Highway Safety Improvement Program

Data Driven Decisions

Illinois
Highway Safety Improvement Program
2013 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."

Table of Contents

Executive Summary

The Highway Safety Improvement Program is administered and monitored by the Illinois Department of Transportation Bureau of Safety Engineering. 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. This year IDOT increased funds to the local roadway system to address increasing fatalities on locally owned routes. Overall the program has been effective as there has been a consistent downward trend in fatalities and serious injuries. There was a slight increase in fatalities in 2012 and the numbers seems to be less for 2013 and will be continually monitored. While progress is being made, Illinois continues to modify the 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.

After identifying increasing fatalities on the local roadway system, the Illinois Department of Transportation increased focus on local roadways by launching the Local Road Safety Initiative targeted for all counties and MPO but focusing on those with the highest potential safety improvement opportunity. Elements of the program include technical support to develop county SHSPs that include crash data trees, heat maps and identification of site specific improvements using the FHWA Systemic Tool approach for identifying low cost safety improvements system-wide. In addition to system-wide improvements, we prepared FIVE

PERCENT location for the local system to address high priority locations. In addition to technical support, 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 in IDOT Central Office to approve projects. The participation continues to grow and the quality of applications have improved significantly.

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.

Each District has a safety committee comprised of representative in design, planning and operations. This committee reviews crash data, performs 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.

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

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 safety committee.

Program Methodology

Select the programs that are administered under the HSIP.

☐ Median Barrier	☒ Intersection	☐ Safe Corridor
☐ Horizontal Curve	☐ Bicycle Safety	☐ Rural State Highways
☐ Skid Hazard	☐ Crash Data	☐ Red Light Running Prevention
☒ Roadway Departure	☐ Low-Cost Spot Improvements	☒ Sign Replacement And Improvement

☒Local Safety ☐Pedestrian Safety ☐Right Angle Crash

☐Left Turn Crash ☐Shoulder Improvement ☒Segments

☐Other:

Program: **Intersection**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐All crashes	☒Traffic	☐Median width
☐Fatal crashes only	☐Volume	☐Horizontal curvature
☒Fatal and serious injury crashes only	☐Population	☐Functional classification
☐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

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: **Roadway Departure**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☒ Median width
☐ Fatal crashes only	☐ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features

☐ Other ☐ 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	*Exposure*	*Roadway*
☐ All crashes	☐ Traffic	☐ Median width
☒ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☒ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ 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	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☒ Median width
☐ Fatal crashes only	☐ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ 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.

State routes are not eligible for this 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: **Segments**

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☐ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☐ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☒ 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

What proportion of highway safety improvement program funds address systemic improvements?

40

Highway safety improvment program funds are used to address which of the following systemic improvments?

- ☒ Cable Median Barriers
- ☒ Traffic Control Device Rehabilitation
- ☒ Install/Improve Signing
- ☒ Upgrade Guard Rails
- ☐ Safety Edge
- ☒ Rumble Strips
- ☒ Pavement/Shoulder Widening
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☒ Clear Zone Improvements
- ☒ Install/Improve Lighting

☒Add/Upgrade/Modify/Remove Traffic Signal ☐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-We have been using the Highway Safety Manual, Road Safety Assessments and the Systemic Approach since 2007.

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

We have been using the Highway Safety Manual, Road Safety Assessments and the Systemic Approach since 2007.

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)	57100000	95 %	41200000	100 %
HRRRP (SAFETEA-LU)	3300000	5 %	100000	0 %
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	60400000	100%	41300000	100%

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

$12,200,000.00

How much funding is obligated to local safety projects?

$8,900,000.00

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

$0.00

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

$0.00

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

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

IDOT programs HSIP funds several years in advance where possible in order to allow lead time for planning, design and implementation. At the local level, funds must be obligated within two years to avoid unspent funds. We are preparing county safety plans and hosting local safety workshops to improve the quality and quantity of HSIP involvement at the local level.

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

Overtime we continue to add systemic analysis and program improvements. The systemic approach continues to be a growing aspect of the HSIP program.

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
201112004.xml	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	26240	41000	HSIP (Section 148)	Urban Minor Arterial	33200	45	State Highway Agency	Improving the design and operation of highway intersections	Signalization, Signing
201201001-1.xml	Roadway Pavement surface - miscellaneous	10 Miles	218240	341000	HSIP (Section 148)	Rural Principal Arterial - Other	3700	50	State Highway Agency	Keeping vehicles in the roadway	Pavement
201201002.xml	Intersection geometry Intersection geometry - other	1 Numbers	236800	370000	HSIP (Section 148)	Urban Minor Arterial	20600	45	State Highway Agency	Improving the design and operation of	Intersection Geometry

										highway intersections	
201201004.xml	Intersection geometry Intersection geometry - other	1 Numbers	217600	340000	HSIP (Section 148)	Urban Principal Arterial - Other	25100	45	State Highway Agency	Improving the design and operation of highway intersections	Intersection Geometry
201201006.xml	Shoulder treatments Widen shoulder - paved or other	10 Miles	1225728	1915200	HSIP (Section 148)	Rural Minor Arterial	8200	55	State Highway Agency	Keeping vehicles in the roadway	Pavement,Pavement Treatments, Pavement marking
201201007.xml	Roadway Rumble strips - edge or shoulder	10 Miles	124800	195000	HSIP (Section 148)	Rural Principal Arterial - Interstate	24500	65	State Highway Agency	Keeping vehicles in the roadway	Pavement Marking
201202001.xml	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	544000	850000	HSIP (Section 148)	Rural Principal Arterial - Other	8950	50	State Highway Agency	Improving the design and operation of	Intersection Geometry

										highway intersections	
201202002.xml	Lighting Intersection lighting	1 Numbers	650000	650000	HSIP (Section 148)	Urban Principal Arterial - Other	37100	45	State Highway Agency	Improving the design and operation of highway intersections	Intersection Geometry, Lighting, Signalization
201202003-1.xml	Roadway Rumble strips - edge or shoulder	10 Miles	752640	1176000	HSIP (Section 148)	Rural Minor Arterial	5400	55	State Highway Agency	Keeping vehicles in the roadway	Pavement Marking, Pavement treatments
201202004.xml	Roadway Rumble strips - edge or shoulder	10 Miles	2544000	2544000	HSIP (Section 148)	Rural Minor Arterial	9000	50	State Highway Agency	Increasing driver safety awareness	Pavement Treatments
201203001.xml	Intersection traffic control Modify control - two-way stop to all-way stop	1 Numbers	520000	520000	HSIP (Section 148)	Rural Minor Arterial	0	45	State Highway Agency	Improving the design and operation of	Pavement

										highway intersections	
201203003.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	1215000	1350000	HSIP (Section 148)	Urban Principal Arterial - Other	210000	45	State Highway Agency	Improving the design and operation of highway intersections	Signalization
201203004.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	1080000	1200000	HSIP (Section 148)	Urban Principal Arterial - Other	136700	30	State Highway Agency	Improving the design and operation of highway intersections	Signalization
201203007.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	1035000	1150000	HSIP (Section 148)	Urban Principal Arterial - Other	46000	35	State Highway Agency	Improving the design and operation of	Pavement, Signalization

										highway intersections	
201203008.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	1800000	2000000	HSIP (Section 148)	Urban Principal Arterial - Other	69000	35	State Highway Agency	Improving the design and operation of highway intersections	Signalization
201203009.xml	Intersection traffic control Modify control - all-way stop to roundabout	1 Numbers	5283000	5870000	HSIP (Section 148)	Rural Principal Arterial - Other	11650	55	State Highway Agency	Improving the design and operation of highway intersections	Pavement Treatments, Roadside
201203010.xml	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	1800000	2000000	HSIP (Section 148)	Urban Principal Arterial - Other	34000	45	State Highway Agency	Improving the design and operation of	Signalization, Pavement

										highway intersections	
201203011.xml	Shoulder treatments Widen shoulder - paved or other	10 Miles	1620000	1800000	HSIP (Section 148)	Rural Minor Arterial	11700	50	State Highway Agency	Keeping vehicles in the roadway	Pavement Treatments
201203012-1.xml	Roadway Pavement surface - high friction surface	10 Miles	1170000	1300000	HSIP (Section 148)	Urban Minor Arterial	12200	45	State Highway Agency	Keeping vehicles in the roadway	Pavement Treatments
201203013.xml	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	1575000	1750000	HSIP (Section 148)	Urban Principal Arterial - Other	25750	55	State Highway Agency	Improving the design and operation of highway intersections	Signalization, Pavement Treatment
201203014.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	1080000	1200000	HSIP (Section 148)	Urban Principal Arterial - Other	37400	35	State Highway Agency	Improving the design and operation of highway	Signalization, Pavement Treatment

										intersections	
201203015.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	630000	700000	HSIP (Section 148)	Urban Principal Arterial - Other	80000	40	State Highway Agency	Improving the design and operation of highway intersections	Signalization
201203016.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	900000	1000000	HSIP (Section 148)	Urban Principal Arterial - Other	46100	30	State Highway Agency	Improving the design and operation of highway intersections	Signalization
201203019-1.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	963000	1070000	HSIP (Section 148)	Urban Minor Arterial	0	45	State Highway Agency	Improving the design and operation of highway	Signalization

										intersections	
201203020.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	1800000	2000000	HSIP (Section 148)	Urban Principal Arterial - Other	195100	40	State Highway Agency	Keeping vehicles in the roadway	Pavement,Pavement Treatments, Pavement marking
201204001-1.xml	Shoulder treatments Widen shoulder - paved or other	10 Miles	2032640	3176000	HSIP (Section 148)	Rural Minor Arterial	1850	55	State Highway Agency	Keeping vehicles in the roadway	Pavement,Pavement Treatments, Pavement marking
201204002.xml	Shoulder treatments Widen shoulder - paved or other	10 Miles	96000	150000	HSIP (Section 148)	Rural Minor Arterial	2350	55	State Highway Agency	Keeping vehicles in the roadway	Pavement Treatments, Pavement marking
201205001.xml	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	200000	200000	HSIP (Section 148)	Urban Minor Arterial	12025	45	State Highway Agency	Making truck travel safer	Signalization
201205002.xml	Intersection traffic control Intersection flashers - add overhead	1 Numbers	50000	50000	HSIP (Section 148)	Rural Minor Arterial	4900	45	State Highway Agency	Reducing vehicle-train crashes	Signalization, Lighting, Signing

