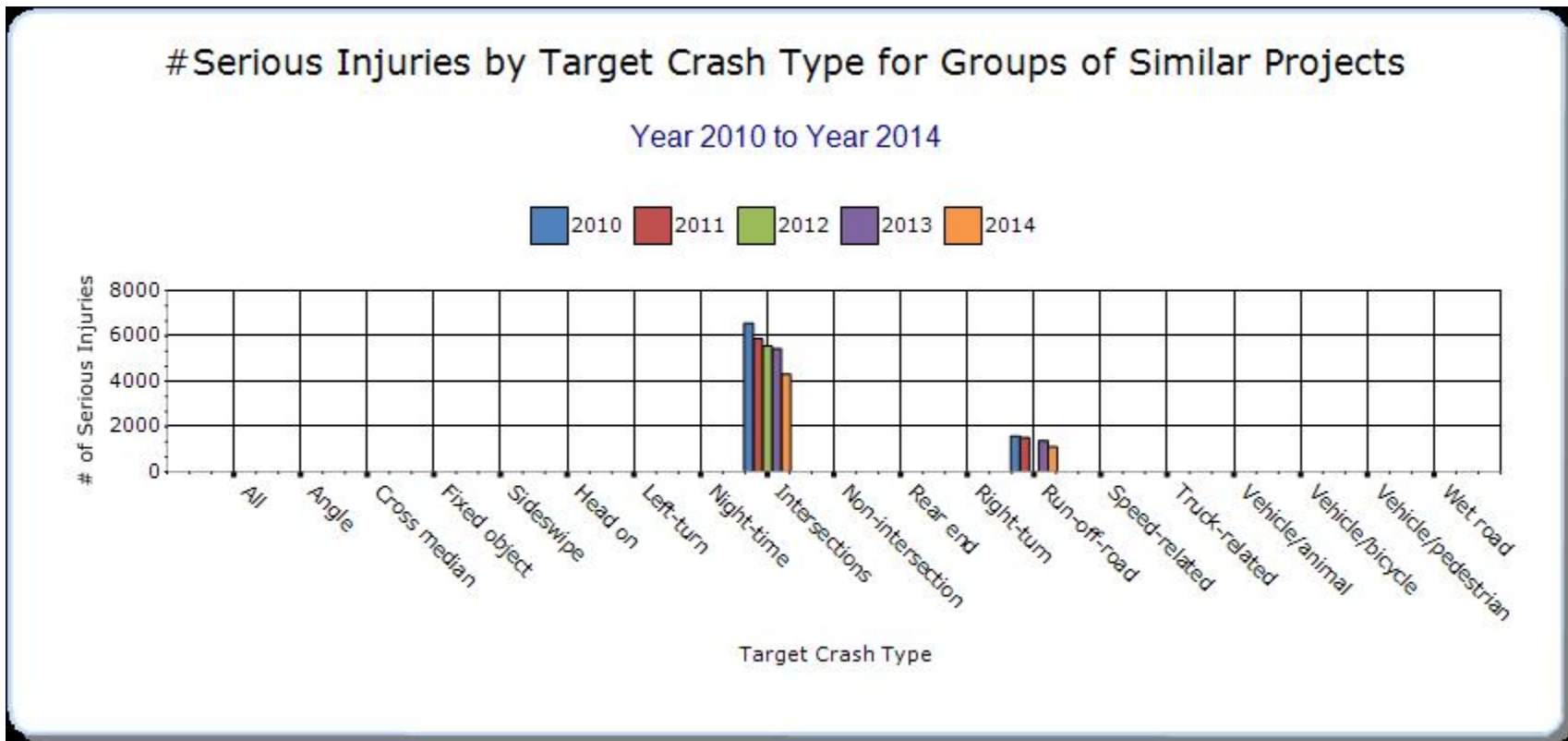
Groups of similar project types

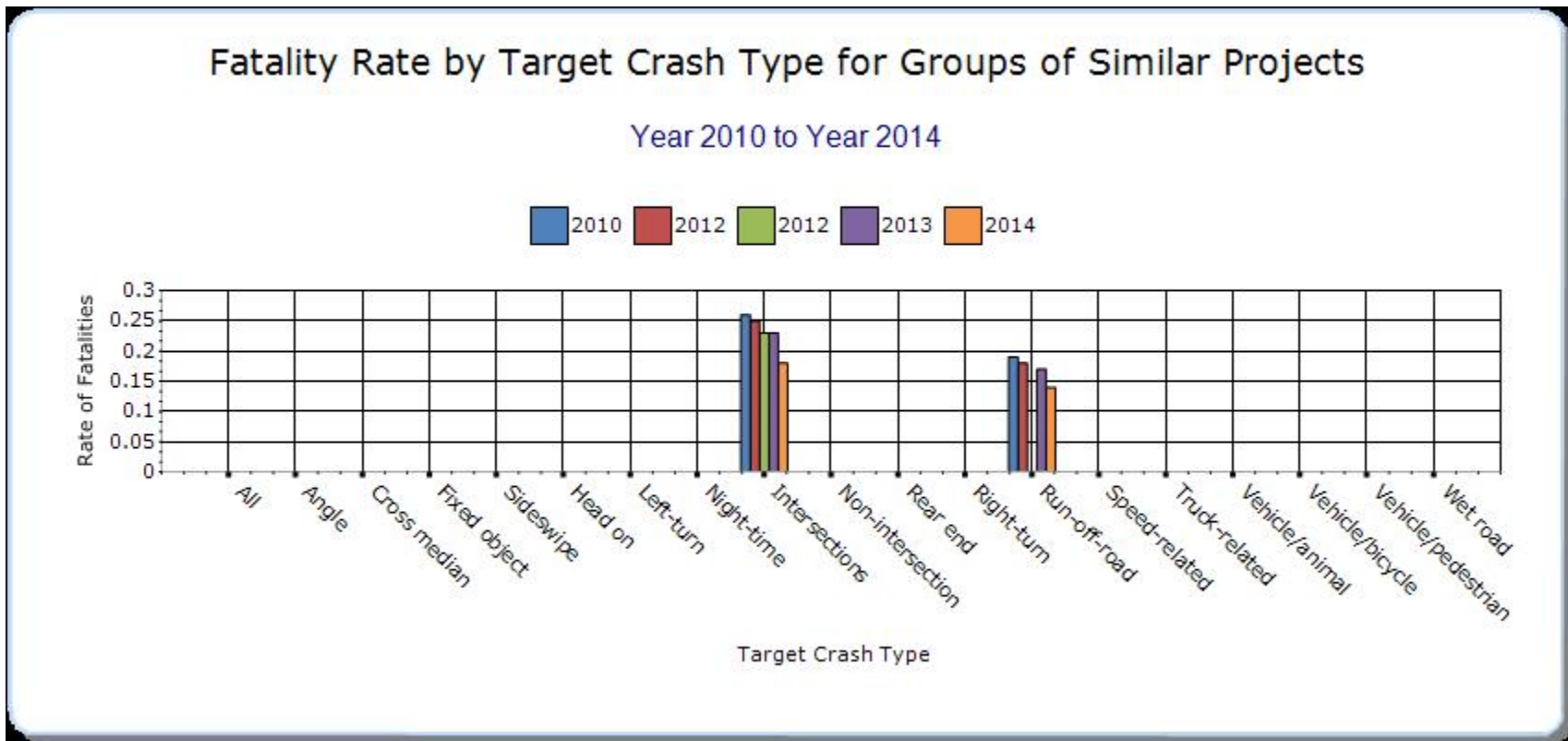
Present the overall effectiveness of groups of similar types of projects.

