Highway Safety Improvement Program

Data Driven Decisions

Illinois
Highway Safety Improvement Program
2016 Annual Report

Prepared by: IL

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

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Executive Summary

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

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

HSIP is administered and monitored by the Illinois Department of 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.

Overall the program has seen a plateau in fatalities over the last few years, but 2014 has shown an approximately 7% decrease compared to this time last year. Detailed crash data analysis has shown that fatalities and severe injuries on the state route system continue to steadily decrease year after year. The local system fatalities and severe injuries have decreased 8% to 9% over 5 years from 2010 to 2014, indicating the significance of the Illinois Safety Program Local Roadways Initiative focusing on county wide data analysis, Local Roads FIVE PERCENT analysis and the development of County Strategic Highway Plans. The funding split between state and local routes remains the same as last year, 80/20, while IDOT continues to work with

local agencies to increase obligation rates for HSIP projects approved. Illinois continues to monitor progress, evaluates programs and modifies the screening, project identification and project approval approach to achieve Zero Fatalities on Illinois roadways.

Introduction

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

Program Structure

Program Administration

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

Central

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

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

Each Illinois Department of Transportation (IDOT) District has a traffic safety committee that coordinates with the IDOT Bureau of Local Roads and local agencies to provide technical support.
Illinois leads regular meetings with the MPOs to discuss safety performance targets and county SHSP development and implementation.

Road Safety Assessments (RSAs) are provided to local agencies free-of-charge at the request of local agencies. IDOT Bureau of Safety Programs and Engineering (BSPE) coordinates team members and facilities, provides technical analysis, presents the kick-off and team findings and prepares the RSA reports.

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

After identifying increased fatalities on the local roadway system, the IDOT increased focus on local roadways by launching the Local Road Safety Initiative. The Local Road Safety Initiative is a multi-pronged approach to provide the tools and data along with program training and facilitation to organize local transportation safety committees. The participation continues to grow and the quality of applications have improved significantly Each county is provided with County Strategic Highway Safety Plans (SHSP) Elements that include crash data trees, Emphasis Area tables, heat maps and effective countermeasures and strategies to address the potential safety improvements. The county SHSPs have been completed for 37 counties so far. These counties represent the majority of the fatalities and serious injuries on Illinois roadways.

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

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

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

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

Design
Planning
Maintenance
Operations
Other-Local agencies

Briefly describe coordination with internal partners.

IDOT BSPE provides statewide data analysis to develop the Safer Roads Index (SRI) for all state routes, the local FIVE PERCENT locations and systemic safety initiatives; such as wrong way driving, pedestrian,

curves. This information is provided to the Districts and local agencies through avenues such as the Safety Portal.

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

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

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

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

Metropolitan Planning Organizations
Local Government Association
Other-Local agencies
Other-Law enforcement

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

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

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

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

Program Methodology

Select the programs that are administered under the HSIP.

Median Barrier	Intersection	Horizontal Curve
Skid Hazard	Crash Data	Roadway Departure
Sign Replacement And Improvement	Local Safety	Pedestrian Safety
Left Turn Crash	Segments	Other-Wrong Way Driving

Program: **Median Barrier**
Date of Program Methodology: **6/1/2009**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Fatal crashes only	Traffic	Median width
Fatal and serious injury crashes only	Volume	
		Functional classification

What project identification methodology was used for this program?
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects advanced for implementation?
Competitive application process
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: **Intersection**
Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Fatal and serious injury crashes only	Traffic Volume	Other-Traffic control, urban versus rural areas, the number of intersection legs

What project identification methodology was used for this program?
Excess expected crash frequency with the EB adjustment
Other-Safer Roads Index, Potential for Safety Improvement Tiers

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
No
If no, describe the methodology used to identify local road projects as part of this program.
Network screening based on weighted critical rate and systemic risk based approaches and site specific crash history based approaches

How are highway safety improvement projects advanced for implementation?
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: **Horizontal Curve**
Date of Program Methodology: **8/16/2013**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

Excess proportions of specific crash types
Other-Weighted crash rate

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

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

How are highway safety improvement projects 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).