	(continuous)										
201205003.xml	Intersection traffic control Modify traffic signal - add additional signal heads	1 Numbers	25000	25000	HSIP (Section 148)	Urban Principal Arterial - Other	18200	45	State Highway Agency	Improving the design and operation of highway intersections	Signalization
201206001.xml	Alignment Horizontal curve realignment	1 Numbers	1920000	3000000	HSIP (Section 148)	Rural Minor Arterial	6700	55	State Highway Agency	Keeping vehicles in the roadway	Curves
201207002.xml	Roadside Barrier - cable	10 Miles	5960000	5960000	HSIP (Section 148)	Rural Principal Arterial - Interstate	34400	65	State Highway Agency	Keeping vehicles in the roadway	Median Treatments, Roadside
201207003.xml	Intersection traffic control Modify traffic signal timing - adjust clearance interval (yellow change and/or all-red)	1 Numbers	300000	300000	HSIP (Section 148)	Urban Minor Arterial	10000	45	State Highway Agency	Improving the design and operation of highway intersecti	Signalization, Intersection Geometry

										ons	
201208001-1.xml	Roadway delineation Raised pavement markers	10 Miles	7000000	7000000	HSIP (Section 148)	Rural Principal Arterial - Other	8100	55	State Highway Agency	Keeping vehicles in the roadway	Pavement Marking, Pavement
201209001.xml	Roadway Rumble strips - edge or shoulder	10 Miles	69000	69000	HSIP (Section 148)	Rural Minor Arterial	6700	55	State Highway Agency	Keeping vehicles in the roadway	Pavement Marking
201209002.xml	Roadway Rumble strips - edge or shoulder	10 Miles	760000	760000	HSIP (Section 148)	Rural Minor Arterial	2800	55	State Highway Agency	Keeping vehicles in the roadway	Pavement Treatments, Rumble Strips
201209003.xml	Roadway Rumble strips - edge or shoulder	10 Miles	630000	630000	HSIP (Section 148)	Rural Minor Arterial	1200	55	State Highway Agency	Reducing impaired driving	Pavement Treatments, Pavement marking
201209004.xml	Roadway Rumble strips - edge or shoulder	10 Miles	5025000	5025000	HSIP (Section 148)	Rural Principal Arterial - Other	3350	55	State Highway Agency	Keeping vehicles in the roadway	Pavement Marking, Pavement Treatments
201209005.xml	Intersection traffic control Intersection flashers - add overhead	1 Numbers	16500	16500	HSIP (Section 148)	Urban Principal Arterial -	29500	0	State Highway Agency	Curbing aggressive driving	Signing

	(continuous)					Interstate					
201209007.xml	Roadside Barrier-metal	10 Miles	1056000	1056000	HSIP (Section 148)	Urban Principal Arterial - Interstate	52340	55	State Highway Agency	Keeping vehicles in the roadway	Roadside
201209008.xml	Roadside Barrier - cable	10 Miles	1224000	1224000	HSIP (Section 148)	Rural Principal Arterial - Interstate	21400	65	State Highway Agency	Keeping vehicles in the roadway	Median Treatments
201209009.xml	Lighting Intersection lighting	1 Numbers	625000	625000	HSIP (Section 148)	Rural Principal Arterial - Other	7750	50	State Highway Agency	Keeping vehicles in the roadway	Lighting, Pavement Treatments
201210001.xml	Roadside Barrier end treatments (crash cushions, terminals)	10 Miles	419520	419520	HSIP (Section 148)	Urban Principal Arterial - Interstate	39100	65	State Highway Agency	Keeping vehicles in the roadway	Roadside

Progress in Achieving Safety Performance Targets

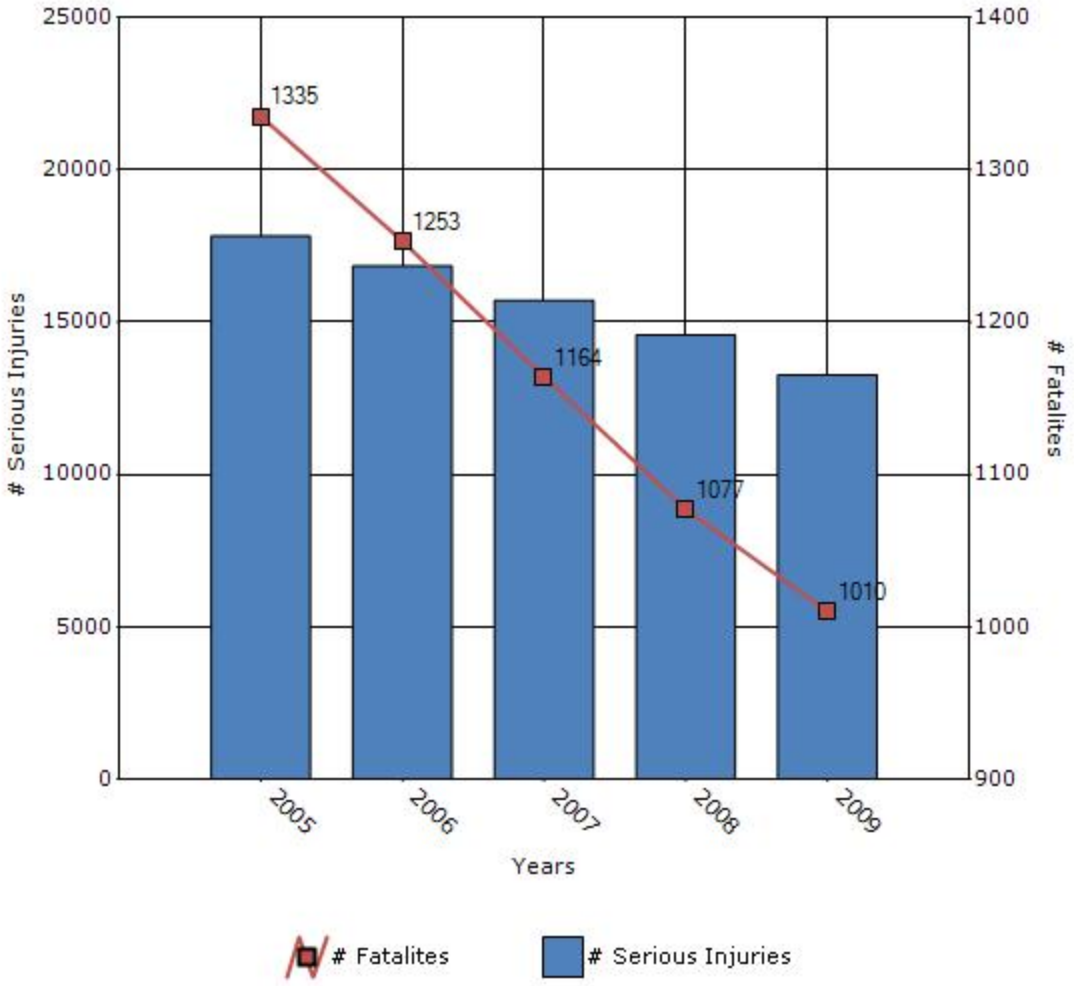
Overview of General Safety Trends

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

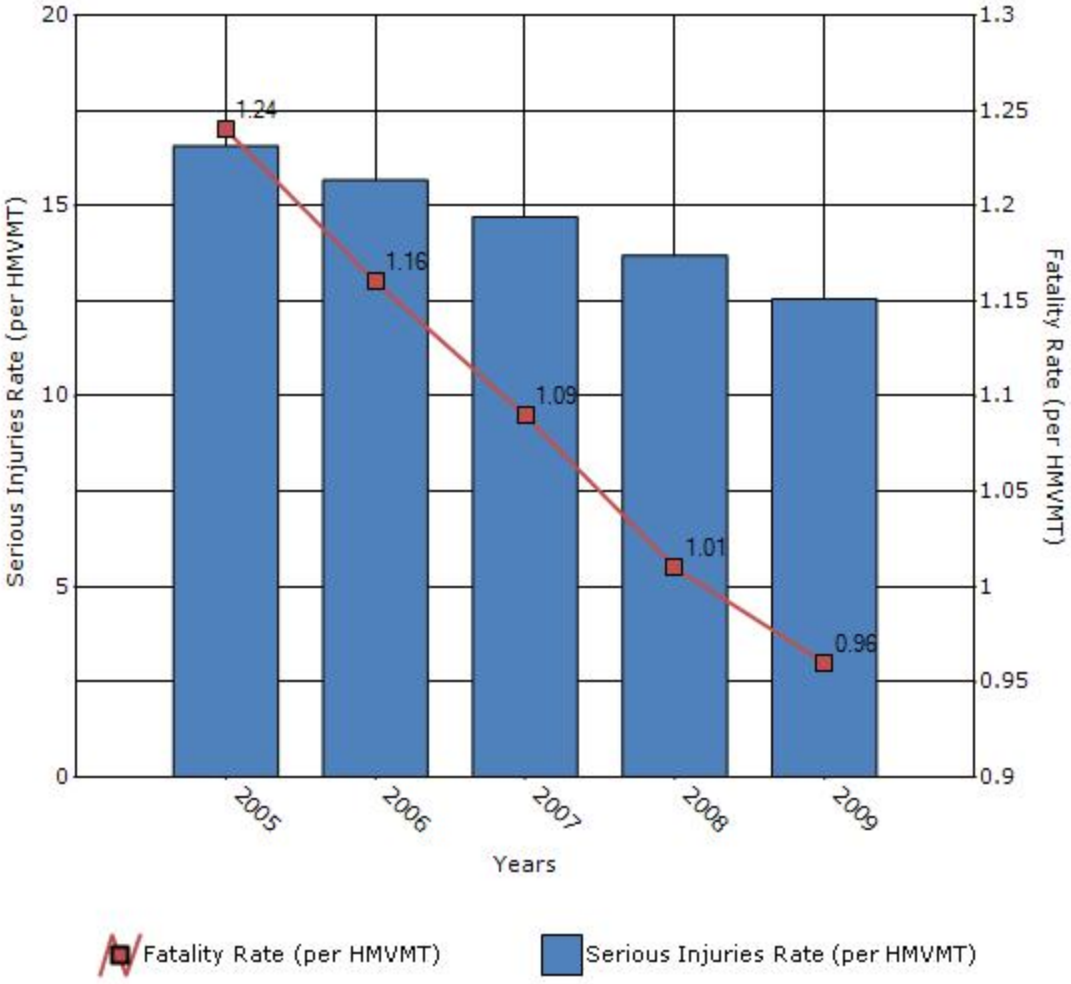
Performance Measures*	2005	2006	2007	2008	2009
Number of fatalities	1335	1253	1164	1077	1010
Number of serious injuries	17816	16834	15708	14571	13260
Fatality rate (per HMVMT)	1.24	1.16	1.09	1.01	0.96
Serious injury rate (per HMVMT)	16.57	15.67	14.71	13.7	12.55

