ILLINOIS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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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.”

Executive Summary

The Highway Safety Improvement Program (HSIP) is a data-driven, performance based, strategic approach targeted to infrastructure improvements administered by the Federal Highway 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, the 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 preventable fatalities and serious injuries with federal support.

The collaborative working efforts between the Strategic Highway Safety Plan (SHSP; FHWA approved on 7/28/2017) HSIP, Highway Safety Plan (HSP), Commercial Vehicle Safety Plan, and Statewide Transportation Improvement Plan (STIP) are envisioned to provide consistency of data collection and management, integrated safety initiatives, and identification of data-driven performance measures with safety performance assessment. The implementation of the SHSP was kicked off in early 2018 and has involved over a hundred stakeholders representing multi-disciplinary areas. There are nine working groups that represent 16 IL SHSP emphasis areas. Each of the EA working groups are meeting on a regular basis to develop and implement IL SHSP EA action plans. The action plans are coordinated with and endorsed by the Executive Safety Committee. This coordination of safety programs helps IDOT prioritize the safety in planning and programming stage and use limited funding with safety improvement potential to set effective goals, targets with safety performance matrix, and assessments in the future. IDOT also recently established the Fatality Reduction Task Force to bring additional attention and focus to the reduction of fatalities on Illinois roadways. As part of this effect, Illinois is hosting the first Distracted Driving Summit on October 30, 2018.

HSIP is administered and monitored by the IDOT Bureau of Safety Programs and Engineering (BSPE). 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. Illinois has made significant progress in tracking HSIP projects through planning, design and construction to develop databases and tools for evaluating treatments and the effectiveness of the overall HSIP program. Evaluation tools utilize both naïve and empirical bayes methods to account for data variations. While analysis results are preliminary, these efforts support the development of sustainable evaluation processes that will be will be integral to achieving optimum safety performance.

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 Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Illinois HSIP policy identifies the process for data analysis, project application, project review, and approval. See the IDOT website for details (http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/highway-safety-improvement-program).

The policy is being updated and will include analysis tools and resources as well as improved guidance to direct the program to projects that will have the greatest opportunity to reduce fatalities and serious injuries with additional focus on locally owned roadways.

Where is HSIP staff located within the State DOT?

Other-Central Office - Bureau of Safety Programs and Engineering

Enter additional comments here to clarify your response for this question or add supporting information.

How are HSIP funds allocated in a State?

Other-Central Office via Statewide Application Process

Enter additional comments here to clarify your response for this question or add supporting information.

Describe how local and tribal roads are addressed as part of HSIP.

Twenty percent of the HSIP roadway funding is allocated to local roadways. Prior to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local agencies received less

than $1 million annually; in recent years, that amount has been increased between $12 to $15 million annually. Each 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 meetings with the Metropolitan Planning Organizations (MPOs) to discuss safety performance targets and county SHSP development and implementation. The IDOT BSPE is an active participant in 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.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions
Local Aid Programs Office/Division

Enter additional comments here to clarify your response for this question or add supporting information.

The Local Technical Assistance Program is part of the Local Aid Programs office.

Describe coordination with internal partners.

The Central Office Traffic Safety Committee is responsible for reviewing, recommending changes and/or approving or declining HSIP applications. The Central Office Traffic Safety Committee includes members from BSPE, Design, Planning, Local Aid, and the FHWA Division Office.

The Local Aid office works with each of the District Local Aid offices and local agencies to develop, review, and submit HSIP applications to BSPE.

District traffic engineering and safety staff develop state route HSIP applications by using BSPE safety analysis tools to evaluate the roadway network, identify priority locations, assess crash data and contributing factors, determine recommended proven strategies, and prepare the HSIP application including benefit-cost assessment. District traffic engineering and safety staff conduct basic evaluation assessments for HSIP projects and coordinate with district design, operations and maintenance during the planning process.

District staff work closely with local agencies to develop their safety program and the District Local Aid office submits the applications to Central Local Aid office.

Local agencies conduct analysis and utilize BSPE-provided tools to support HSIP project development and applications. Local HSIP applications are submitted to the District Local Aid office for submittal to the Central Local Aid office. In some cases, the MPO supports local agency data analysis, application development, and evaluation after implementation. BSPE manages the HSIP program and leads the coordination with all partners.

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
Local Government Agency
Law Enforcement Agency
FHWA

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

The state of Illinois is committed to achieving a safer transportation system for the public. Stakeholder involvement and commitment is crucial. Stakeholders represent the 4E areas - engineering, enforcement, education, and emergency medical services and include multi-modal federal and state agencies, MPOs, regional safety coalitions, and local agencies. Stakeholders have provided input on the crash trends, locations with potential improvement and strategies based on their knowledge and current initiatives.

The FHWA Illinois Division office partners with Illinois on various safety initiatives, including review of HSIP applications for funding approval.

The Illinois DOT meets with MPOs regularly to support the safety program The MPOs work with local agencies to provide leadership and technical expertise.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

Describe other aspects of HSIP Administration on which the State would like to elaborate.

The Districts submit HSIP applications through the HSIP SharePoint site and the local agencies submit paper copies for review and approval by a Central Office Traffic Safety Committee. Since 2013, the IDOT Districts have taken an 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 appropriate use of HSIP funds. The HSIP policy is being updated to improve project submittals and to encourage the use of highway safety tools such as Safety Tiers, the Highway Safety Manual and the Illinois State and Local Strategic Highway Safety Plans. Additional emphasis has been placed on project and program evaluation. The HSIP program database includes project letting, locations, project type and cost along with before and after crash data to be used for evaluation. Additional

data is now required to develop project and program level evaluation assessments to maximize the program and achieve the greatest results.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

To upload a copy of the State processes, attach files below.

File Name:
SAFETY 1.06 - Safety Engineering Policy Memorandum.pdf

Select the programs that are administered under the HSIP.

Horizontal Curve
Local Safety
HRRR

Enter additional comments here to clarify your response for this question or add supporting information.

Program:	Horizontal Curve
Date of Program Methodology:	3/1/2018

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
		Median width
All crashes	Traffic	Horizontal curvature
Fatal and serious injury crashes only	Volume	Functional classification
		Roadside features

What project identification methodology was used for this program? [Check all that apply]

2018 Illinois Highway Safety Improvement Program
Crash frequency
Crash rate
Other-Weighted crash rate

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

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

selection committee

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).

Rank of Priority Consideration

Available funding : 2
Cost Effectiveness : 1

Program: HRRR

Date of Program Methodology: 3/1/2018

What is the justification for this program? [Check all that apply]

Other-HRRR

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash rate
Excess expected crash frequency using SPFs

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

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

selection committee

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).

Rank of Priority Consideration

Cost Effectiveness : 1

Program: Local Safety

Date of Program Methodology: 1/1/2018

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Other-HSIP allocation for locally owned roadways

What data types were used in the program methodology? [Check all that apply]

Crashes **Exposure** **Roadway**

Fatal and serious injury crashes only Traffic Other-Ownership

What project identification methodology was used for this program? [Check all that apply]

Excess expected crash frequency using SPFs
Excess proportions of specific crash types

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

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

selection committee

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).

Rank of Priority Consideration

Cost Effectiveness : 1

What percentage of HSIP funds address systemic improvements?

27

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Rumble Strips
Pavement/Shoulder Widening
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Add/Upgrade/Modify/Remove Traffic Signal
Horizontal curve signs
High friction surface treatment

Enter additional comments here to clarify your response for this question or add supporting information.

Traffic signal upgrades includes flashing yellow arrows.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Crash data analysis
SHSP/Local road safety plan
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Stakeholder input

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

ITS strategies are considered for safety improvements. These may include changeable message signs, Smart Work Zones, improved communication to reduce secondary incidents among other proven and effective strategies. Connected vehicles and their safety impact are being considered throughout the Department, but much of the focus has been on addressing current needs through low cost proven effective safety treatments.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

HSM safety performance functions are used to develop safety tiers for planning and programming of projects. Districts utilize the HSM to diagnose and analyze crash data to identify potential countermeasures. Countermeasure effectiveness is determined using the CMF Clearinghouse and projects are assessed using the benefit-cost approaches outlined in the HSM. Many of the projects are evaluated after implementation using HSM analysis approaches.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

Yes

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

The HSIP Policy Memorandum references a safety analysis process for HSIP candidate projects that should be similar to the RSA/RSR process. An RSA/RSR is a data-driven systematic process that applies crash data and identified contributing factors in tying the target severe crashes to each countermeasure. The RSA/RSR safety analysis process has become a more prominent aspect for many HSIP submittals when larger dollar amounts would be involved. IDOT has a draft RSA Policy Memorandum in place that supports HSIP.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$107,879,181	$43,631,652	40.44%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$13,069,841	$6,048,546	46.28%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$6,059,000	$336,879	5.56%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$127,008,022	$50,017,077	39.38%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$13,664,176

How much funding is obligated to local or tribal safety projects?

$5,903,184

Enter additional comments here to clarify your response for this question or add supporting information.

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

0%

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

0%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge 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. When federal funds are involved, the engineering agreement and joint funding agreement processes severely hamper the timeline for federal HSIP projects. Depending on the complexity of the project, the federal National Environmental Policy Act process for environmental review can impact the project timeline. Again, depending on the complexity of the project, obtaining some required permits can impact the project timeline. The Department is experimenting with a revised signature process for approval of project agreements, which should simplify and expedite this process. We are always looking for ways to expedite the environmental review process, when required.

For locally owned roadways, the GATA process and requirements have been challenging. In many cases, it is also difficult for local agencies to meet the ten percent HSIP match requirement.

Does the State want to elaborate on any other aspects of it’s progress in implementing HSIP projects?