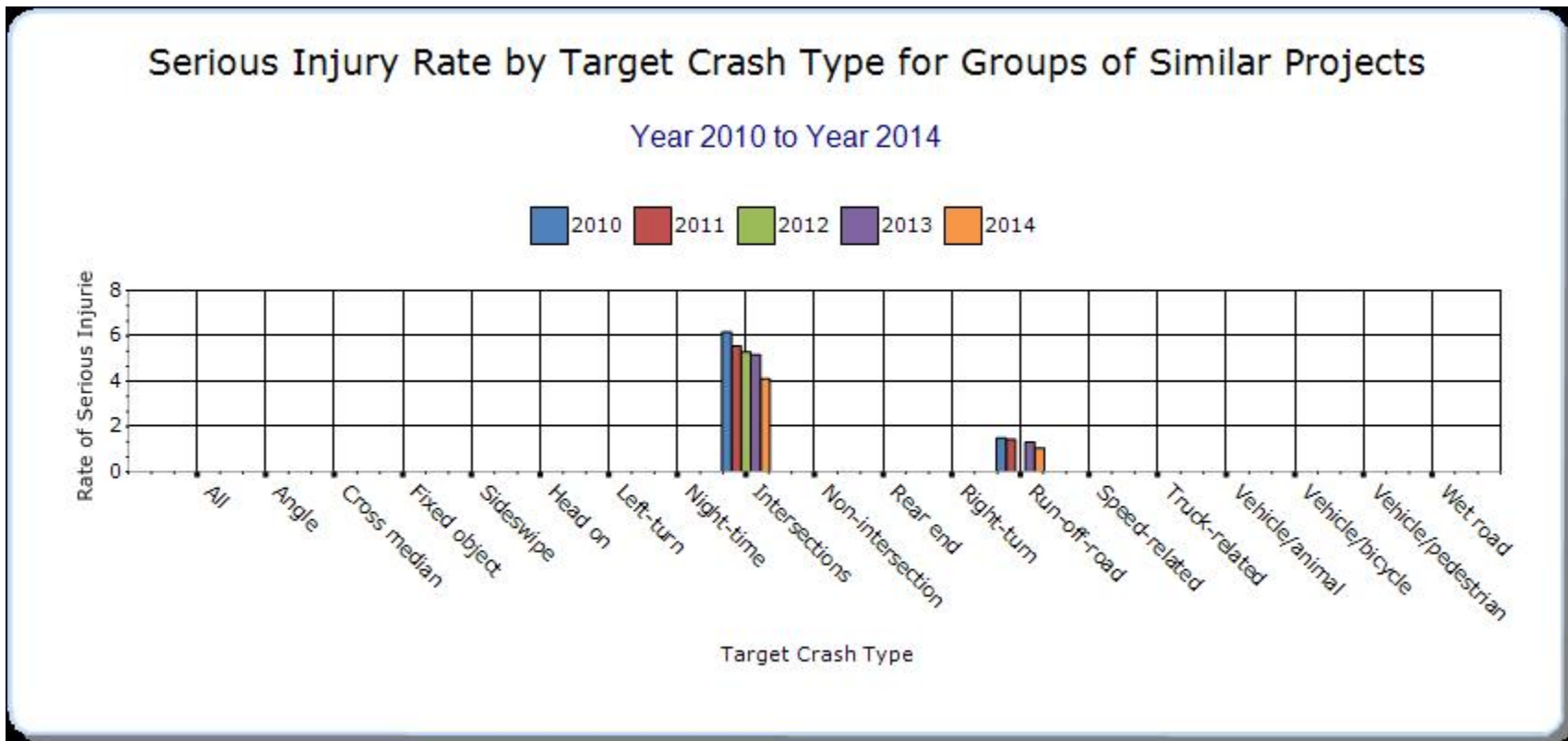
Year - 2014

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Horizontal Curve	Run-off-road	145.2	1106.4	0.14	1.06	0	0	0
Pedestrian Safety	Pedestrians	103.8	763.6	0.1	0.73	0	0	0
Roadway Departure	Overtuned, Fixed Object, Sideswipe-opposite direction, Head on	399.8	3137.8	0.38	2.33	0	0	0
Local Safety	Segments, Intersections	383	5221.4	0.37	4.99	0	0	0
Intersection	Intersections	190.8	4306.8	0.18	4.11	0	0	0