*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

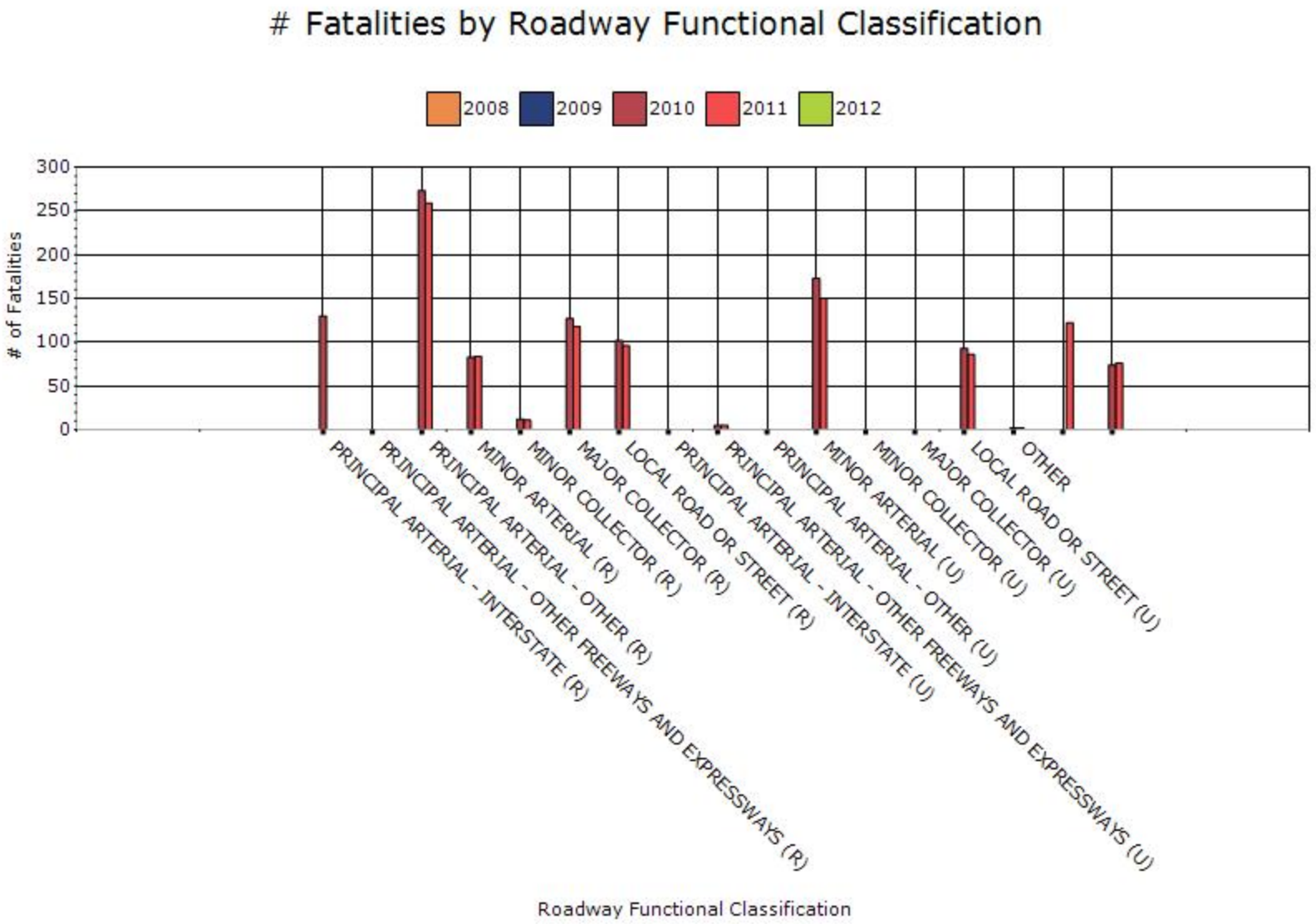


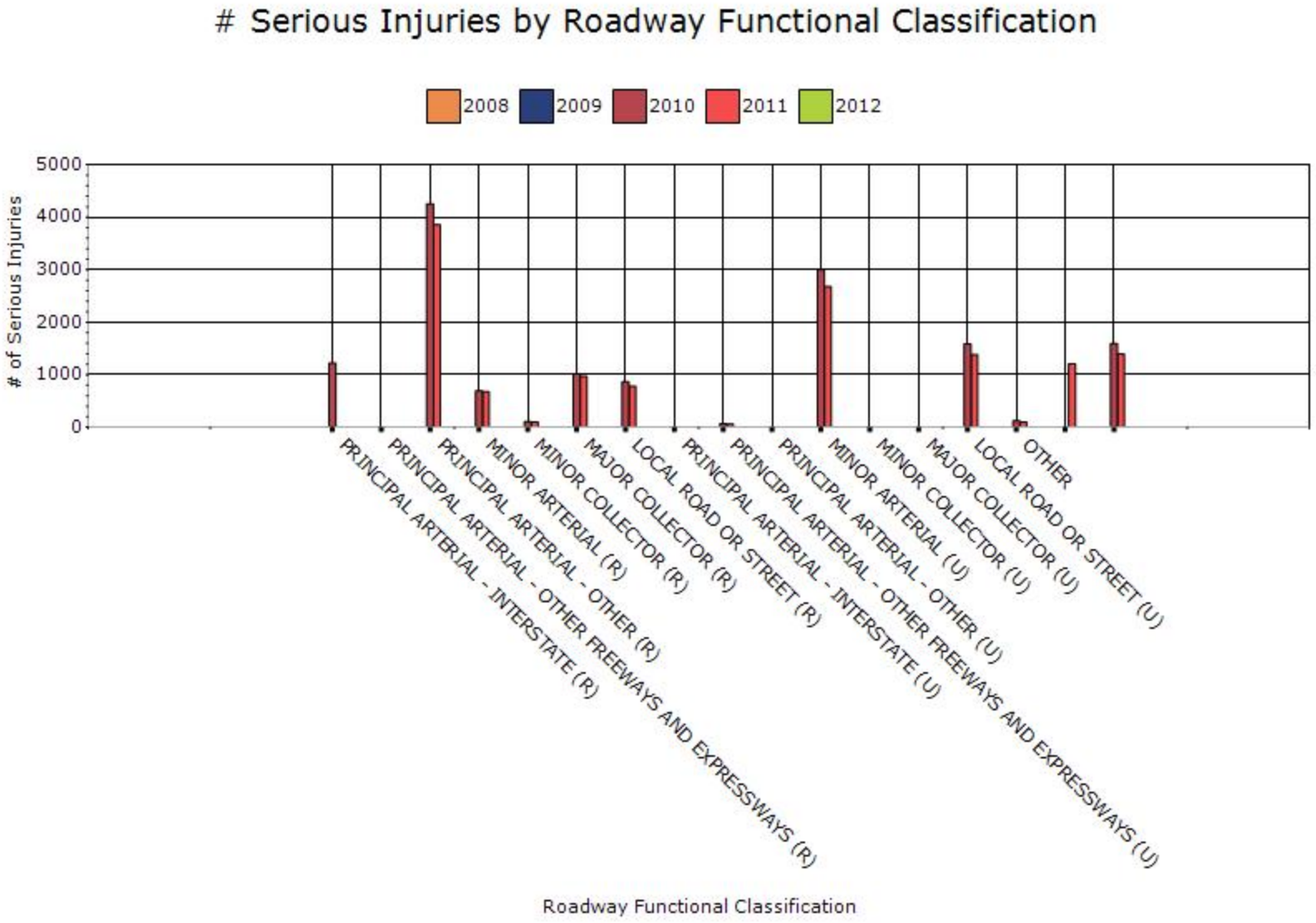
To the maximum extent possible, present performance measure* data by functional classification and ownership.