No

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
201203012	Roadway	Pavement surface - high friction surface	1.35	Miles	$1530000	$1700000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,800	45	State Highway Agency	Spot	Roadway Departure	15-Pavement Treatments, 6-Pavement, 7-Pavement Marking
201203013	Intersection traffic control	Intersection traffic control - other	1	Intersections	$2250000	$2500000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	25,750	45	State Highway Agency	Spot	Intersections	11-Signalization, 6-Pavement, 4-Intersection Geometry
201207001	Shoulder treatments	Widen shoulder - paved or other	1.13	Miles	$1510000	$1510000	HSIP (23 U.S.C. 148)	Rural Minor Collector	2,150	55	State Highway Agency	Spot	Roadway Departure	15-Pavement Treatments, 6-Pavement, 7-Pavement Marking
201310007	Intersection traffic control	Intersection traffic control - other	1	Intersections	$810000	$900000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	21,100	50	State Highway Agency	Spot	Intersections	11-Signalization
201311002	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$5040000	$5600000	HSIP (23 U.S.C. 148)	Rural Major Collector	13,250	45	State Highway Agency	Spot	Intersections	4-Intersection Geometry
201405005	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1	Intersections	$1804500	$2005000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	41,850	45	State Highway Agency	Spot	Intersections	11-Signalization, 4-Intersection Geometry
201406003	Shoulder treatments	Widen shoulder - paved or other	10.72	Miles	$3836160	$4262400	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Major Collector	3,700	55	State Highway Agency	Spot	Roadway Departure	6-Pavement, 7-Pavement Marking, 9-Roadside
201409011	Intersection geometry	Intersection geometrics - realignment to align offset cross streets	1	Intersections	$3262500	$3625000	HSIP (23 U.S.C. 148)	Rural Major Collector	8,900	55	State Highway Agency	Spot	Intersections	11-Signalization, 4-Intersection Geometry
201410256	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$7700000	$7700000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	51,600	50	State Highway Agency	Spot	Intersections	11-Signalization, 4-Intersection Geometry
201410265	Intersection geometry	Intersection geometry - other	1	Intersections	$3780000	$4200000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	11,900	55	State Highway Agency	Spot	Intersections	4-Intersection Geometry
201506001	Roadside	Barrier end treatments (crash cushions, terminals)	11.74	Miles	$1701000	$1890000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	312,500	65	State Highway Agency	Spot	Roadway Departure	10-Roadway, 9-Roadside
201602001	Intersection traffic control	Intersection flashers - add advance intersection warning sign-mounted	87	Intersections	$415000	$415000	HSIP (23 U.S.C. 148)	Rural Major Collector	7,800	55	State Highway Agency	Systemic	Intersections	11-Signalization, 12-Signing
201605002	Shoulder treatments	Pave existing shoulders	6.59999999999997	Miles	$1984500	$2205000	HSIP (23 U.S.C. 148)	Rural Major Collector	8,850	55	State Highway Agency	Spot	Roadway Departure	7-Pavement Marking

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
201605008	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$900000	$1000000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	14,550	45	State Highway Agency	Spot	Intersections	4-Intersection Geometry
201605011	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified	1	Intersections	$765000	$850000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	39,000	45	State Highway Agency	Spot	Intersections	11-Signalization
201607009	Shoulder treatments	Widen shoulder - paved or other	1.30000000000001	Miles	$510000	$510000	HSIP (23 U.S.C. 148)	Rural Major Collector	4,600	55	State Highway Agency	Spot	Roadway Departure	6-Pavement, 0-Misc
201608002	Roadside	Barrier end treatments (crash cushions, terminals)	75	Locations	$900000	$1000000	HSIP (23 U.S.C. 148)	Other	0		State Highway Agency	Systemic	Roadway Departure	9-Roadside
201608005	Shoulder treatments	Widen shoulder - paved or other	4.8	Miles	$2100000	$2100000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,800	55	State Highway Agency	Spot	Roadway Departure	6-Pavement
201610002	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	3	Intersections	$356250	$356250	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	30,950	45	State Highway Agency	Spot	Intersections	11-Signalization
201610007	Shoulder treatments	Widen shoulder - paved or other	1.8	Miles	$990000	$990000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,100	55	State Highway Agency	Spot	Roadway Departure	15-Pavement Treatments, 7-Pavement Marking, 13-Curves
201610008	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$600000	$600000	HSIP (23 U.S.C. 148)	Rural Major Collector	6,150	55	State Highway Agency	Spot	Intersections	4-Intersection Geometry
201610009	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$900000	$1000000	HSIP (23 U.S.C. 148)	Urban Major Collector	49,100	45	State Highway Agency	Spot	Intersections	11-Signalization
201611005	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$600000	$600000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,600	55	State Highway Agency	Spot	Intersections	4-Intersection Geometry
201612001	Intersection traffic control	Intersection flashers - add advance intersection warning sign-mounted	2	Intersections	$25000	$25000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	16,300	65	State Highway Agency	Spot	Intersections	12-Signing
201612002	Advanced technology and ITS	Advanced technology and ITS - other	0	Count	$500000	$500000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	258,200	55	State Highway Agency	Spot	Work Zones	2-Advanced Technology and ITS
201612004	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$84510	$93900	HSIP (23 U.S.C. 148)	Urban Minor Arterial	22,700	40	County Highway Agency	Spot	Intersections	12-Signing, 11-Signalization
201612005	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	2.76	Miles	$2948400	$3276000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	15,700	30	City of Municipal Highway Agency	Spot	Lane Departure	15-Pavement Treatments
201612006	Roadway	Superelevation / cross slope	1.13	Miles	$617400	$686000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,000	40	County Highway Agency	Spot	Roadway Departure	13-Curves, 9-roadside, 7-Pavement Marking
201612007	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$32130	$35700	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	42,300	45	County Highway Agency	Spot	Intersections	11-Signalization, 12-Signing, 7-Pavement Marking
201612008	Roadside	Barrier - cable	4.9	Miles	$600000	$600000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	32,600	70	State Highway Agency	Systemic	Roadway Departure	9-Roadside

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
201612009	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$720000	$800000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	14,400	35	City of Municipal Highway Agency	Spot	Intersections	6-Pavement, 11-Signalization
201612010	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$74412	$82680	HSIP (23 U.S.C. 148)	Urban Minor Arterial	18,000	35	City of Municipal Highway Agency	Spot	Intersections	12-Signing, 11-Signalization, Intersection Geometry
201612011	Roadway	Rumble strips - unspecified or other	5	Miles	$1710000	$1900000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	36,000	55	County Highway Agency	Spot	Roadway Departure	7-Pavement Marking, 11-Signalization, 15-Pavement Treatments, 0-Misc
201612012	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1	Intersections	$528750	$587500	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	65,800	45	City of Municipal Highway Agency	Spot	Intersections	11-Signalization
201701001	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Intersections	$120000	$120000	HSIP (23 U.S.C. 148)	Rural Major Collector	10,700	65	State Highway Agency	Spot	Intersections	12-Signing
201701002	Roadway signs and traffic control	Curve-related warning signs and flashers	37	Curves	$45000	$50000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	10,000	55	County Highway Agency	Systemic	Roadway Departure	12-Signing
201701003	Roadside	Barrier end treatments (crash cushions, terminals)	14	Locations	$283500	$315000	HSIP (23 U.S.C. 148)	Rural Minor Collector	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside
201701004	Roadside	Barrier end treatments (crash cushions, terminals)	0	Count	$1000000	$2473000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Major Collector	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside, 6-Pavement
201701005	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$990000	$1100000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,000	55	City of Municipal Highway Agency	Spot	Intersections	6-Pavement, 5-Lighting
201701006	Roadside	Barrier end treatments (crash cushions, terminals)	0	Count	$1000000	$1483000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside
201701007	Roadside	Barrier end treatments (crash cushions, terminals)	57	Locations	$617490	$686000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside
201701008	Shoulder treatments	Shoulder treatments - other	13	Miles	$2409300	$2702000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,000	55	County Highway Agency	Spot	Roadway Departure	6-Pavement, 7-Pavement Marking
201701009	Roadway	Roadway - other	1	Locations	$900000	$1000000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,100	55	County Highway Agency	Spot	Roadway Departure	10-Roadway
201701010	Roadside	Barrier end treatments (crash cushions, terminals)	68	Locations	$1895400	$2106000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside
201701013	Roadway	Roadway - other	1	Locations	$45000	$50000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Minor Collector	100	55	County Highway Agency	Spot	Roadway Departure	9-Roadside
201701015	Roadside	Barrier end treatments (crash cushions, terminals)	64	Locations	$1000000	$2675000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
201701017	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.9	Miles	$830700	$923000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	14,700	30	City of Municipal Highway Agency	Spot	Intersections	11-Signalization, 4-Intersection Geometry, 6-Pavement, 10-roadway
201701018	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Intersections	$472500	$525000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	11,925	45	City of Municipal Highway Agency	Spot	Intersections	11-Signalization, 7-Pavement Marking, 12-Signing
201701019	Roadside	Barrier end treatments (crash cushions, terminals)	81	Locations	$1000000	$2721000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside
201701020	Roadside	Barrier- metal	2	Locations	$910000	$1540000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Major Collector	1,000	55	County Highway Agency	Systemic	Roadway Departure	9-Roadside
201701021	Intersection traffic control	Modify traffic signal - modernization/replacement	9	Intersections	$297000	$330000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	1,000	55	City of Municipal Highway Agency	Systemic	Intersections	11-Signalization
201702001	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Intersections	$720000	$800000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	45,300	35	State Highway Agency	Spot	Intersections	11-Signalization
201702006	Roadway	Rumble strips - center	3.28	Miles	$147600	$164000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	12,300	55	State Highway Agency	Spot	Roadway Departure	7-Pavement Marking
201702007	Roadway	Pavement surface - high friction surface	6	Locations	$1300000	$1300000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	24,000	70	State Highway Agency	Spot	Roadway Departure	6-Pavement
201702008	Roadside	Barrier end treatments (crash cushions, terminals)	27	Locations	$928600	$928600	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	1,000	55	State Highway Agency	Systemic	Roadway Departure	9-Roadside
201702010	Shoulder treatments	Widen shoulder - paved or other	10.68	Miles	$2157000	$2157000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,750	55	State Highway Agency	Spot	Roadway Departure	6-Pavement
201703001	Roadside	Barrier end treatments (crash cushions, terminals)	275	Locations	$1000000	$1000000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,000	55	State Highway Agency	Spot	Roadway Departure	9-Roadside
201703002	Shoulder treatments	Widen shoulder - paved or other	9.93	Miles	$1500000	$1500000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	8,450	55	State Highway Agency	Spot	Roadway Departure	6-Pavement
201703006	Roadside	Barrier end treatments (crash cushions, terminals)	58	Locations	$1000000	$1000000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other Freeways and Expressways	1,000	55	State Highway Agency	Systemic	Roadway Departure	9-Roadside
201704002	Roadside	Barrier end treatments (crash cushions, terminals)	132	Locations	$700000	$700000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other Freeways and Expressways	1,000	55	State Highway Agency	Systemic	Roadway Departure	9-Roadside
201704003	Roadside	Barrier end treatments (crash cushions, terminals)	55	Locations	$300000	$300000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other Freeways and Expressways	1,000	55	State Highway Agency	Systemic	Roadway Departure	9-Roadside