Available funding	2
Cost Effectiveness	1

Program: **Skid Hazard**
Date of Program Methodology: **7/6/2014**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Fatal and serious injury crashes only	Traffic	Horizontal curvature

What project identification methodology was used for this program?
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects advanced for implementation?
Other-selection based on priority list

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

Available funding	2
Cost Effectiveness	1

Program: **Crash Data**
Date of Program Methodology: **8/1/2010**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Fatal crashes only		

What project identification methodology was used for this program?
Other-Identifcation of crash locations for local safety program data analysis and project prioritzation

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

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

How are highway safety improvement projects advanced for implementation?
Other-Data collection program

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

data collection	1

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Excess expected crash frequency with the EB adjustment
Probability of specific crash types
Other-benefit to cost analysis

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
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?
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: **Sign Replacement And Improvement**
Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Fatal crashes only	Population	

What project identification methodology was used for this program?
Other-benefit cost analysis

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
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?
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: **Local Safety**
Date of Program Methodology: **6/30/2011**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Critical rate
Other-Systemic Risk based approach, local knowledge

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
No
If no, describe the methodology used to identify local road projects as part of this program.
Local road safety projects are identified through the local FIVE PERCENT report, heat maps, data trees, systemic safety analysis, road safety assessments and local knowledge.

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

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: **Pedestrian Safety**
Date of Program Methodology: **2/3/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
All crashes		

What project identification methodology was used for this program?
Crash rate
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

How are highway safety improvement projects 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

BC	1

Program: **Left Turn Crash**
Date of Program Methodology: **1/2/2011**

What data types were used in the program methodology?

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

What project identification methodology was used for this program?
Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects 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).

Ranking based on B/C	1

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

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Fatal and serious injury crashes only	Traffic Volume Lane miles	Functional classification Other-Number of lanes, urban versus rural, median type

What project identification methodology was used for this program?
Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?
Yes
If yes, are local road projects identified using the same methodology as state roads?
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?
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: **Other-Wrong Way Driving**
Date of Program Methodology: **8/3/2014**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*

Fatal and serious injury crashes only Other-Wrong way driving incidents	Traffic	Other-Contributing factors related to interchange type and features

What project identification methodology was used for this program?
Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects 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).

Available funding	2
Cost Effectiveness	1

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

40%

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

Cable Median Barriers
Rumble Strips
Traffic Control Device Rehabilitation
Pavement/Shoulder Widening
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Clear Zone Improvements
Install/Improve Lighting
Add/Upgrade/Modify/Remove Traffic Signal

What process is used to identify potential countermeasures?

Engineering Study
Road Safety Assessment

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

Other-Other-Methods shown are currently being used for program identification. Advances have taken place in both the use fo the HSM, greater use of RSAs and systemic applications such as curves, rumble strips and flashing yellow arrow at intersection.

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

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

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

State Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	$87,121,000.00	99 %	$86,788,992.00	99 %
HRRRP (SAFETEA-LU)	$667,000.00	1 %	$702,894.00	1 %
Totals	$87,788,000.00	100%	$87,491,886.00	100%

How much funding is programmed to local (non-state owned and operated) safety projects?
$14,100,000.00
How much funding is obligated to local safety projects?
20 %

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.

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

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

None at this time.

General Listing of Projects

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

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
20140 9002	Roadside Roadside - other	6.7 Miles	1800 000	1800 000	HSIP (Section 148)	Rural Principal Arterial - Other	215 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder
20140 9003	Intersection traffic control Intersection traffic control - other	1 Numbers	2000 00	2000 00	HSIP (Section 148)	Urban Principal Arterial - Other	145 00	45	City of Municipal Highway Agency	Intersections	Install Traffic Signals
20140 9004	Intersection traffic control Intersection traffic control - other	1 Numbers	3000 00	3000 00	HSIP (Section 148)	Urban Major Collector	190 00	30	City of Municipal Highway Agency	Intersections	Install Traffic Signals
20141 1003	Roadside Roadside - other	3.5 Miles	7500 00	7500 00	HSIP (Section 148)	Rural Minor Arterial	150 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved, Centerline rumble strips
20141 2008	Roadside Roadside - other	6.66 Miles	1650 000	1650 000	HSIP (Section	Rural Major Collecto	205 0	55	State Highway	Roadway Departu	Increase Width of Paved Shoulder, Rumble Strips