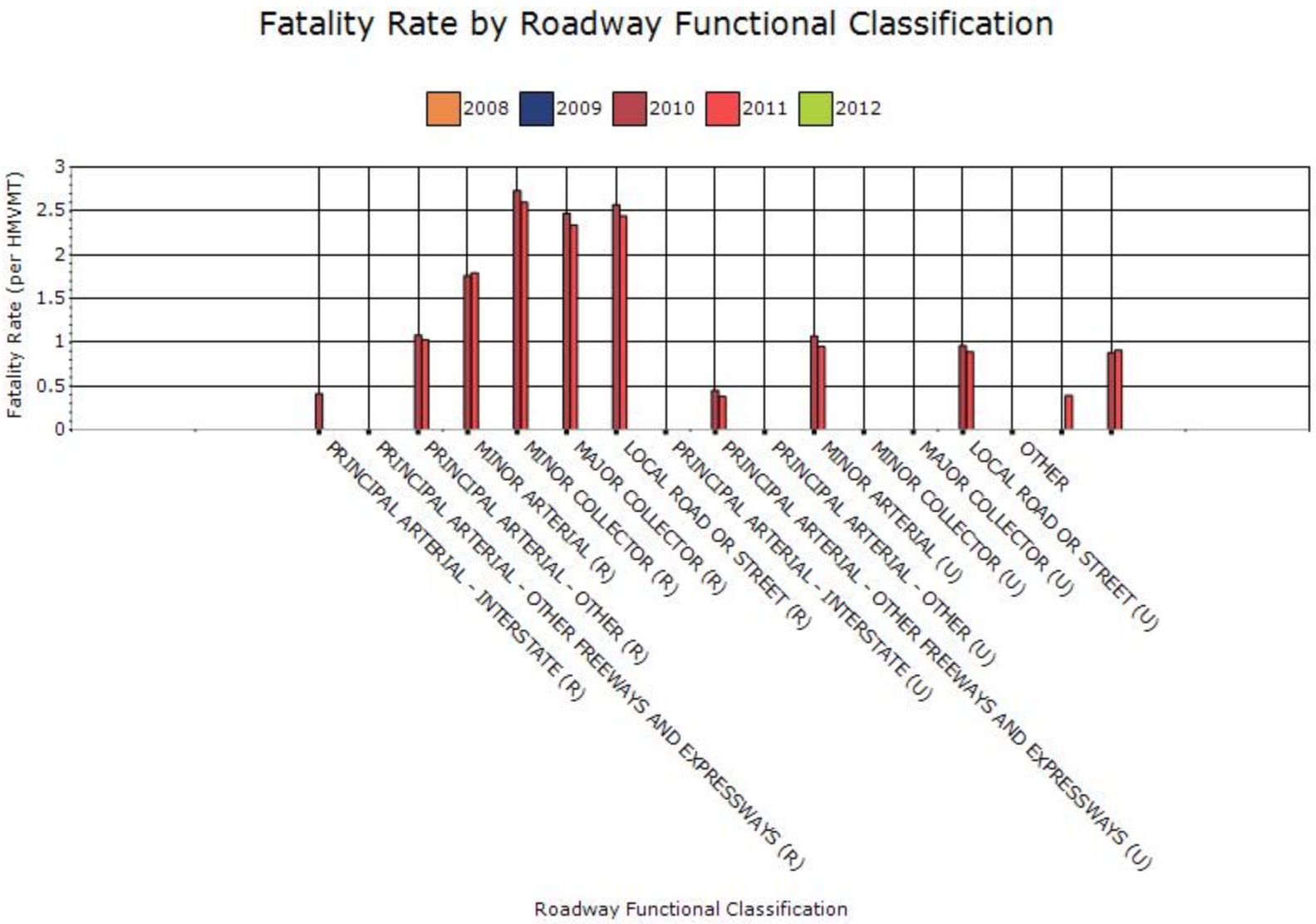
Year - 2012

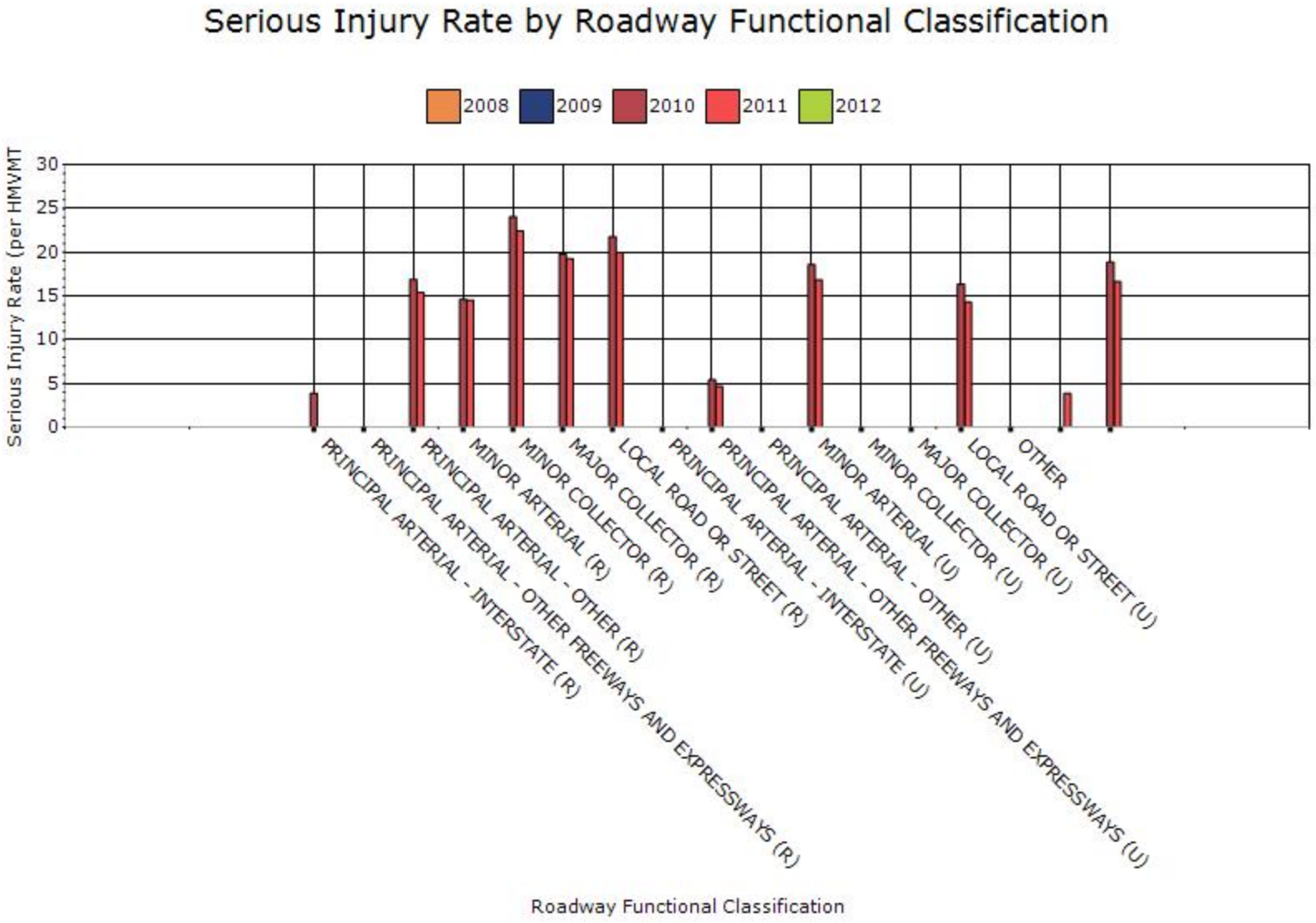
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	0	0	0	0
RURAL MINOR ARTERIAL	0	0	0	0
RURAL MINOR COLLECTOR	0	0	0	0
RURAL MAJOR COLLECTOR	0	0	0	0
RURAL LOCAL ROAD OR STREET	0	0	0	0
URBAN PRINCIPAL	0	0	0	0

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	0	0	0	0
URBAN MINOR ARTERIAL	0	0	0	0
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	0	0	0	0
URBAN LOCAL ROAD OR STREET	0	0	0	0
OTHER	0	0	0	0
INTERSTATE	0	0	0	0
URBAN COLLECTOR	0	0	0	0
URBAN COLLECTOR	0	0	0	0


Fatalities by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Fatalities
300
250
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification


Serious Injuries by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Serious Injuries
5000
4000
3000
2000
1000
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

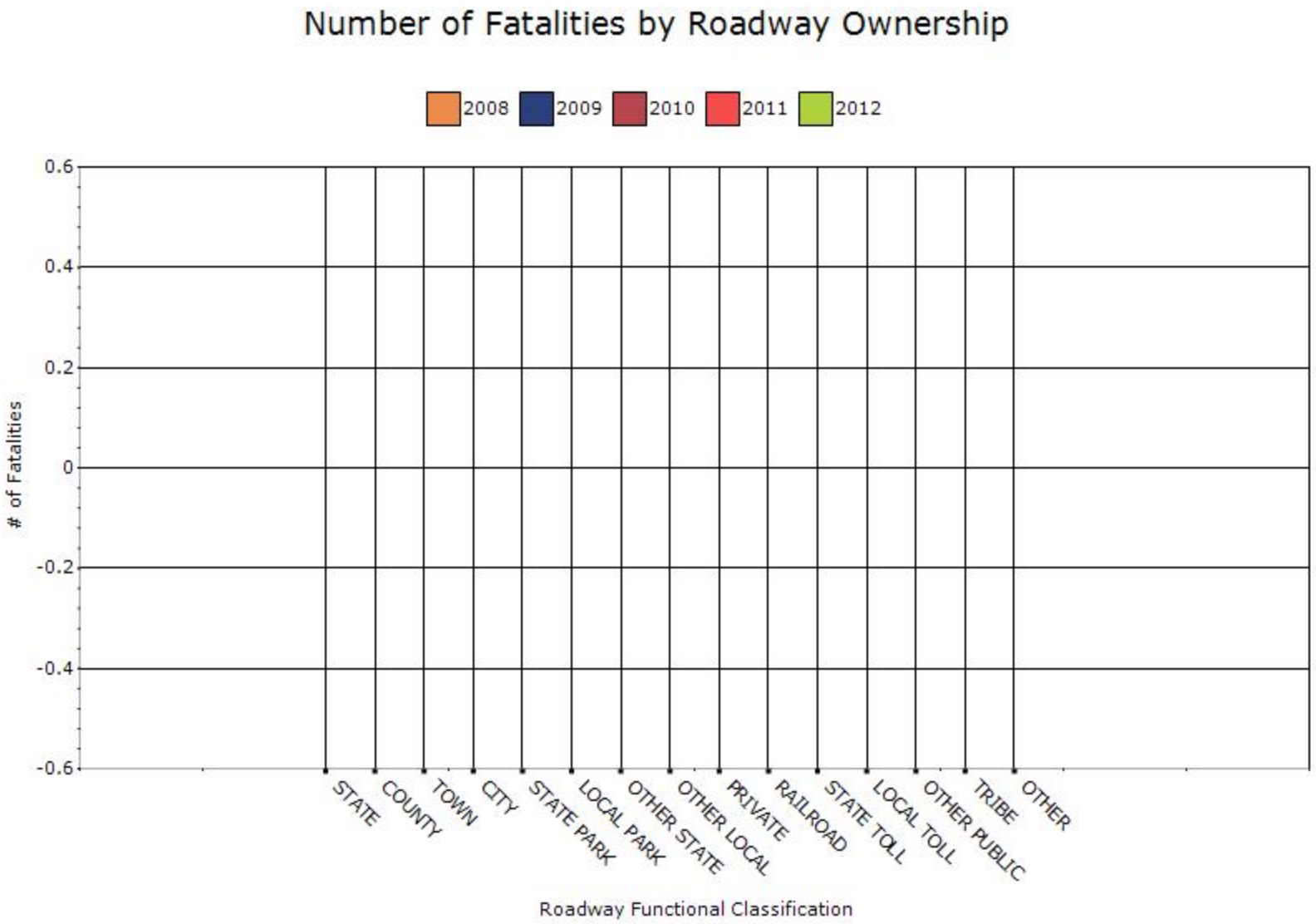

Fatality Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
3
2.5
2
1.5
1
0.5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

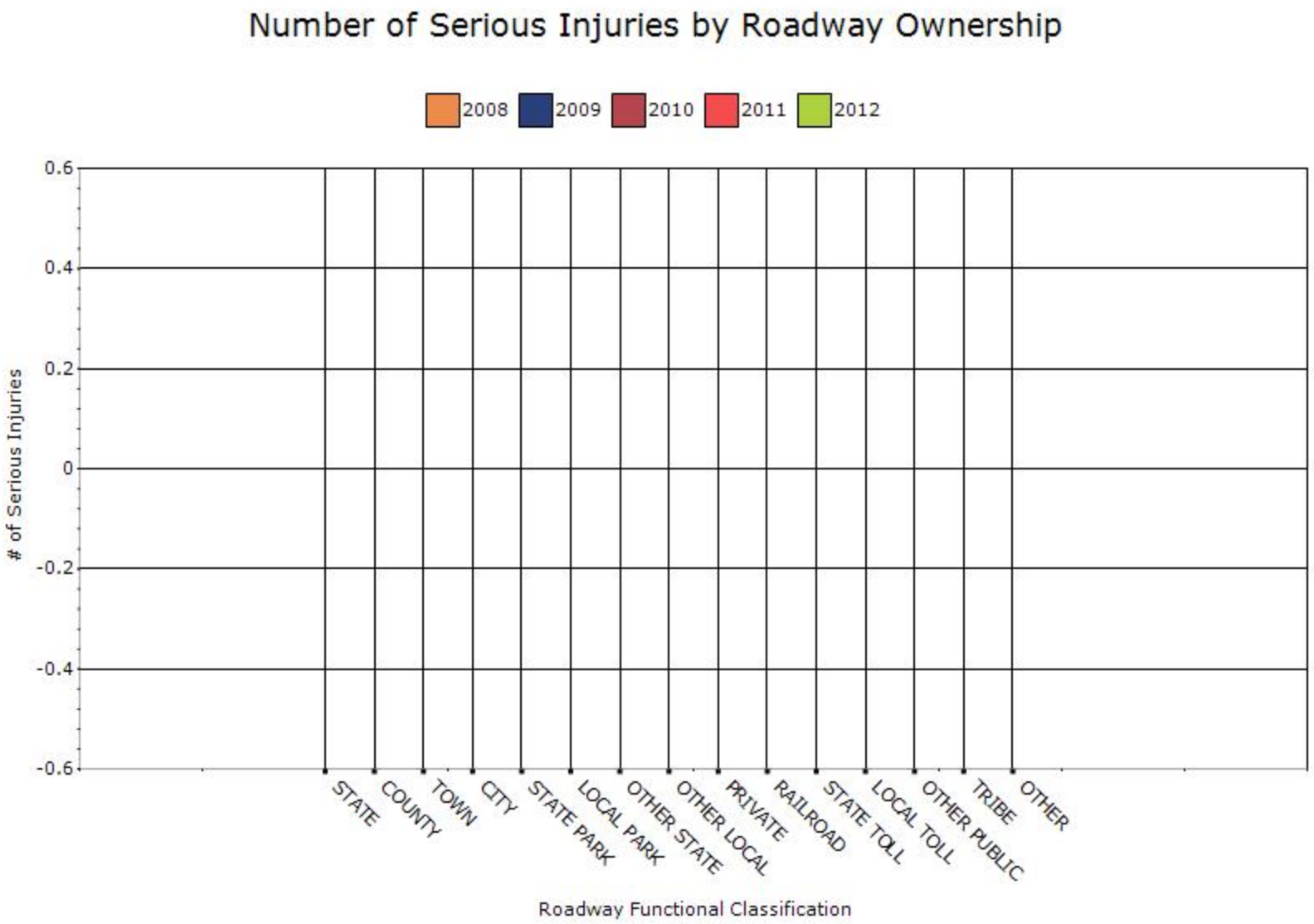

Serious Injury Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Serious Injury Rate (per HMVMT
30
25
20
15
10
5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