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
201704004	Roadside	Barrier end treatments (crash cushions, terminals)	61.1	Miles	$1000000	$1000000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,000	55	State Highway Agency	Systemic	Roadway Departure	9-Roadside
201705001	Roadside	Barrier end treatments (crash cushions, terminals)	150	Locations	$1500000	$1500000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	10,000	70	State Highway Agency	Systemic	Roadway Departure	9-Roadside
201705002	Advanced technology and ITS	Advanced technology and ITS - other	0	Count	$1000000	$1000000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,000	55	State Highway Agency	Systemic	Work Zones	2-Advanced Technology and ITS
201705003	Pedestrians and bicyclists	Modify existing crosswalk	25	Locations	$450000	$450000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,000	40	State Highway Agency	Systemic	Pedestrians	7-Pavement Marking, 5-Lighting
201705004	Shoulder treatments	Widen shoulder - paved or other	5.6	Miles	$1080000	$1200000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,200	55	State Highway Agency	Spot	Roadway Departure	6-Pavement, 15-Pavement Treatments
201705005	Shoulder treatments	Widen shoulder - paved or other	3.6	Miles	$720000	$800000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,525	55	State Highway Agency	Spot	Roadway Departure	6-Pavement, 15-Pavement Treatments
201705006	Roadway	Superelevation / cross slope	6.47	Miles	$1600000	$1600000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	27,400	70	State Highway Agency	Spot	Roadway Departure	13-Curves, 9-roadside
201707001	Shoulder treatments	Widen shoulder - paved or other	4.9	Miles	$950000	$950000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,050	55	State Highway Agency	Spot	Roadway Departure	15-Pavement Treatments, 0-Misc
201707002	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	9	Intersections	$1800000	$1800000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	21,800	35	State Highway Agency	Systemic	Intersections	11-Signalization
201707003	Roadway	Rumble strips - edge or shoulder	3.81999999999999	Miles	$369000	$410000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	176,700	55	State Highway Agency	Spot	Roadway Departure	7-Pavement Marking, 13-Curves
201707004	Intersection traffic control	Modify traffic signal - add backplates with retroreflective borders	2000	Signal heads	$570000	$570000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,000	55	State Highway Agency	Systemic	Intersections	11-Signalization
201707005	Pedestrians and bicyclists	Pedestrian signal - install new at intersection	16	Intersections	$396000	$440000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	2,000	55	State Highway Agency	Spot	Pedestrians	11-Signalization
201708001	Roadside	Barrier end treatments (crash cushions, terminals)	29	Locations	$924300	$924300	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,000	55	State Highway Agency	Systemic	Roadway Departure	9-Roadside
201709001	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1	Intersections	$180000	$200000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	29,700	45	State Highway Agency	Spot	Intersections	11-Signalization
201709002	Roadway	Roadway - other	1.86	Miles	$155635	$1136410	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	7,200	55	State Highway Agency	Spot	Roadway Departure	13-Curves, 7-Pavement Marking
201709003	Roadway signs and traffic control	Roadway signs and traffic control - other	13	Miles	$765000	$850000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	10,000	45	State Highway Agency	Spot	Intersections	11-Signalization, 12-Signing, 13-Curves, 0-Misc

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
201709005	Roadside	Barrier end treatments (crash cushions, terminals)	1	Locations	$270000	$300000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	20,500	30	State Highway Agency	Spot	Roadway Departure	9-Roadside
201709006	Roadside	Barrier end treatments (crash cushions, terminals)	172	Locations	$1000000	$1000000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	10,000	70	State Highway Agency	Systemic	Roadway Departure	9-Roadside
201709007	Intersection traffic control	Intersection traffic control - other	1	Intersections	$250000	$250000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	9,000	55	State Highway Agency	Spot	Intersections	11-Signalization
201712001	Roadway delineation	Longitudinal pavement markings - remarking	62	Locations	$4744441	$4744441	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Local Road or Street	3,450	45	State Highway Agency	Systemic	Roadway Departure	7-Pavement Marking

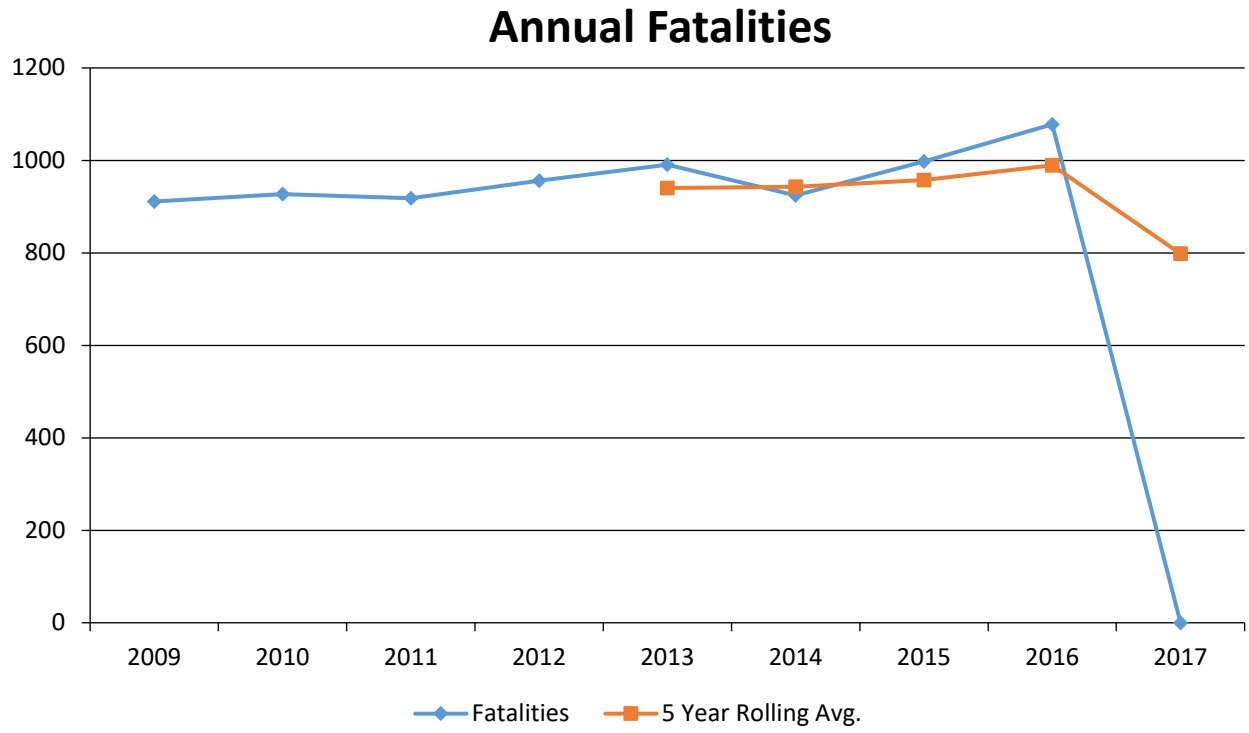
Enter additional comments here to clarify your response for this question or add supporting information.