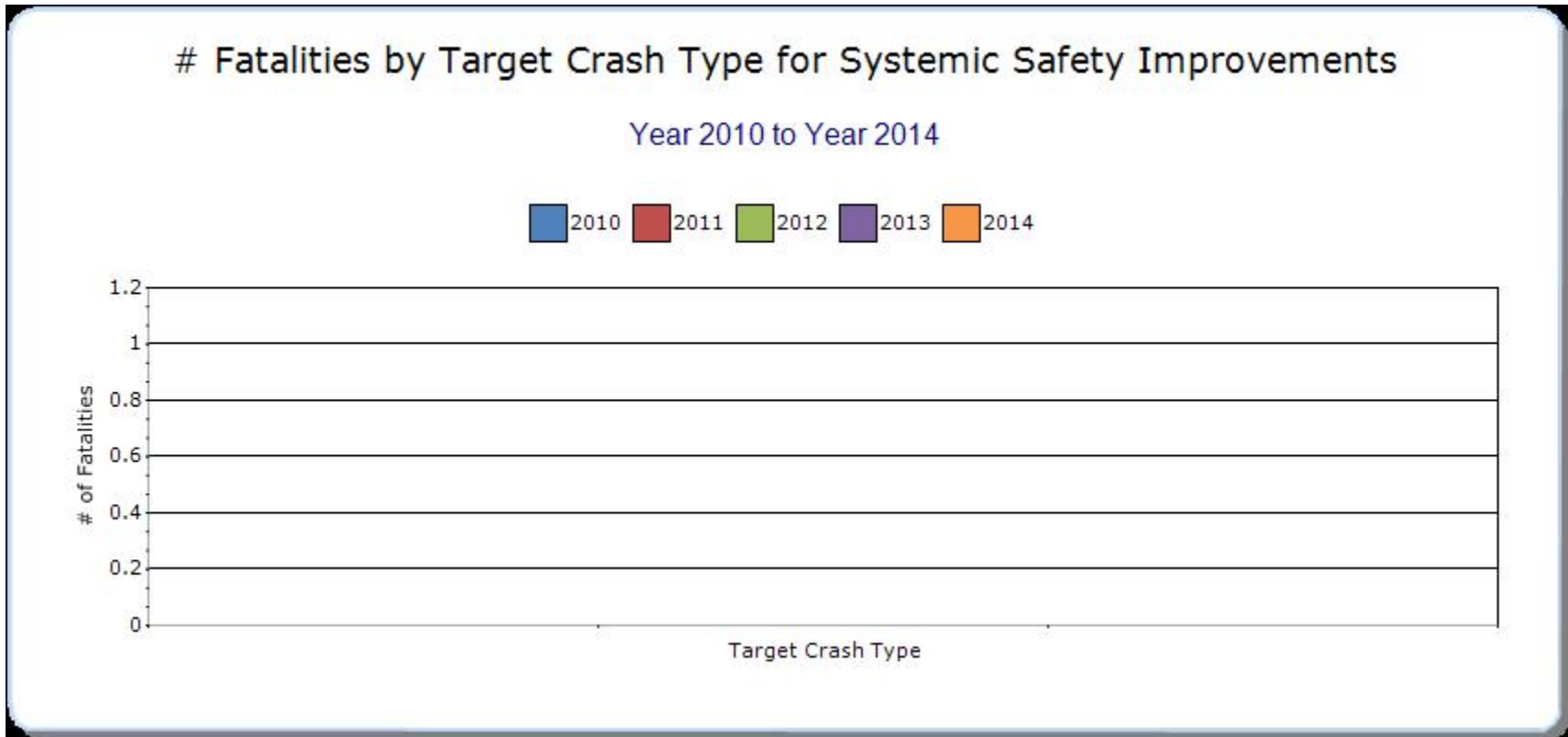


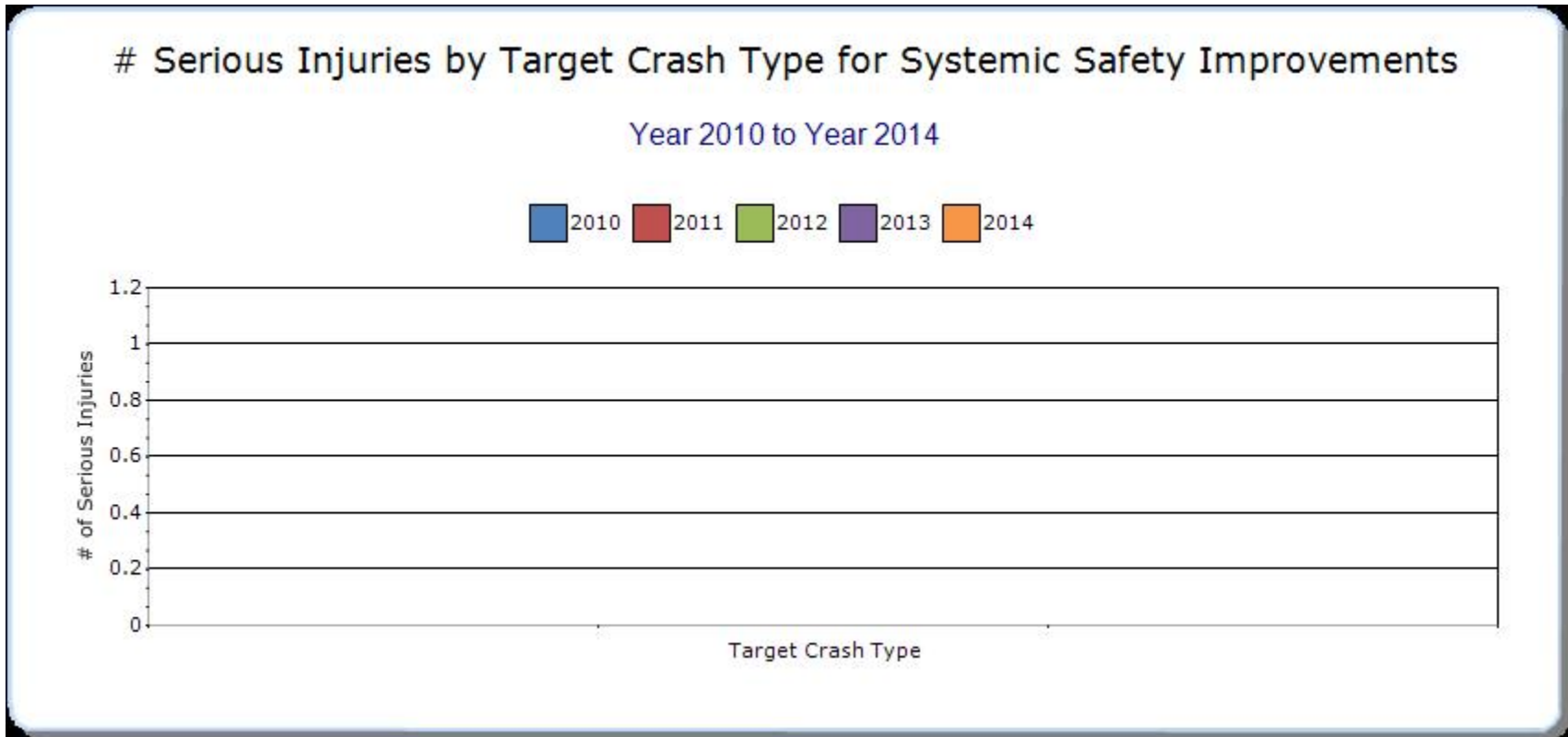


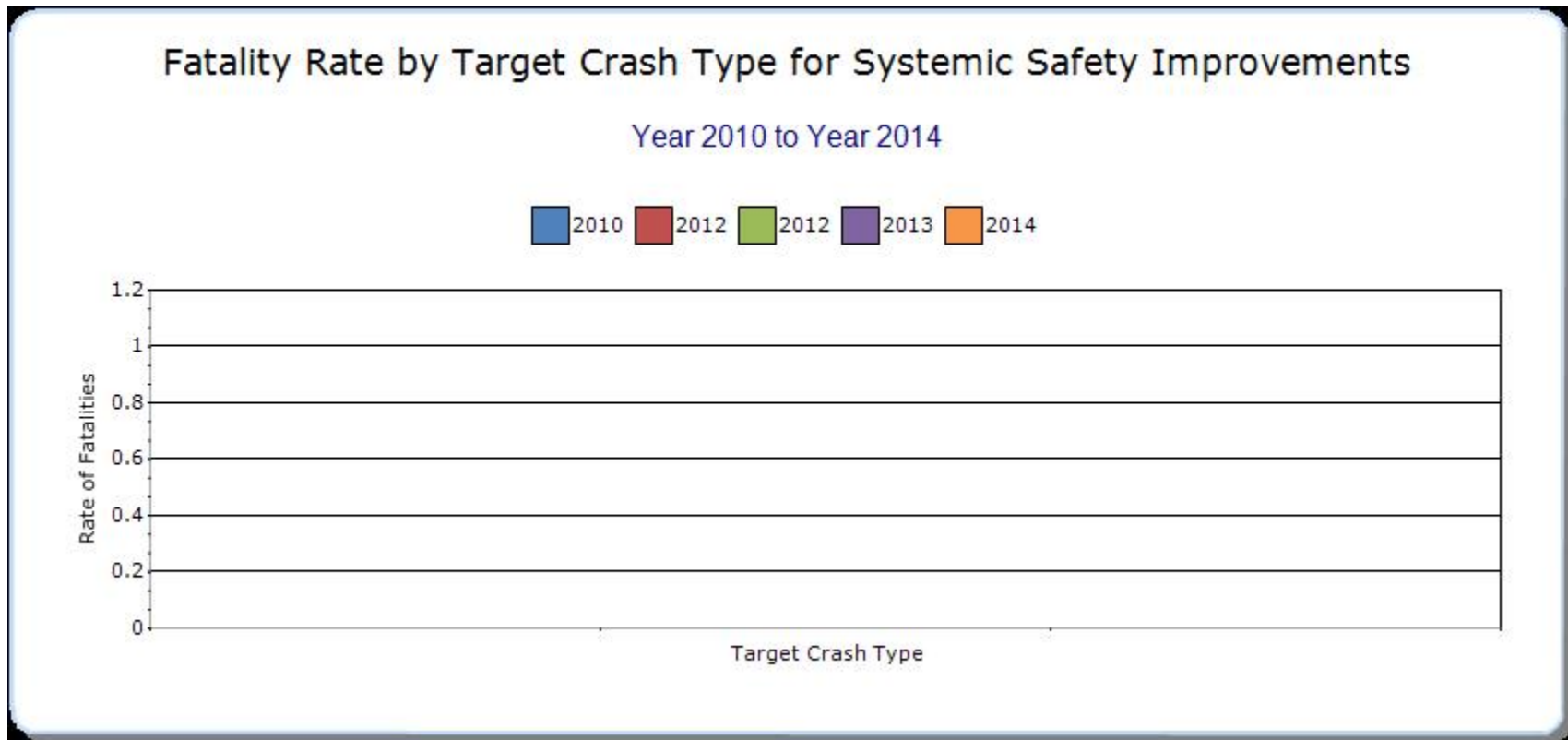
Systemic Treatments

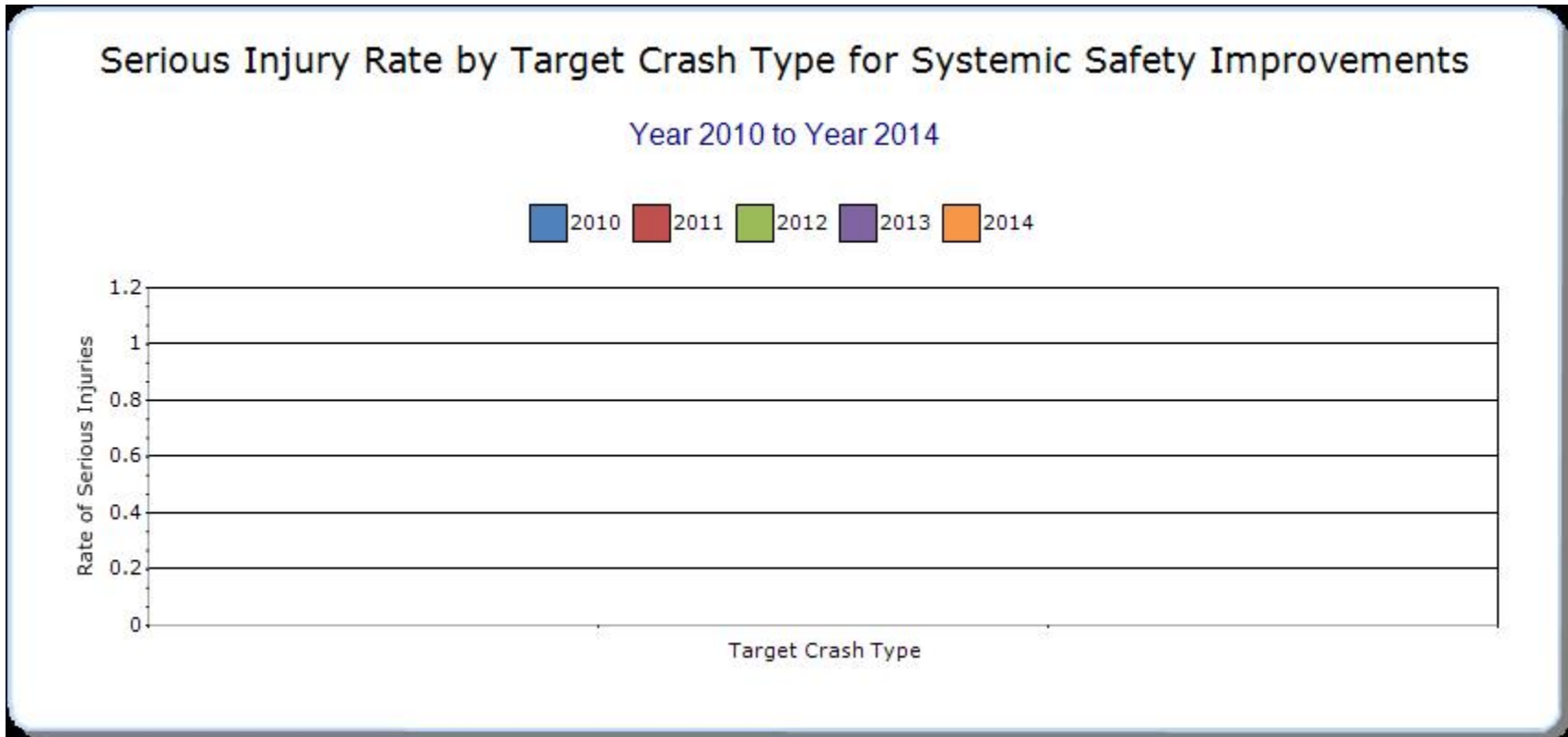
Present the overall effectiveness of systemic treatments.

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3









Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

The statewide safety program is evaluated, monitored and tracked at the statewide, local routes.

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)

Optional Attachments

Sections

Files Attached

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT means hundred million vehicle miles traveled.

Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systemic safety improvement means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.