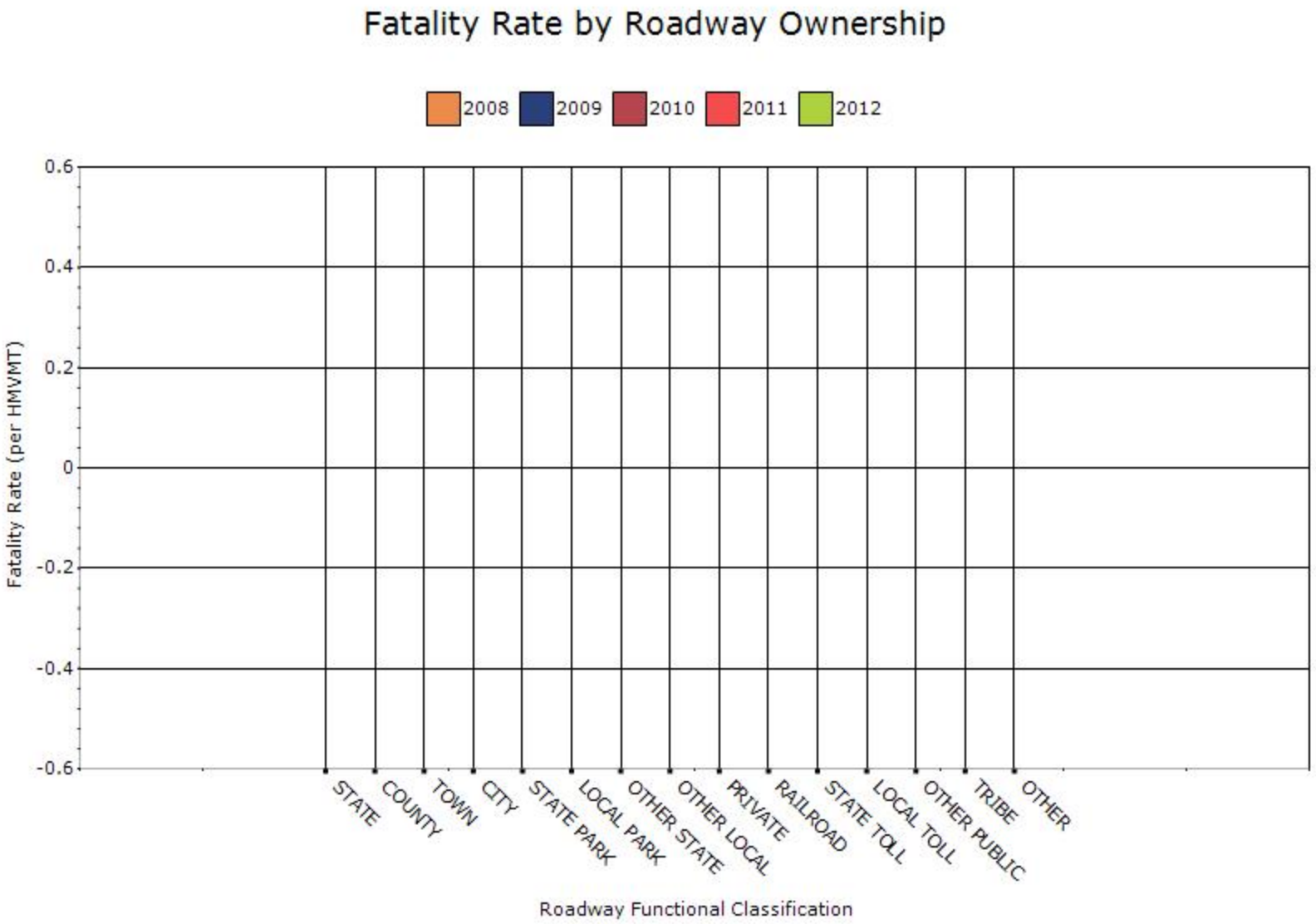
Year - 2012

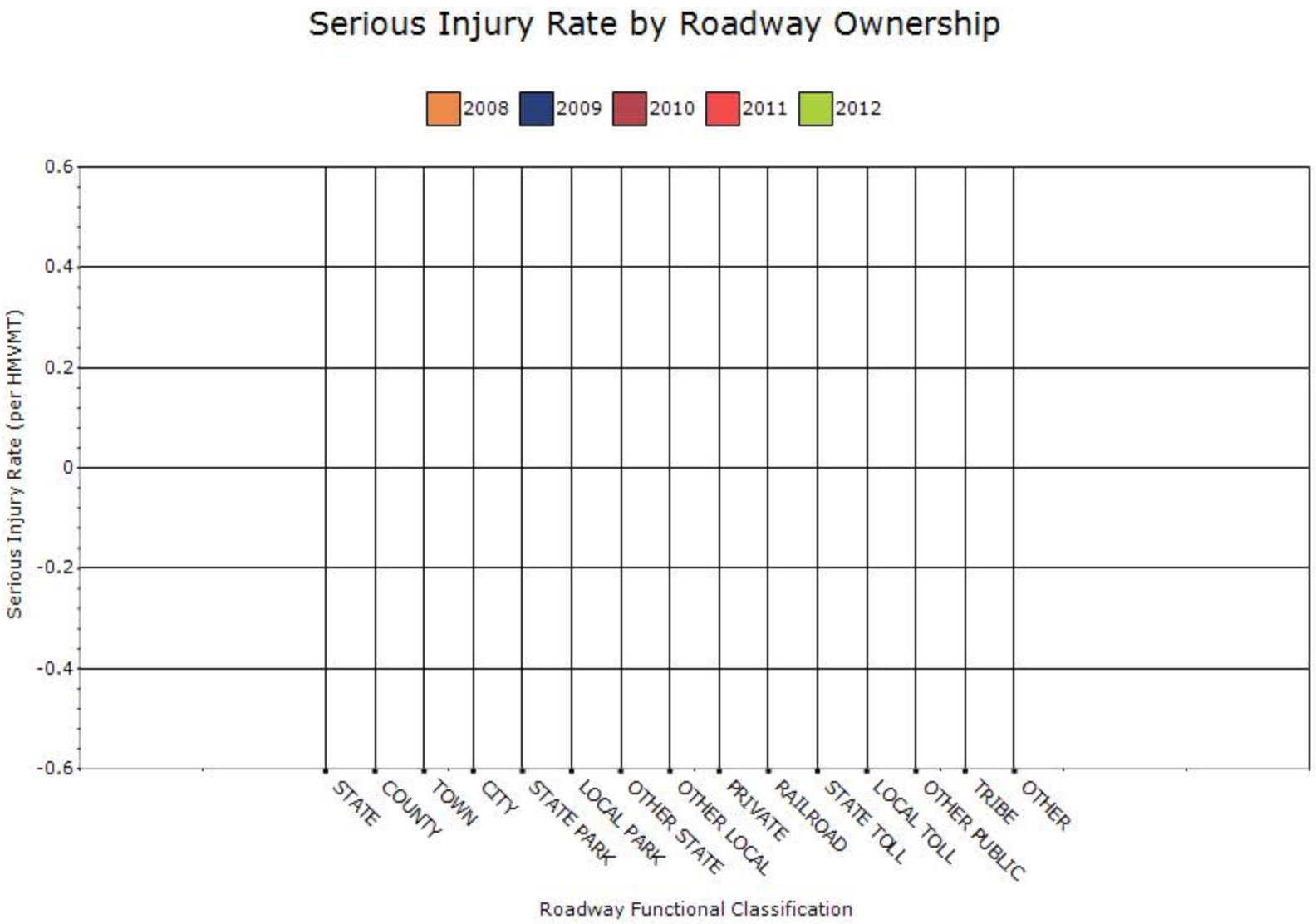
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	0	0	0	0
COUNTY HIGHWAY AGENCY	0	0	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	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
OTHER	0	0	0	0
OTHER	0	0	0	0


Number of Fatalities by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Fatality Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2008
2009
2010
2011
2012
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification

This section will be added.

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

IDOT has prepared fatality and serious injury and fatality rate and serious injury rate trend line graphs and bar charts for state and local roadways by emphasis area. These allow us to determine areas of focus for the future and determine areas that are working well.

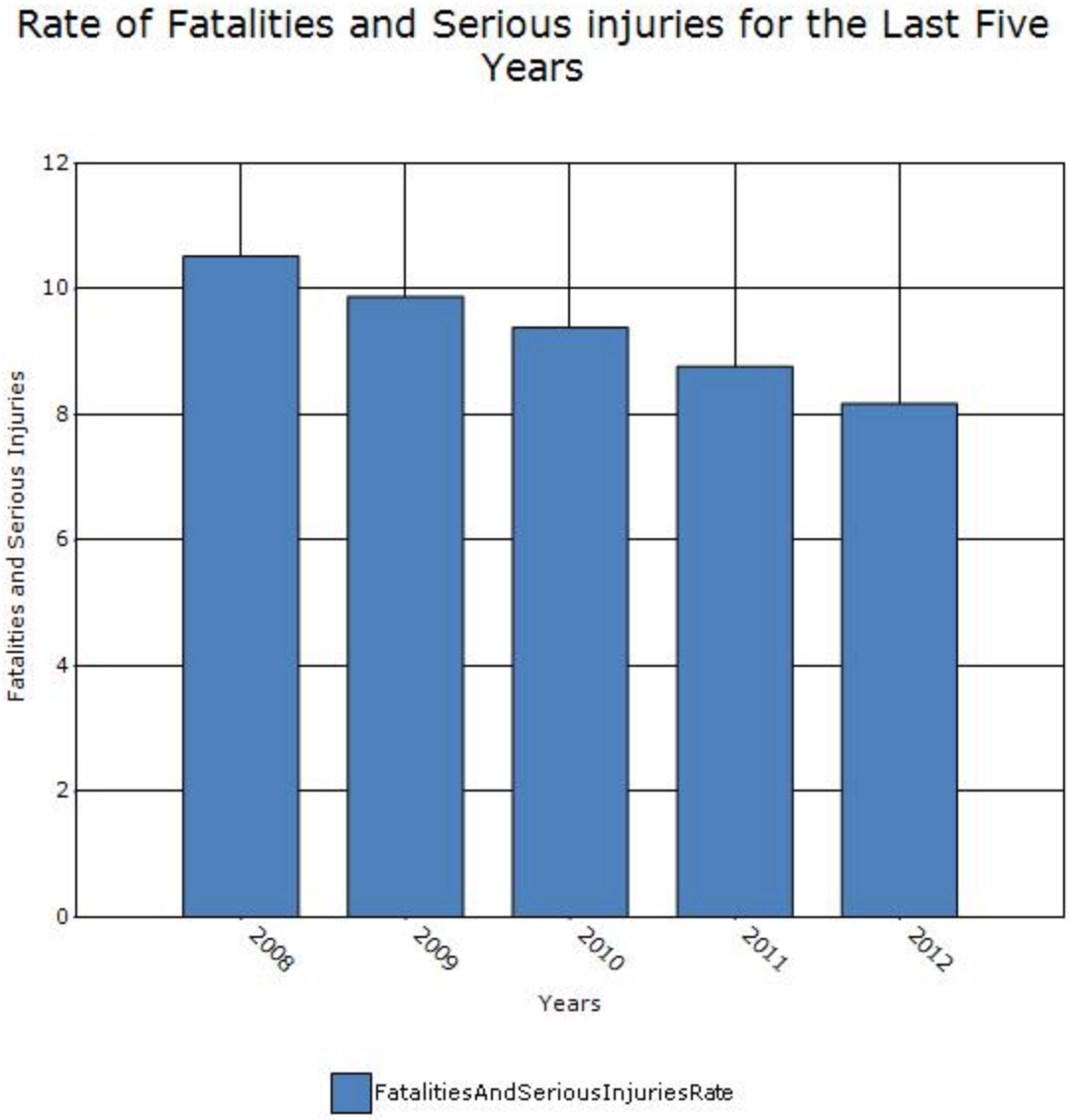
Application of Special Rules

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

Older Driver **Performance Measures**	**2008**	**2009**	**2010**	**2011**	**2012**
Fatality rate (per capita)	1.34	1.19	1.13	1	0.98
Serious injury rate (per capita)	9.19	8.69	8.26	7.77	7.19
Fatality and serious injury rate (per capita)	10.52	9.88	9.39	8.77	8.18

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

see attachment FHWA_HSIP_OlderDriverPedsHSIP-14-06.xlsx



data Data from 2003 to 2011 was used for this analysis. Therefore this represents rolling averages for years 2005 to 2009.