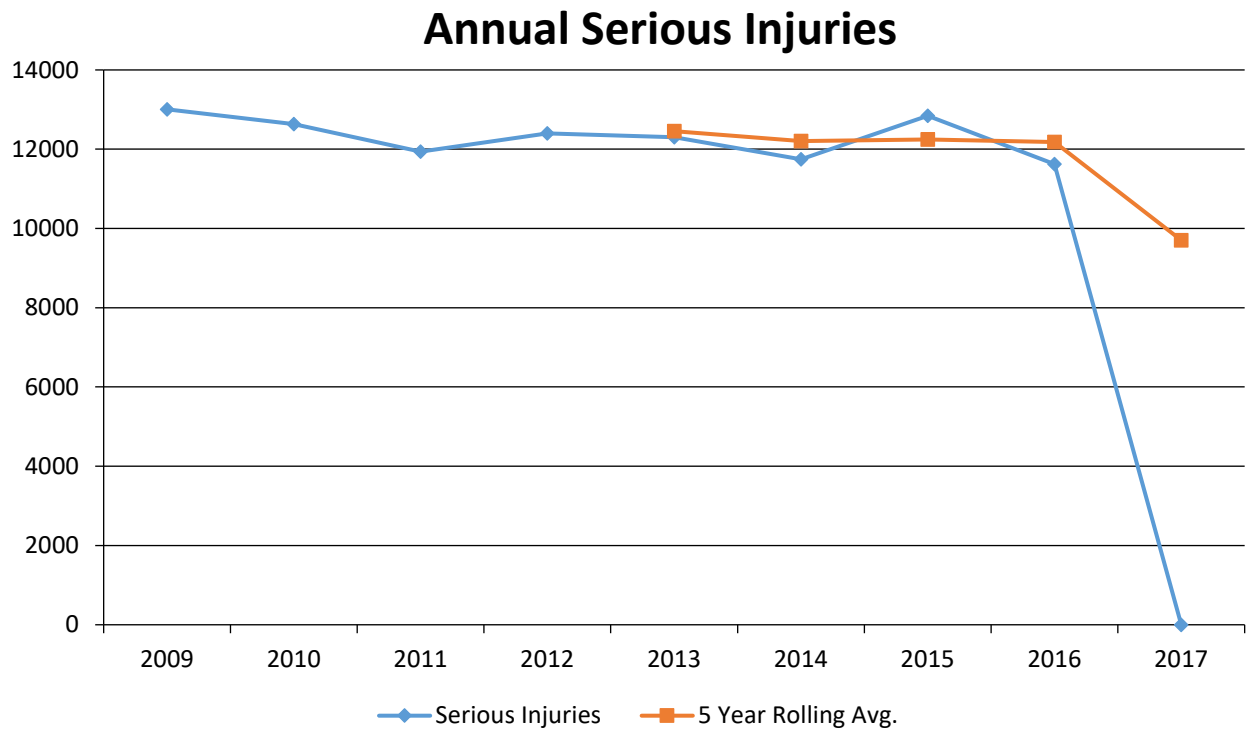
Safety Performance

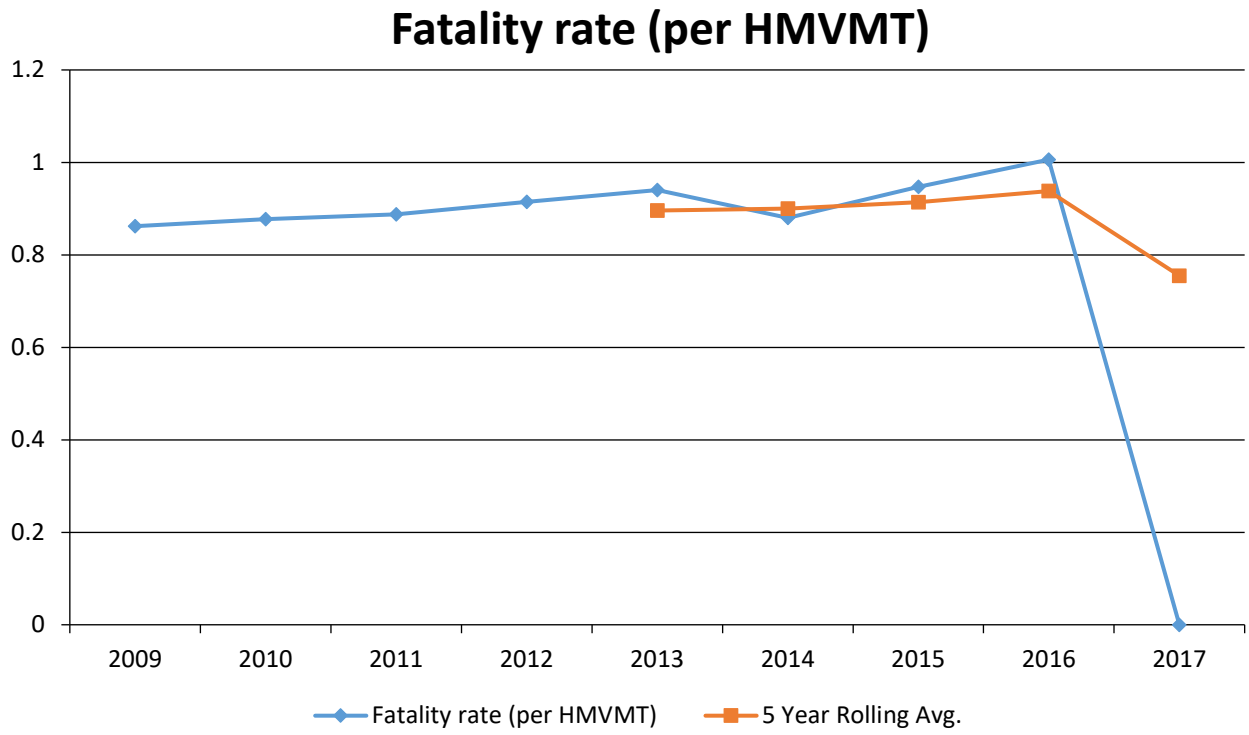
General Highway Safety Trends

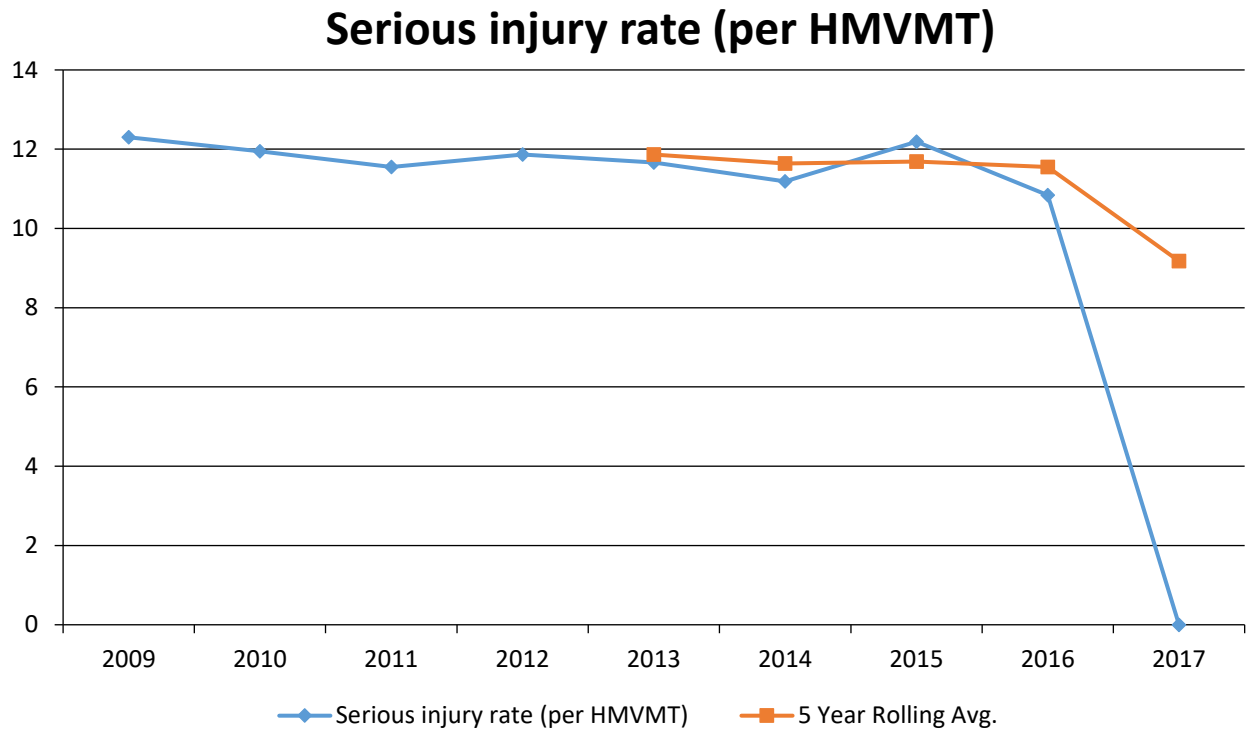
Present data showing the general highway safety trends in the State for the past five years.

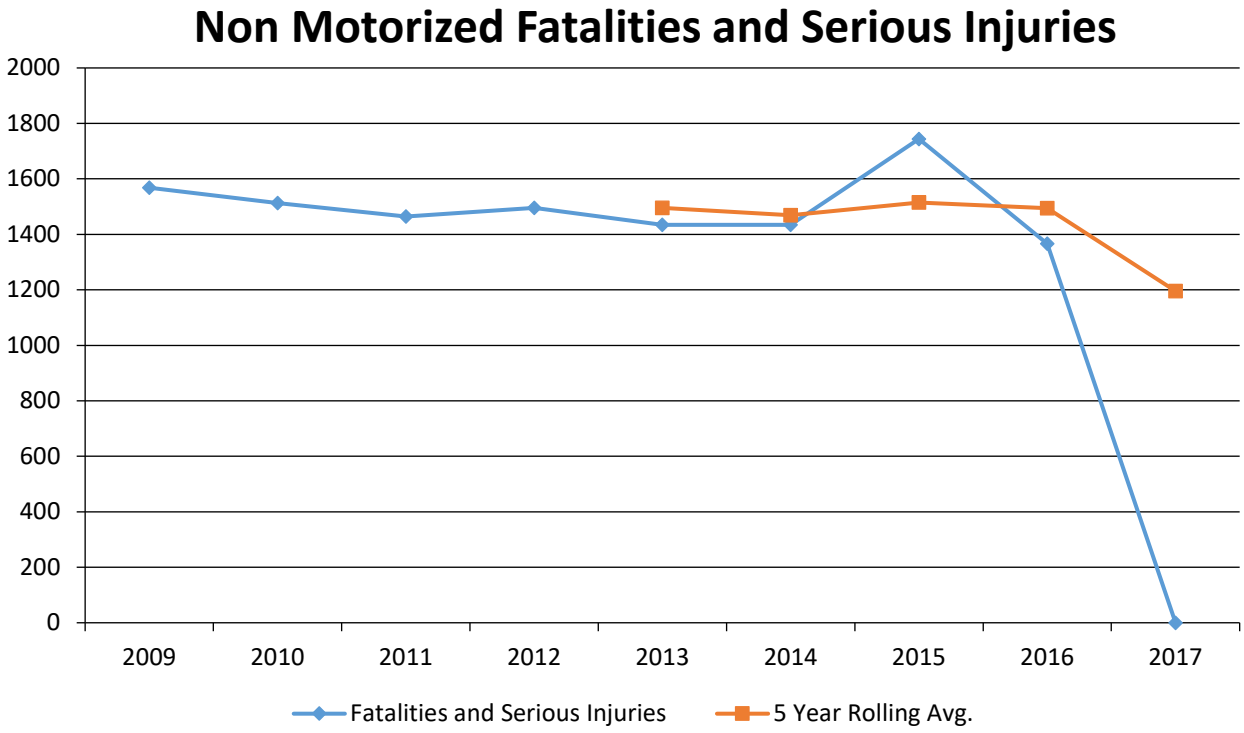
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	911	927	918	956	991	924	998	1,078	0
Serious Injuries	13,006	12,631	11,939	12,398	12,300	11,748	12,844	11,622	0
Fatality rate (per HMVMT)	0.862	0.877	0.888	0.915	0.940	0.880	0.947	1.006	0.000
Serious injury rate (per HMVMT)	12.301	11.945	11.550	11.869	11.661	11.185	12.190	10.844	0.000
Number non-motorized fatalities	131	139	161	167	154	150	176	168	0
Number of non-motorized serious injuries	1,437	1,374	1,304	1,329	1,281	1,284	1,568	1,198	0


Annual Fatalities
1200
1000
800
600
400
200
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
14000
12000
10000
8000
6000
4000
2000
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
14
12
10
8
6
4
2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

To the maximum extent possible, present this data by functional classification and ownership.

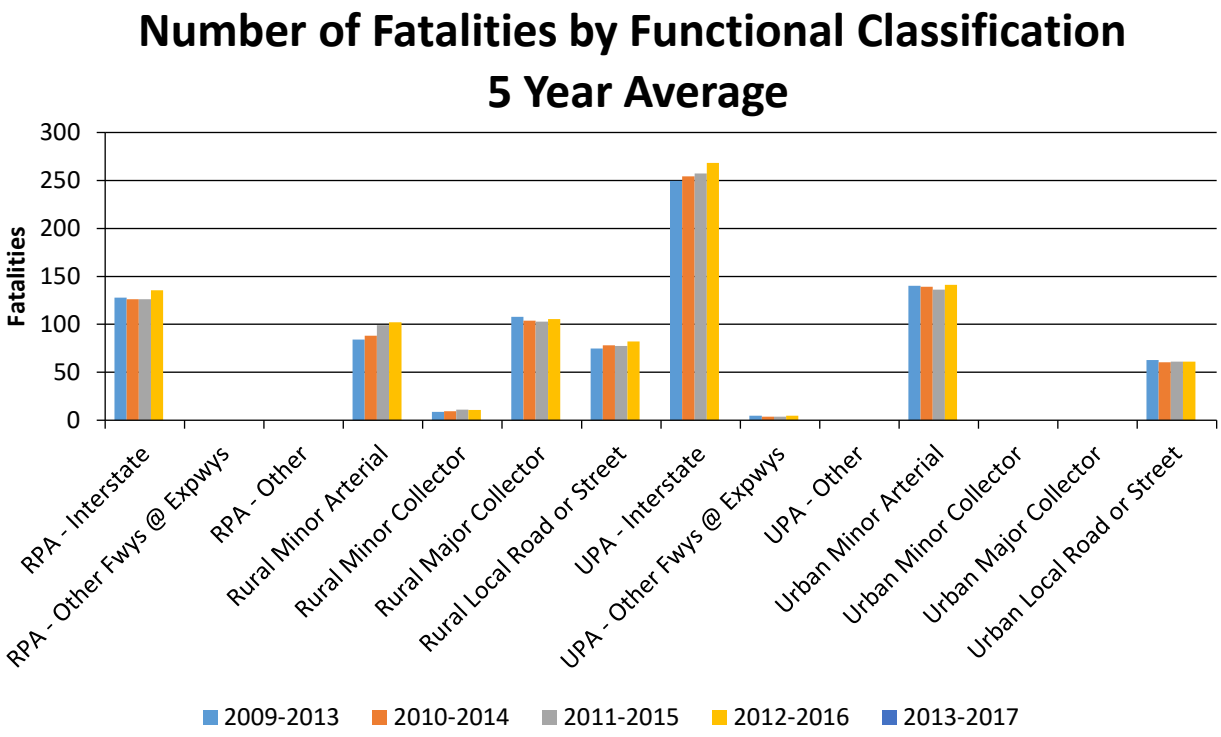
Year 2016

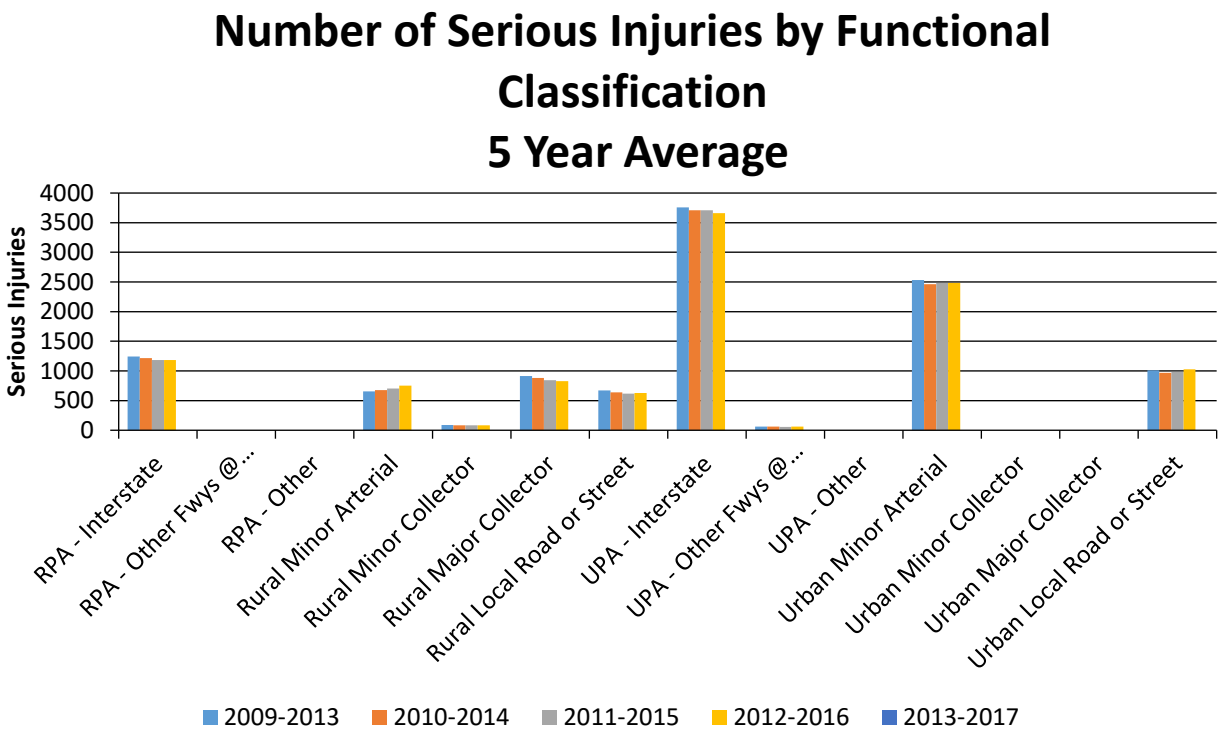
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	135.6	1,181.6	0.69	5.66
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	0	0	0	0
Rural Minor Arterial	102.2	752	2.29	16.82
Rural Minor Collector	10.8	85.8	2.51	19.86
Rural Major Collector	105.4	826.2	2.34	18.26

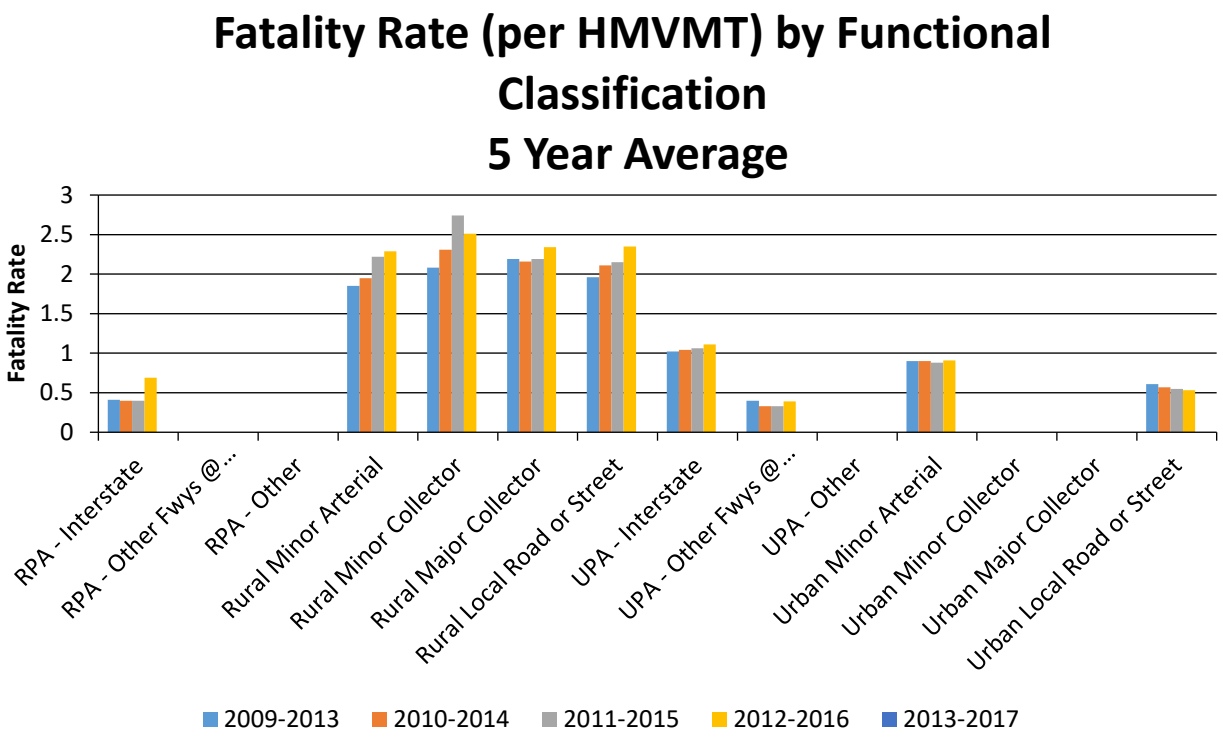
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	82.2	630.4	2.35	17.92
Urban Principal Arterial (UPA) - Interstate	268.2	3,661.6	1.11	15.1
Urban Principal Arterial (UPA) - Other Freeways and Expressways	4.6	59.8	0.39	5.14
Urban Principal Arterial (UPA) - Other	0	0	0	0
Urban Minor Arterial	141.2	2,486.4	0.91	16.11
Urban Minor Collector	0	0	0	0
Urban Major Collector	0	0	0	0
Urban Local Road or Street	61.2	1,025.6	0.53	8.85