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-fatalities, serious injuries and fatality rate and serious injury rates are declining based on a 5 year rolling average

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: Other-The systemic approach is used more frequently.

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

There are not significant program changes. Additional emphasis has been placed on the local roadway system and the systemic approach is had more widespread implementation.

SHSP Emphasis Areas

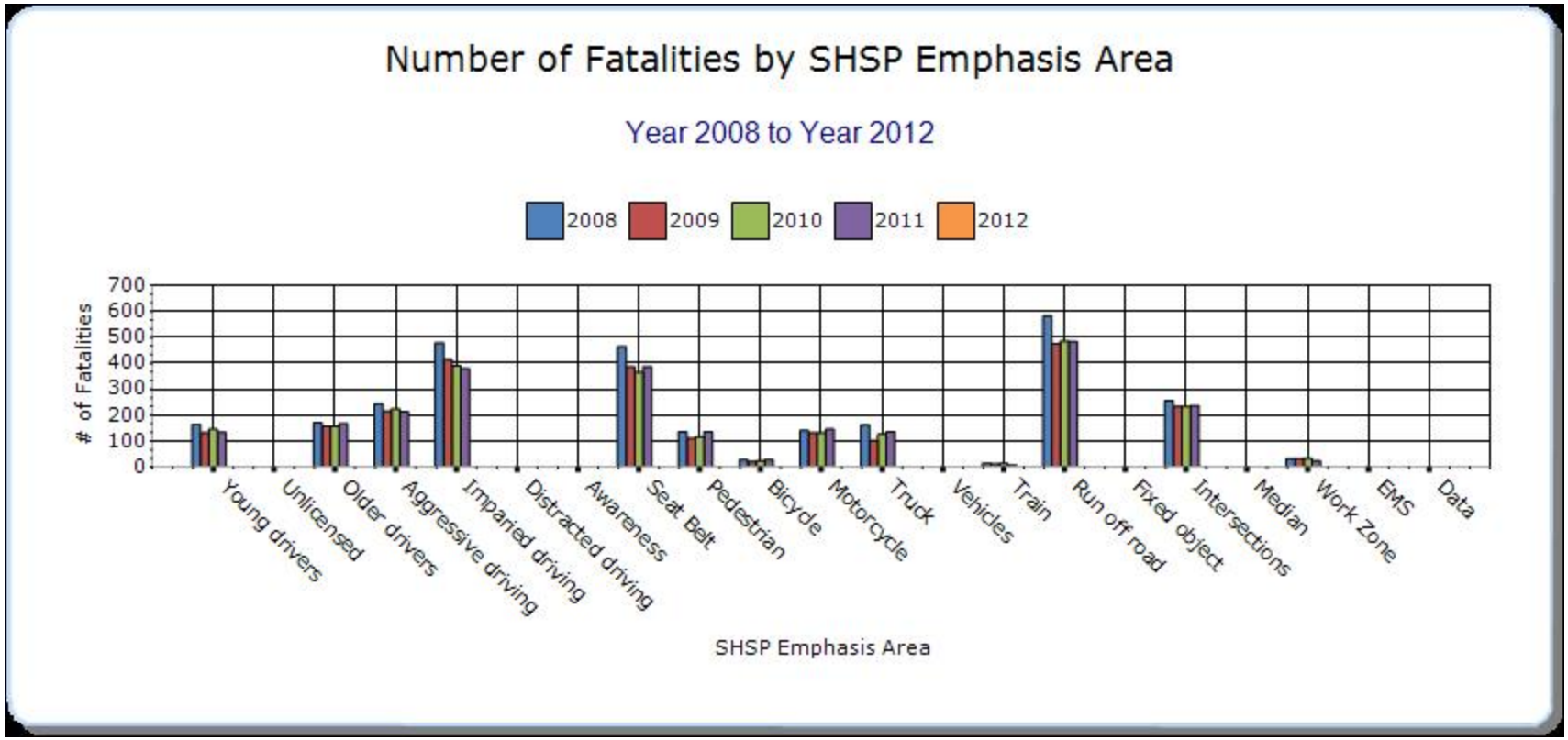
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

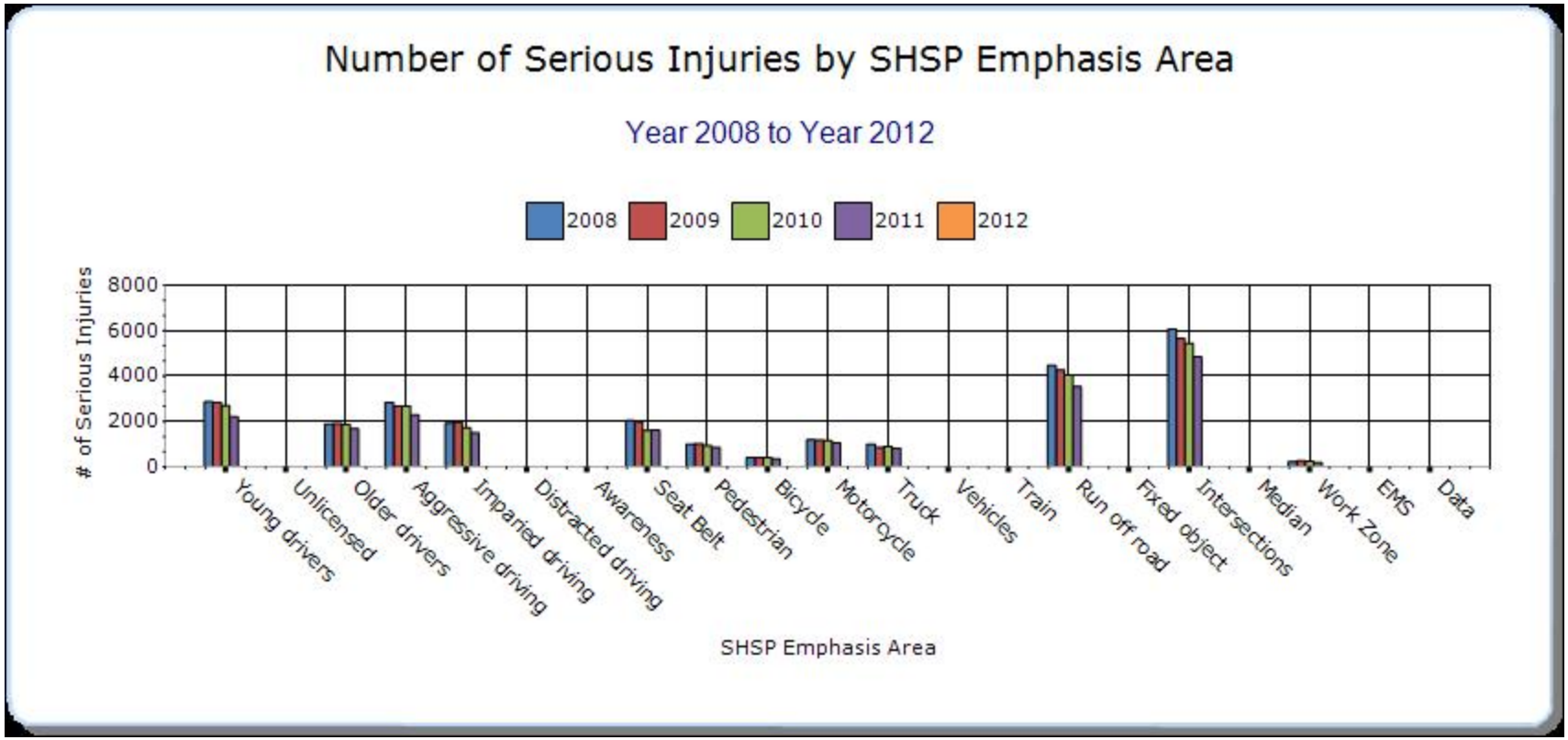
Year - 2012

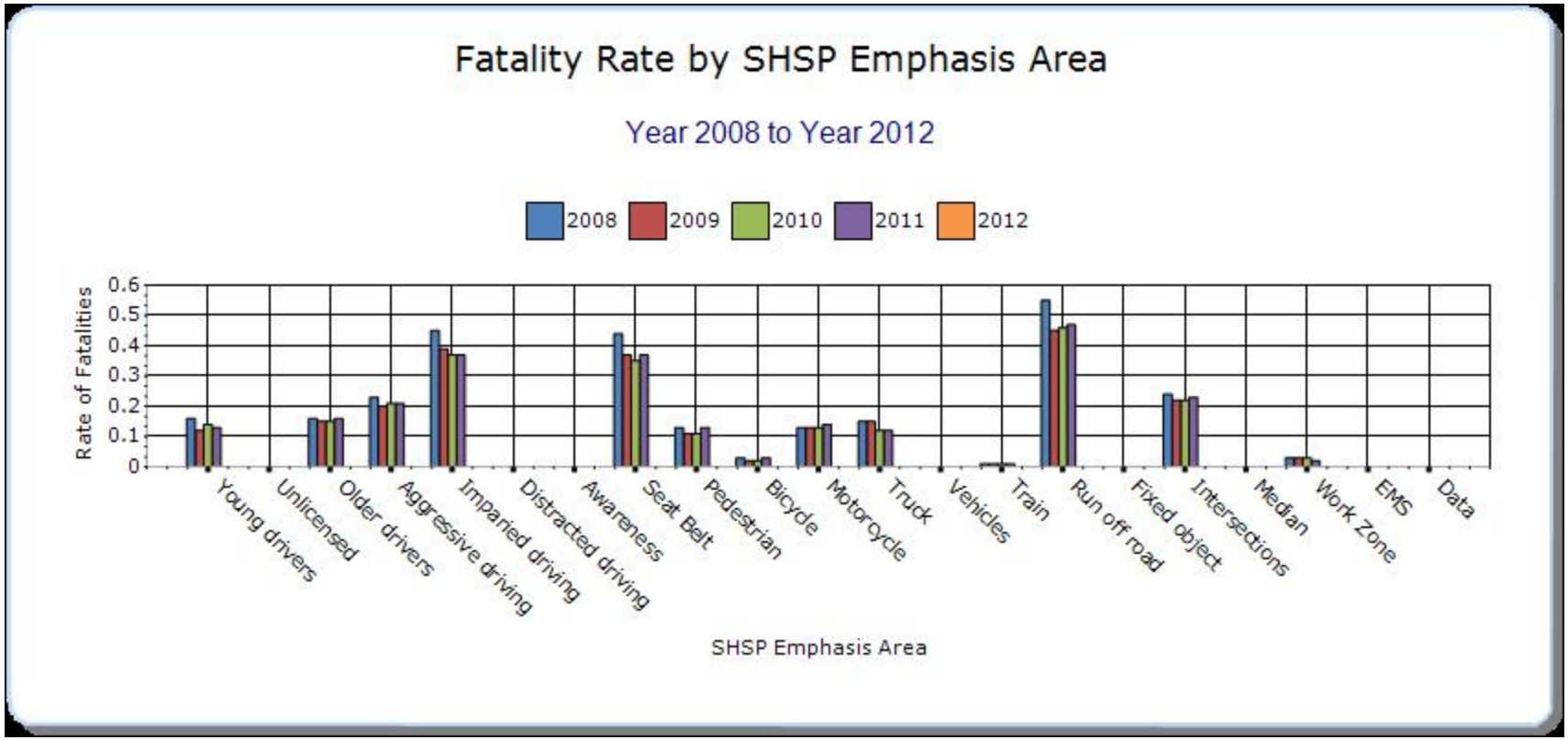
HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Instituting graduated licensing for younger drivers		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Ensuring drivers are licensed and fully competent		0	0	0	0	0	0	0
Sustaining proficiency in older drivers		0	0	0	0	0	0	0
Curbing aggressive driving		0	0	0	0	0	0	0
Reducing impaired driving		0	0	0	0	0	0	0
Keeping drivers alert		0	0	0	0	0	0	0
Increasing driver safety awareness		0	0	0	0	0	0	0
Increasing seat belt use and improving		0	0	0	0	0	0	0