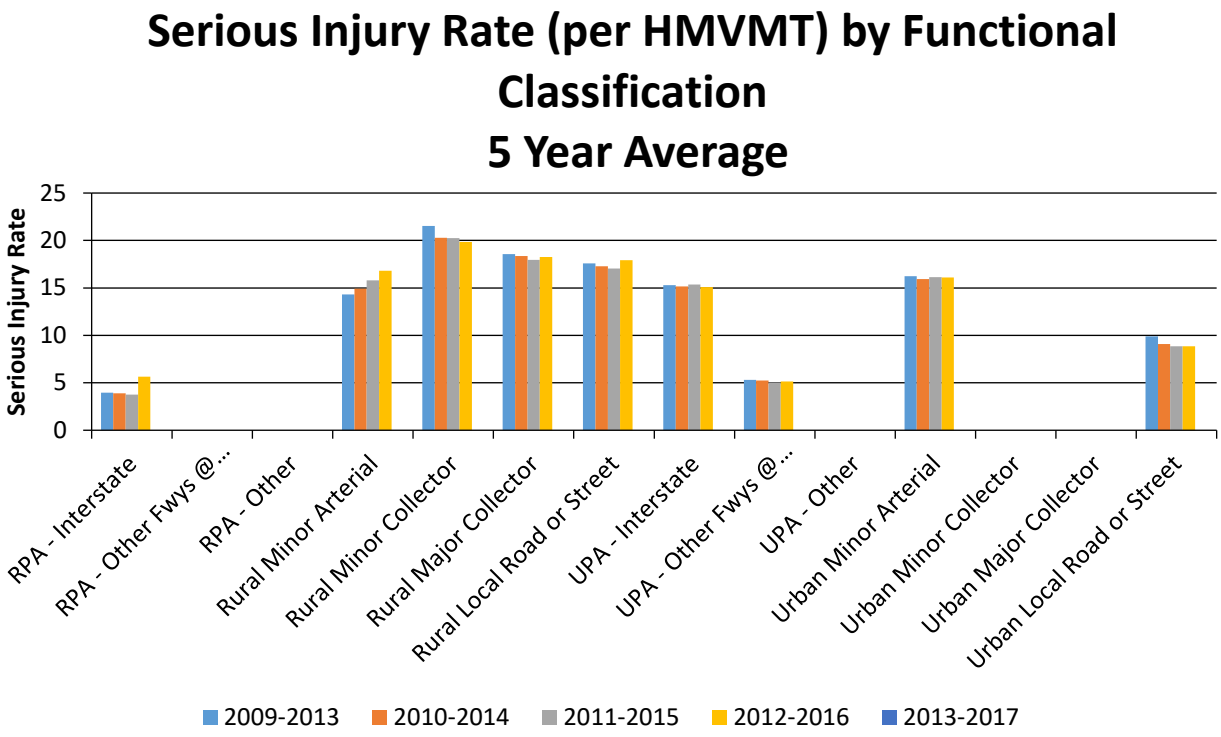
Year 2016

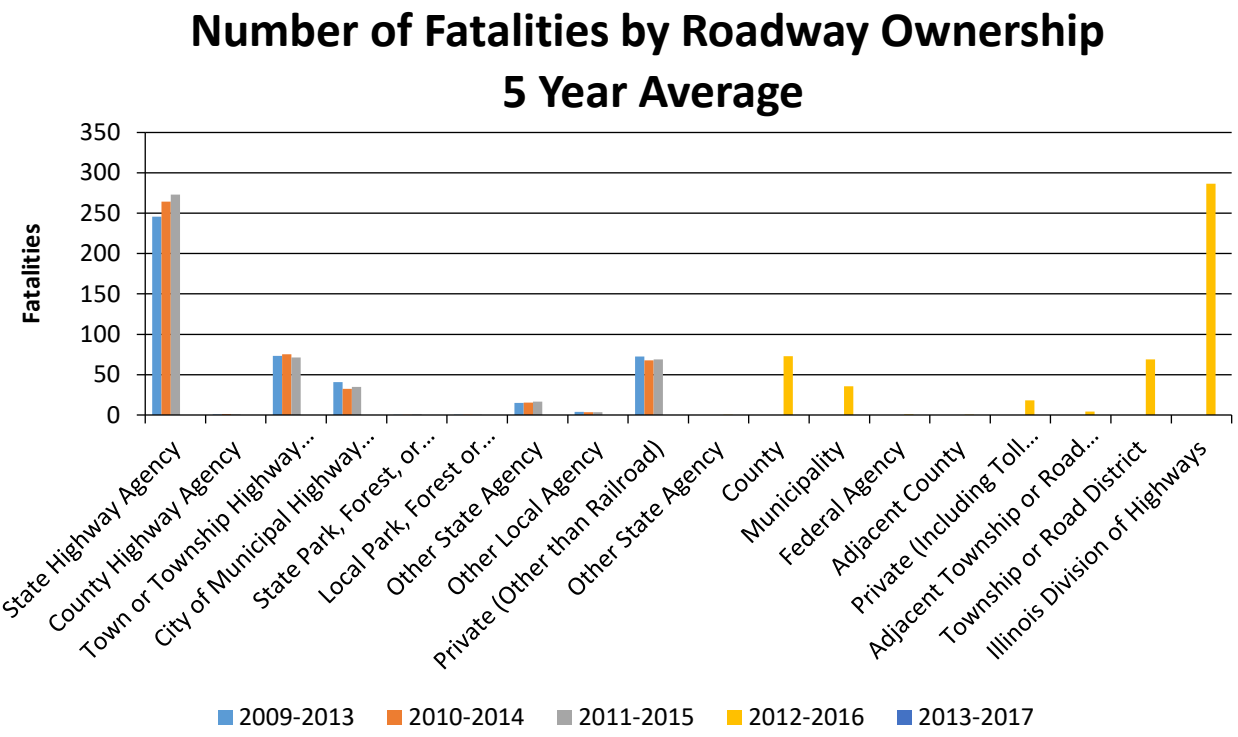
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency				
County Highway Agency				
Town or Township Highway Agency				
City of Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				
Other State Agency	0.4	2.2	0.51	2.81
County	72.8	537	0.66	4.86
Municipality	35.4	374.8	0.14	1.44
Federal Agency	0.8	1.6	2.91	5.82
Adjacent County	0.2	2.2	0.89	9.78
Private (Including Toll Authorities)	18	157.8	0.21	1.87
Adjacent Township or Road District	4.4	30.6	1.12	7.83
Township or Road District	68.8	486	1.1	7.79
Illinois Division of Highways	286.6	2,028.6	0.51	3.6

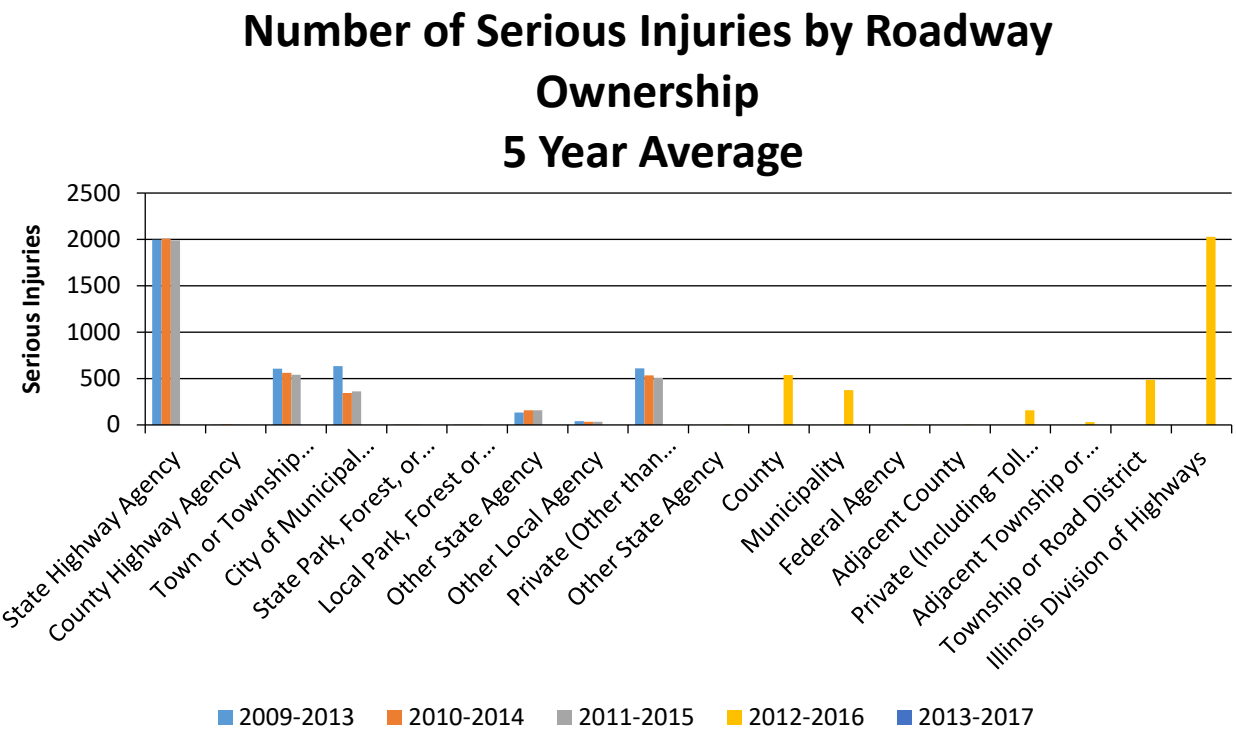

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
300
250
200
150
100
50
0
RPA - Interstate
RPA - Other Fwys @ Expwys
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

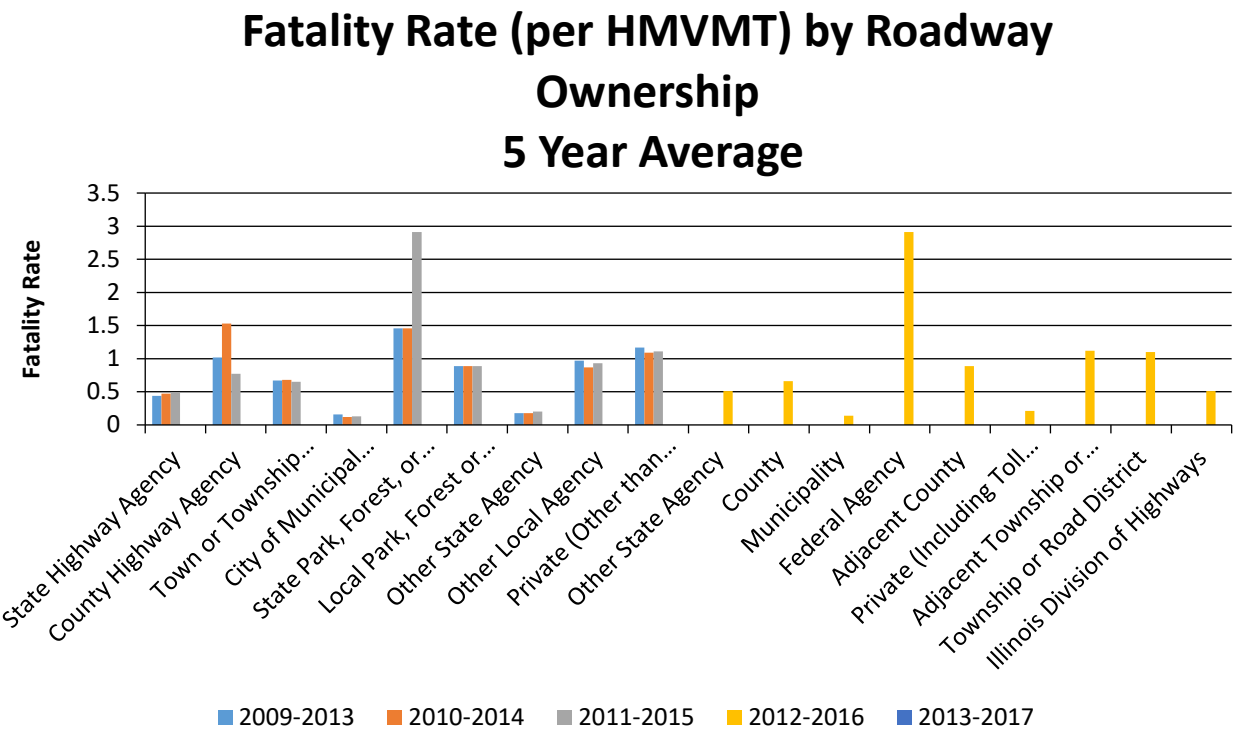

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

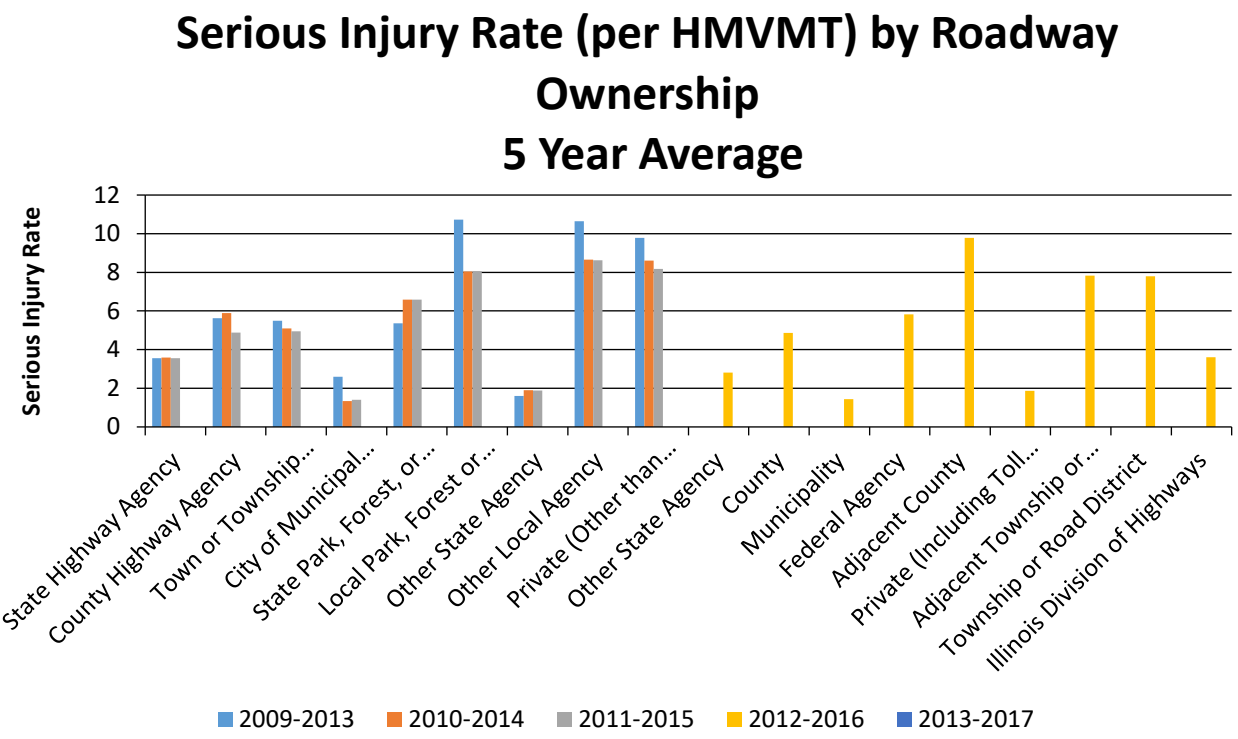

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
25
20
15
10
5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
350
300
250
200
150
100
50
0
State Highway Agency
County Highway Agency
Town or Township Highway...
City of Municipal Highway...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than Railroad)
Other State Agency
County
Municipality
Federal Agency
Adjacent County
Private (Including Toll...
Adjacent Township or Road...
Township or Road District
Illinois Division of Highways
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
2500
2000
1500
1000
500
0
State Highway Agency
County Highway Agency
Town or Township...
City of Municipal...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than...
Other State Agency
County
Municipality
Federal Agency
Adjacent County
Private (Including Toll...
Adjacent Township or...
Township or Road District
Illinois Division of Highways
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
State Highway Agency
County Highway Agency
Town or Township...
City of Municipal...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than...
Other State Agency
County
Municipality
Federal Agency
Adjacent County
Private (Including Toll...
Adjacent Township or...
Township or Road District
Illinois Division of Highways
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

Yes

Provide additional discussion related to general highway safety trends.

From 2012 to 2016, there is an 12.8% increase in fatalities (956 in 2012 to 1078 in 2016). Similarly, there is a 6.3% decrease in serious injuries (12,398 in 2012 to 11,622 in 2016) from 2012 to 2016.

Safety Performance Targets

Safety Performance Targets

	Calendar Year 2019 Targets *
Number of Fatalities	977.5

Describe the basis for established target, including how it supports SHSP goals.

2% Reduction Annually as Compared to 2013-2017 Baseline Data

Number of Serious Injuries	11727.4

Describe the basis for established target, including how it supports SHSP goals.

2% Reduction Annually as Compared to 2013-2017 Baseline Data

Fatality Rate	0.920

Describe the basis for established target, including how it supports SHSP goals.

2% Reduction Annually as Compared to 2013-2017 Baseline Data

Serious Injury Rate	11.040

Describe the basis for established target, including how it supports SHSP goals.

2% Reduction Annually as Compared to 2013-2017 Baseline Data

Total Number of Non-Motorized Fatalities and Serious Injuries	1431.7

Describe the basis for established target, including how it supports SHSP goals.

2% Reduction Annually as Compared to 2013-2017 Baseline Data

Enter additional comments here to clarify your response for this question or add supporting information.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Executive meetings and coordination sessions were held with the stakeholders to discuss the safety performance and set targets for the measures. Each of the MPOs has taken a different approach to target setting. Many of the MPOs support the statewide targets, while others have added a bicycle and pedestrian safety measure and a few MPOs are working on integrating performance setting and performance measures into the decision making process for planning and programming projects.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

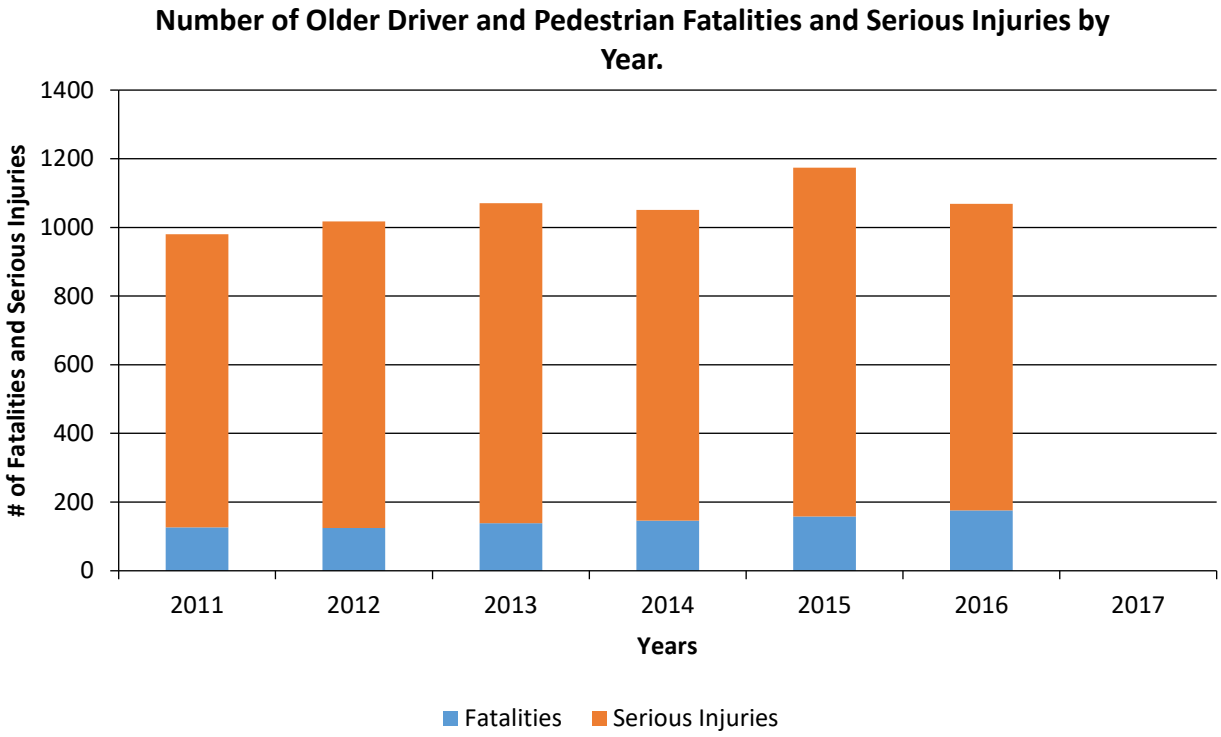
Does the HRRR special rule apply to the State for this reporting period?

Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	126	125	139	146	158	176	0
Number of Older Driver and Pedestrian Serious Injuries	854	892	932	905	1,016	893	0



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Benefit/Cost Ratio
Other-naive before-after studies for specific projects
Other-Statewide fatal and serious injuries, local route fatal and serious injuries and performance measures by emphasis area
Other-Empirical Bayes (EB) methods for projects and the program

Enter additional comments here to clarify your response for this question or add supporting information.

IDOT is in the process of developing and refining procedures, databases and calculations to track HSIP projects through approvals, planning, design and construction for evaluation of treatments and HSIP program effectiveness. Projects currently included in the tool reflect HSIP projects constructed between 2007 and the present on state and locally owned roadways. Evaluation tools utilize both naïve and empirical bayes methods to account for data variations.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The results include: 1) The number of fatalities and serious injuries, the percent change of fatalities and serious injuries. 2) Naive before-after studies for HSIP program investment. 3) Empirical Bays studies for program investment 4) Benefit - cost analysis for program and project investment 5) Crash Modification Factor (CMF) for specific treatments
Evaluation results of the HSIP program and specific treatments are being reviewed and will be provided in the next reporting cycle.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

Other-Improving and coordinating infrastructure and behavior strategies to maximize benefits