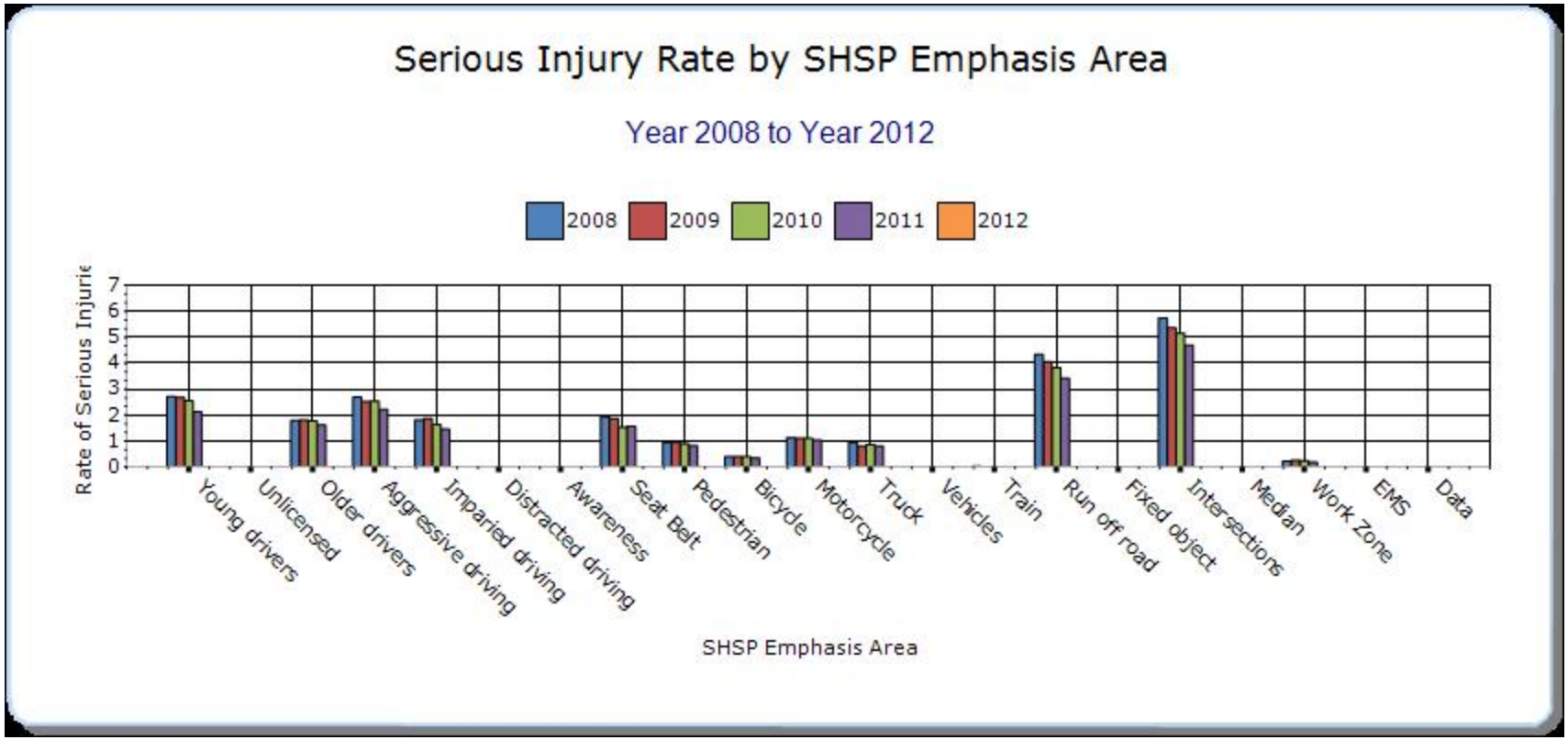
airbag effectiveness								
Making walking and street crossing easier		0	0	0	0	0	0	0
Ensuring safer bicycle travel		0	0	0	0	0	0	0
Improving motorcycle safety and increasing motorcycle awareness		0	0	0	0	0	0	0
Making truck travel safer		0	0	0	0	0	0	0
Increasing safety enhancements in vehicles		0	0	0	0	0	0	0
Reducing vehicle-train crashes		0	0	0	0	0	0	0
Keeping vehicles in the roadway		0	0	0	0	0	0	0
Minimizing the consequences of leaving the road		0	0	0	0	0	0	0
Improving the design and operation of		0	0	0	0	0	0	0

highway intersections								
Reducing head-on and across-median crashes		0	0	0	0	0	0	0
Designing safer work zones		0	0	0	0	0	0	0
Enhancing emergency medical capabilities to increase survivability		0	0	0	0	0	0	0
Improving information and decision support systems		0	0	0	0	0	0	0
Creating more effective processes and safety management systems		0	0	0	0	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
700
600
500
400
300
200
100
0
Young drivers
Unlicensed
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Awareness
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Vehicles
Train
Run off road
Fixed object
Intersections
Median
Work Zone
EMS
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
8000
6000
4000
2000
0
Young drivers
Unlicensed
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Awareness
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Vehicles
Train
Run off road
Fixed object
Intersections
Median
Work Zone
EMS
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
0.6
0.5
0.4
0.3
0.2
0.1
0
Young drivers
Unlicensed
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Awareness
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Vehicles
Train
Run off road
Fixed object
Intersections
Median
Work Zone
EMS
Data
SHSP Emphasis Area



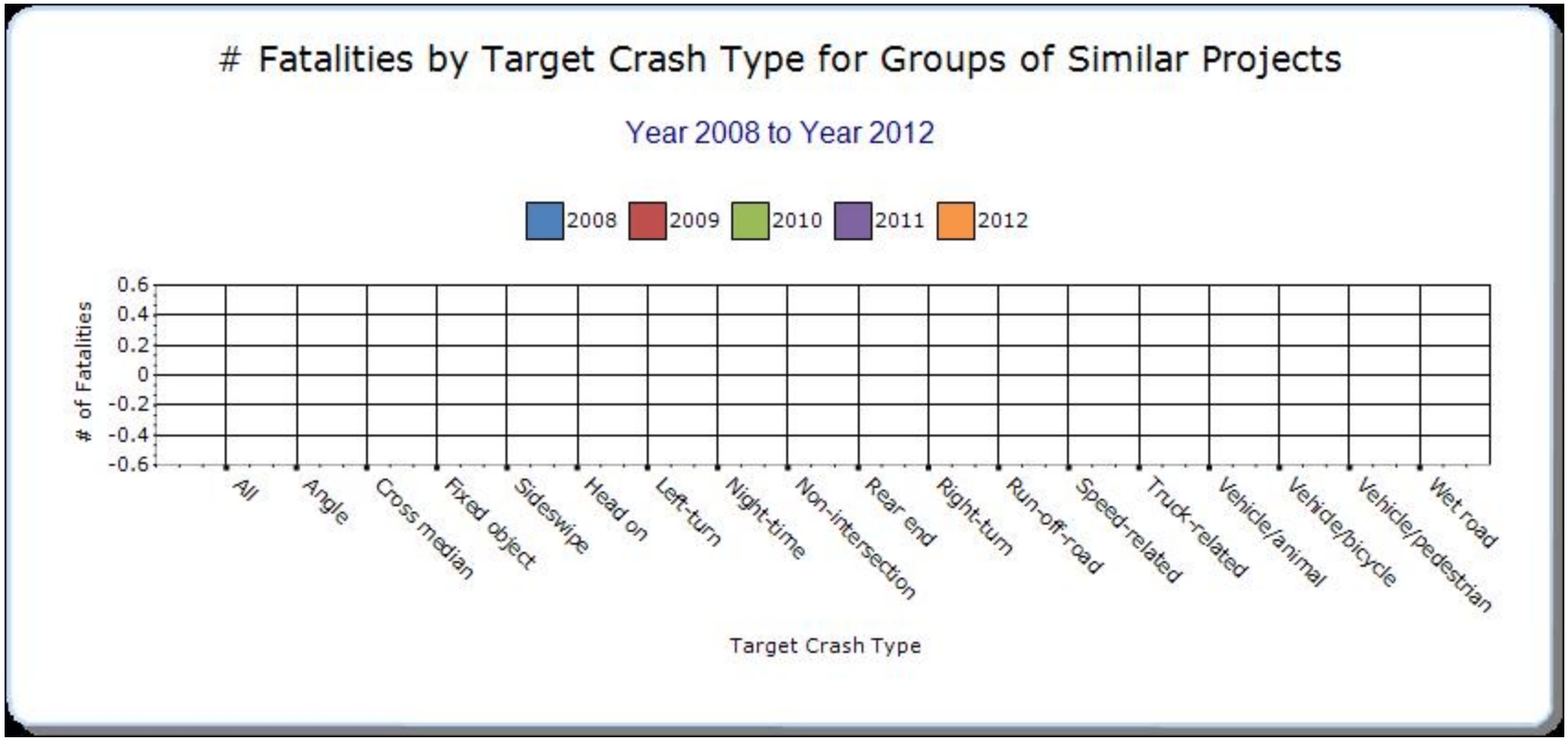
We will continue to calculate and quality control performance measures for tracking trends. This table is currently incomplete.

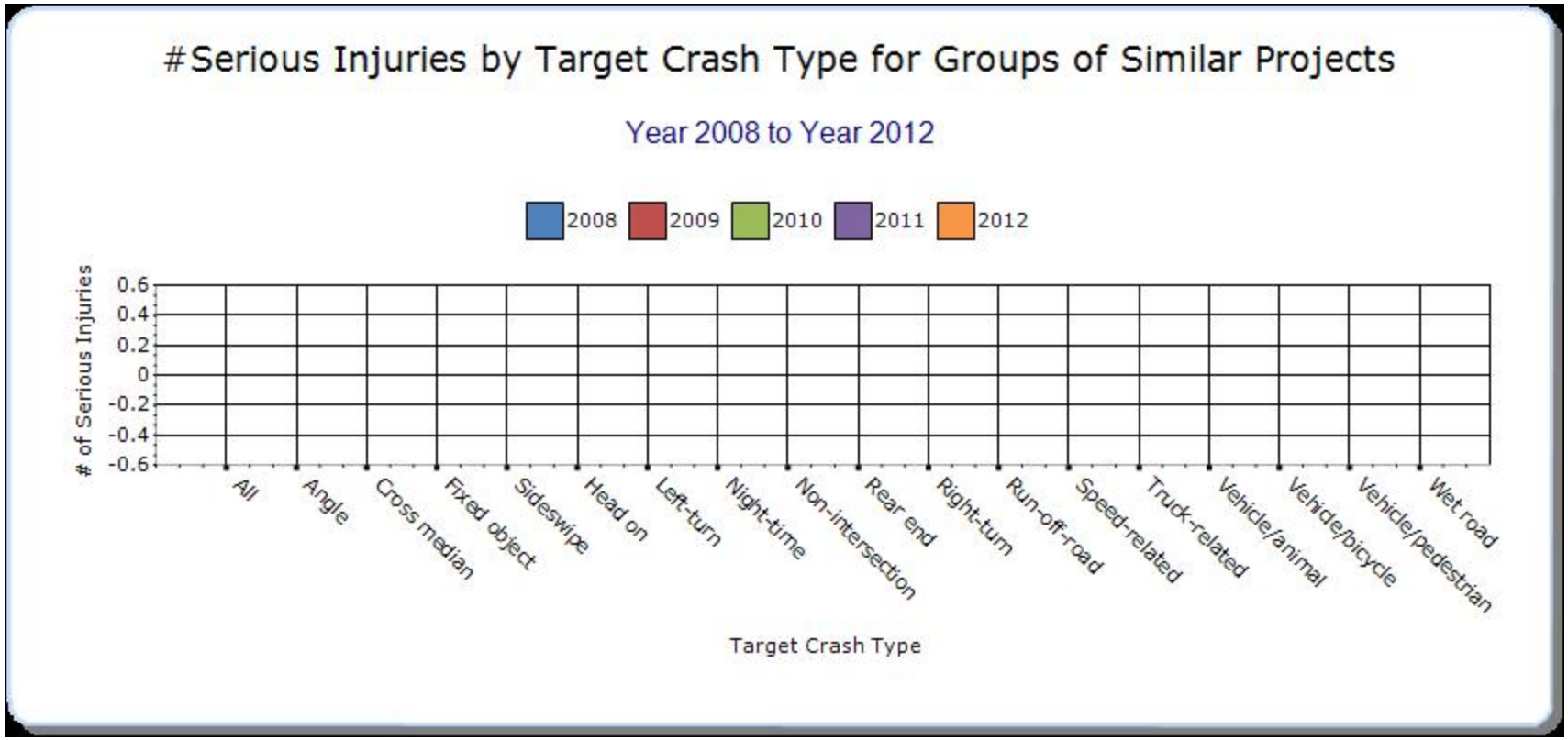
Groups of similar project types

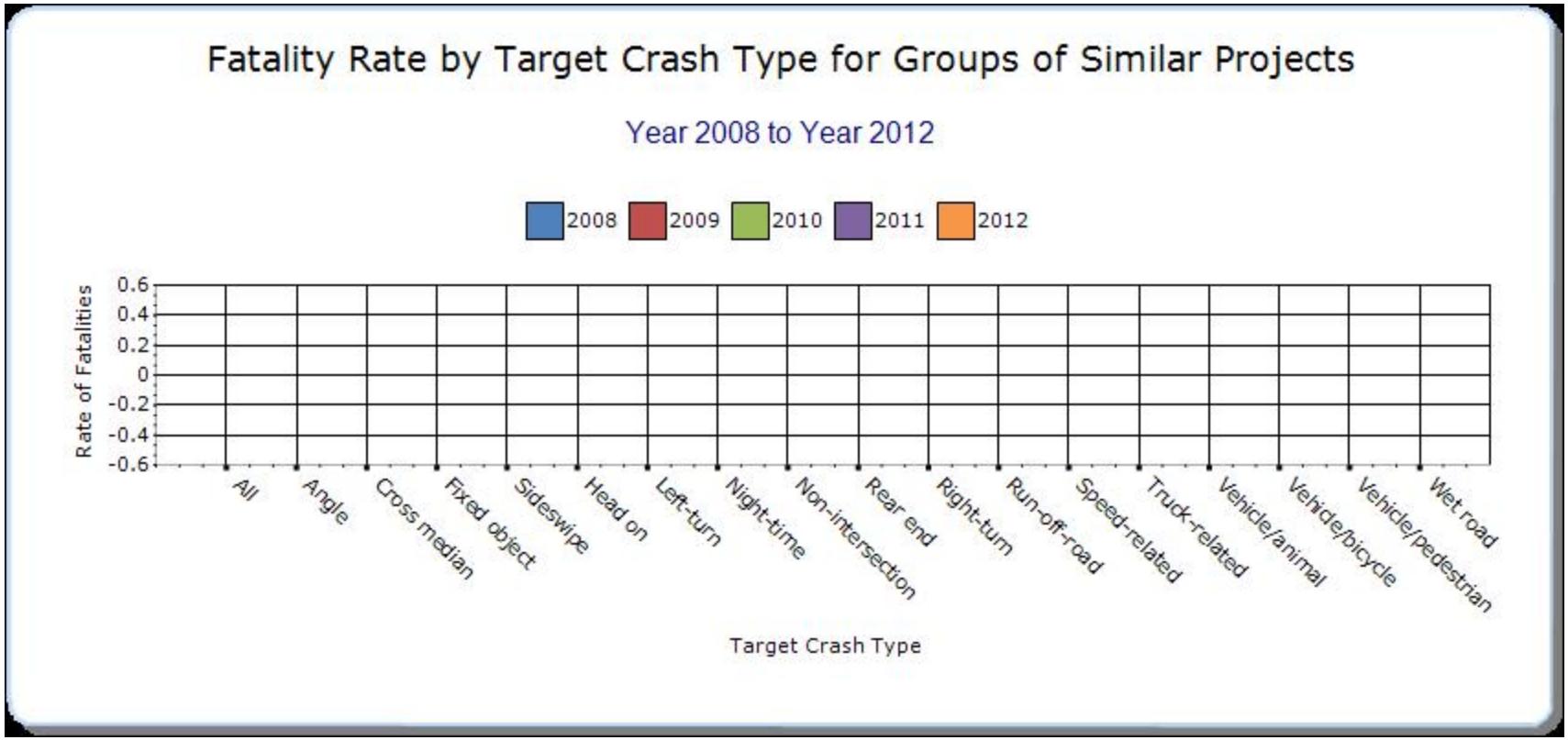
Present the overall effectiveness of groups of similar types of projects.

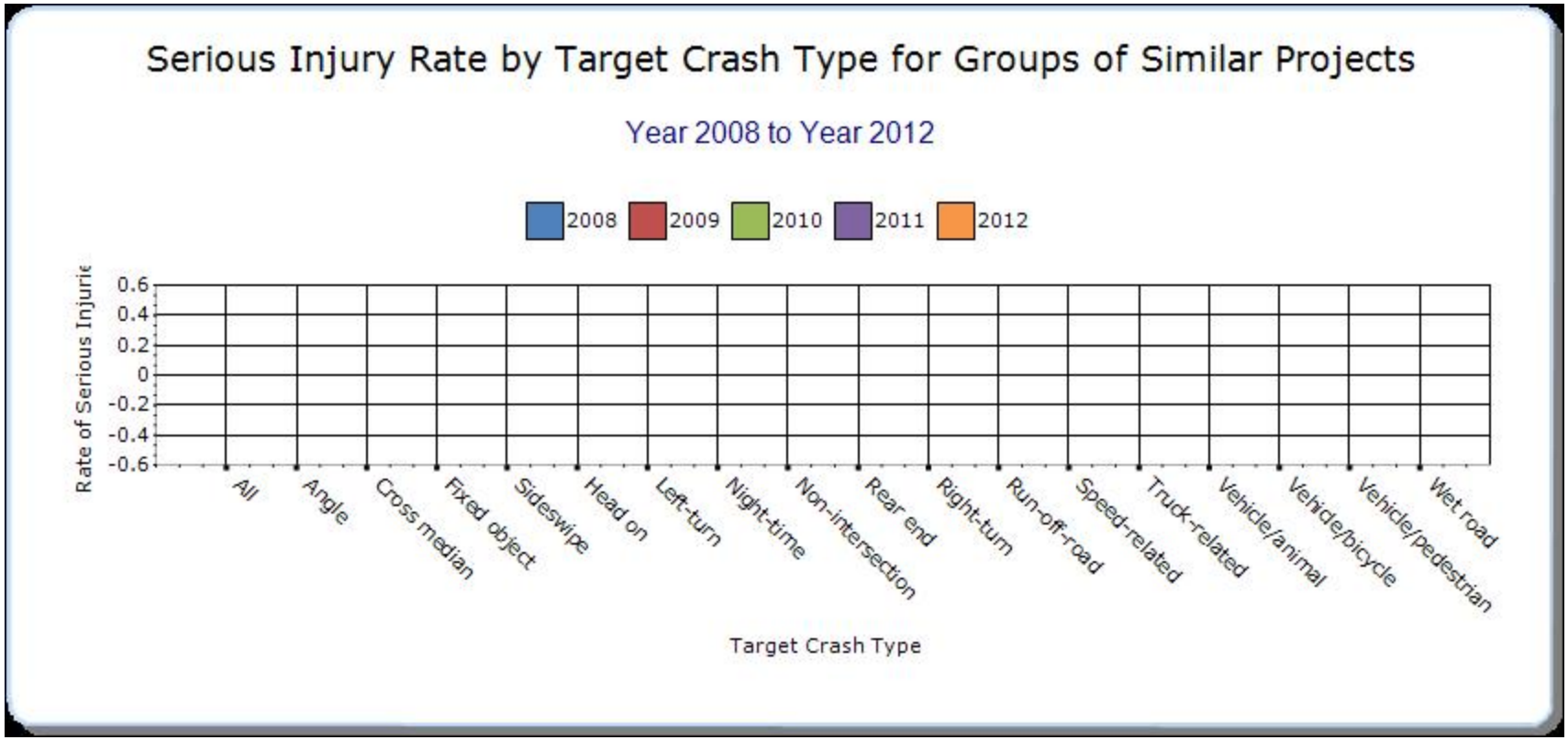
Year - 2012

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
Intersection		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Sign Replacement And Improvement		0	0	0	0	0	0	0
Segments		0	0	0	0	0	0	0
Local Safety		0	0	0	0	0	0	0
Roadway Departure		0	0	0	0	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type



While we track 5 years of trends we do not typically track 5 year rolling averages for each safety program. This section will be enhanced.

Systemic Treatments

Present the overall effectiveness of systemic treatments..

Year - 2012

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
Data limitations do not allow for some of these calculations.		0	0	0	0	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
# of Fatalities
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
# of Serious Injuries
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Fatalities
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Serious Injuries
Target Crash Type

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

We have prepared studies to evaluate the effectiveness of cable median barrier installation and edgeline rumble strips. These detailed studies can be provided if needed.

Research is currently underway to study the effectiveness of flashing yellow arrow and intersection channelization. These results can be provided when they are available.

Wrong way driving systemic improvements are currently being installed. When the countermeasures have been in place for a minimum of three years, we will evaluate their effectiveness and share the results with others to help advance the science of safety and save lives.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
Various	Rural Principal Arterial - Interstate	Roadside	Barrier - cable			11		11			0		0	20

Optional Attachments

Sections	Files Attached
Assessment of the Effectiveness of the Improvements: Description of Overall Effectiveness	FHWA_HSIP_OlderDriverPedsHSIP-14-06.xlsx

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.