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

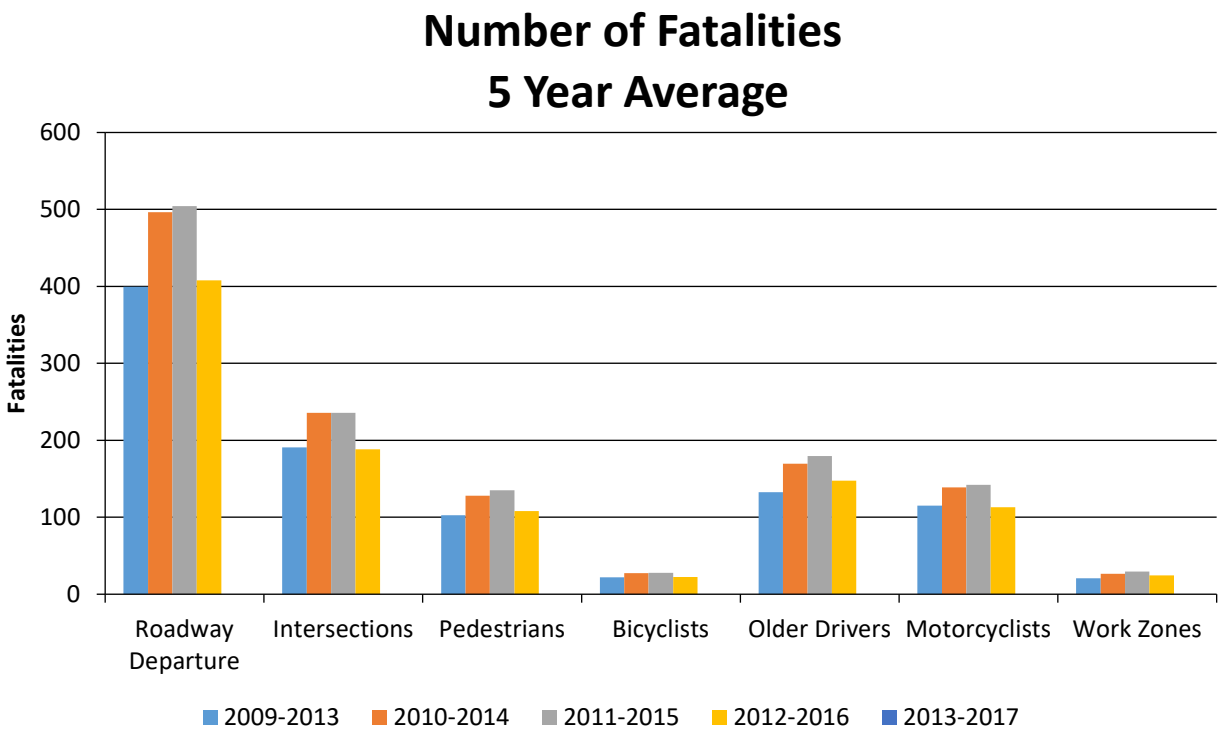
No

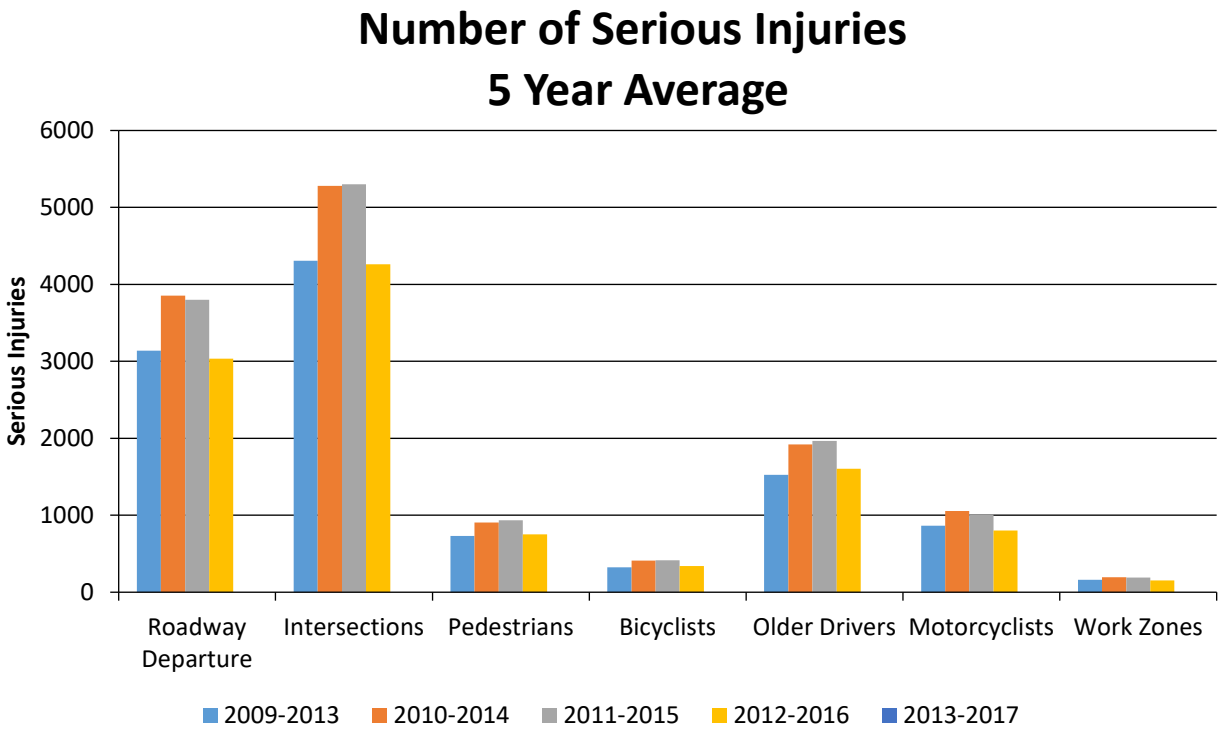
Effectiveness of Groupings or Similar Types of Improvements

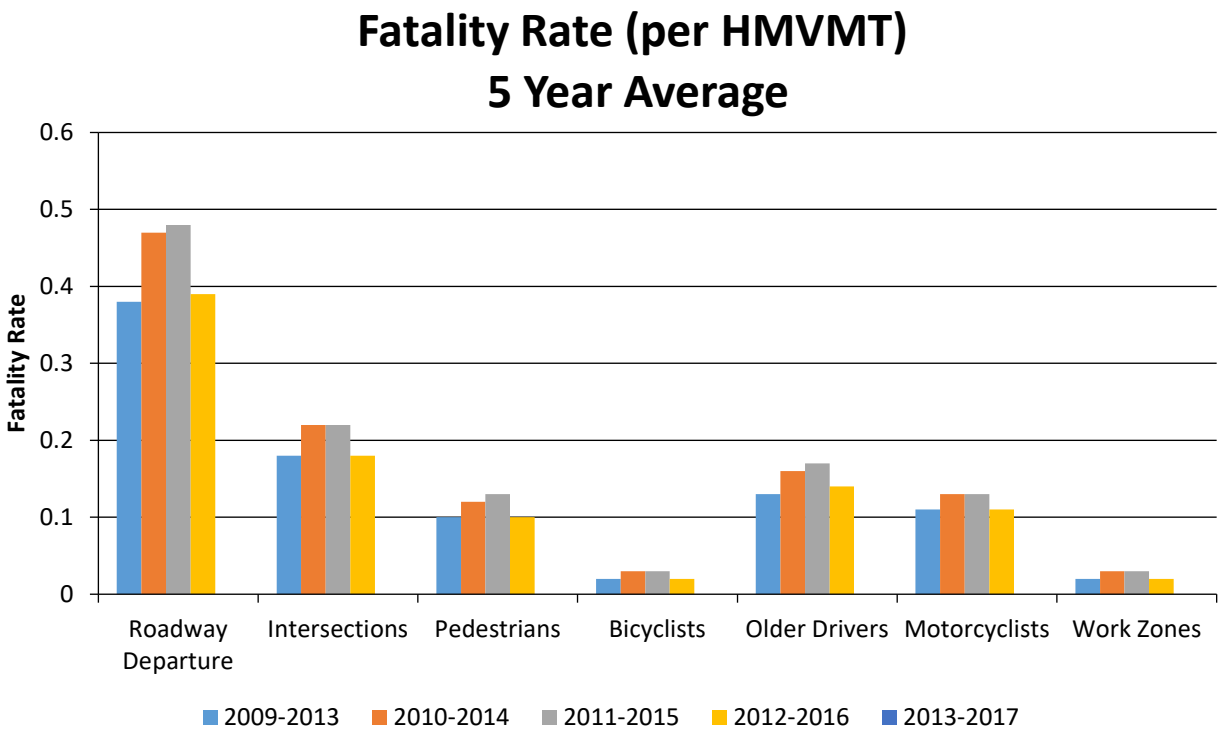
Present and describe trends in SHSP emphasis area performance measures.

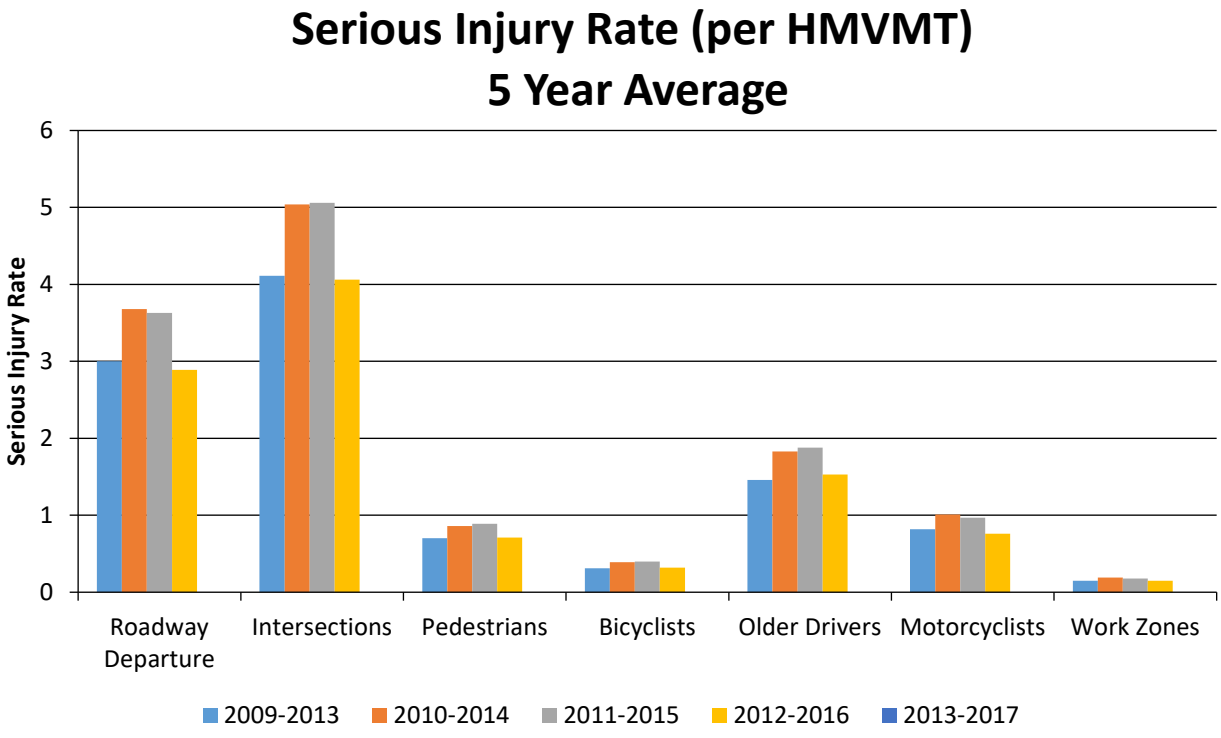
Year 2016

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure		408	3,035.8	0.39	2.89
Intersections		188.4	4,262.6	0.18	4.06
Pedestrians		108.2	750.2	0.1	0.71
Bicyclists		22.4	342.2	0.02	0.32
Older Drivers		147.4	1,605.4	0.14	1.53
Motorcyclists		113	801.2	0.11	0.76
Work Zones		24.6	154.2	0.02	0.15


Number of Fatalities
5 Year Average
Fatalities
600
500
400
300
200
100
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
6000
5000
4000
3000
2000
1000
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

IDOT is in the process of refining the Illinois specific crash modification factor for centerline and shoulder rumble strip installations and is conducting naïve before and after and empirical bayes comparisons to assess effectiveness of specific HSIP treatments.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Enter additional comments here to clarify your response for this question or add supporting information.

Crash data is currently being collected for HSIP projects tracking and evaluation. Before and after evaluations were performed for projects implemented in 2011 and 2012 using crash data from 2008 to 2015. The number of fatal and serious injury crashes decreased by nearly 9 percent for projects on all routes, and it decreased by 15 percent for projects on state routes only. On all routes, the number of fatal and serious injury crashes showed a reduction of over 21 percent for roadway departure projects.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

07/28/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2022

When does the State anticipate completing it's next SHSP update?

2022

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								
Access Control (22)	100	100								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					100	100				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Illinois has all the required MIRE fundamental data elements. The Illinois Roadway Data Improvement Program (RDIP) assessment was completed on March 27-30, 2018 to establish progress and data quality and timeliness.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	A Incapacitating injury	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	A Incapacitating injury	No	Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred.	No	This includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, abdominal injuries.	No
Crash Database	A_Injuries	No	N/A	No	N/A	No
Crash Database Data Dictionary	AInjuries	No	Total of incapacitating injuries in the crash	No	Any injury other than fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.	No

Please describe the actions the State is taking to become compliant by April 15, 2019.

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it’s next HSIP program assessment.

2019

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

SAFETY 1.06 - Safety Engineering Policy Memorandum.pdf

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, 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.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
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.