					148)	r			Agency	re	
20141 2010	Roadside Roadside - other	5.09 Miles	4700 0	4700 0	HSIP (Section 148)	Rural Principal Arterial - Other	313 0	30	State Highway Agency	Roadway Departure	Rumble Strips
20141 2011	Roadway Pavement surface - high friction surface	1.6 Miles	1400 000	1400 000	HSIP (Section 148)	Rural Principal Arterial - Interstate	264 00	70	State Highway Agency	Roadway Departure	DeSlick (formerly known as skidproofing)
20140 8001	Intersection traffic control Intersection traffic control - other	280 Numbers	1967 000	1967 000	HSIP (Section 148)		0	0	State Highway Agency	Intersections	Install Traffic Signals
20141 1004	Roadway Roadway - other	0 Miles	1300 000	1300 000	HSIP (Section 148)	Urban Principal Arterial - Interstate	365 00	65	State Highway Agency	Roadway Departure	DeSlick (formerly known as skidproofing)
20141 2012	Shoulder treatments Widen shoulder - paved or other	5.04 Miles	1144 000	1144 000	HSIP (Section 148)	Rural Minor Arterial	197 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Rumble Strips (T
20141 2005	Shoulder treatments Widen shoulder - paved or other	8.96 Miles	8000 00	3420 000	HSIP (Section 148)	Rural Minor Arterial	350 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Install Chevron
20140 8003	Roadway Roadway widening - curve	9.84 Miles	2200 000	2200 000	HSIP (Section		0	55	State Highway	Roadway Departu	Install Chevron Signs on Horiz. Curves, Rumble Str

					148)				Agency	re	
20150 3002	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	5400 000	6000 000	HSIP (Secti on 148)	Urban Principal Arterial - Other	122 00	55	City of Munici pal Highw ay Agency	Intersec tions	Exclusive left-turn lanes, Improvement/Realignment
20141 1006	Roadside Barrier - concrete	0	6835 46	7594 96.4	HSIP (Secti on 148)		0	0	State Highw ay Agency	Roadwa y Departu re	Guardrail
20141 1007	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected/permis sive)	0 Numbers	3645 00	4050 00	HSIP (Secti on 148)	Urban Principal Arterial - Other	236 25	40	State Highw ay Agency	Intersec tions	Add Left Turn Phase on One Approach (Permissive >
20141 1009	Alignment Horizontal curve realignment	0.23 Miles	4860 00	5400 00	HSIP (Secti on 148)	Rural Major Collecto r	900	30	City of Munici pal Highw ay Agency	Roadwa y Departu re	Modify Horizontal Curve Radius and Length w/o Spir
20141 2002	Intersection geometry Intersection geometrics - realignment to align offset cross streets	0 Numbers	8140 00	9040 00	HSIP (Secti on 148)	Rural Local Road or Street	850	55	State Highw ay Agency	Intersec tions	Improvement/Realignment/ Reconstruction

20141 2003	Intersection traffic control Modify traffic signal - add additional signal heads	0 Numbers	180000	200000	HSIP (Section 148)	Urban Minor Arterial	17300	35	City of Municipal Highway Agency	Intersections	Add Mast Arms and Signal Head per Lane
20141 2004	Intersection traffic control Modify traffic signal - add additional signal heads	0 Numbers	180000	200000	HSIP (Section 148)	Urban Minor Arterial	4600	35	City of Municipal Highway Agency	Intersections	Add Mast Arms and Signal Head per Lane
20141 2007	Roadside Barrier - concrete	0	1081800	1202000	HSIP (Section 148)		0	0	City of Municipal Highway Agency	Roadway Departure	Guardrail
20150 1005	Intersection geometry Auxiliary lanes - add right-turn lane	0 Numbers	845100	939000	HSIP (Section 148)	Urban Principal Arterial - Other	50500	40	City of Municipal Highway Agency	Intersections	Add Mast Arms and Signal Head per Lane, Add Right
20150 1007	Roadway Superelevation / cross slope	0.7576 Miles	450000	500000	HSIP (Section 148)	Urban Major Collector	6300	35	City of Municipal Highway Agency	Roadway Departure	Improve Superelevation on Curve, Shoulder rumble s
20150 2001	Roadway signs and traffic control Roadway signs (including post) -	1.5 Miles	668700	743000	HSIP (Section 148)	Rural Minor Arterial	17200	30	City of Municipal Highw	Pedestrians	Improve Pedestrian signing and pavement markings,

	new or updated								ay Agency		
20150 2002	Pedestrians and bicyclists Medians and pedestrian refuge areas	2.25 Miles	1002 600	1114 000	HSIP (Section 148)	Urban Principal Arterial - Other	168 00	30	City of Municipal Highway Agency	Pedestrians	LED Signals, Countdown pedestrian crosswalk signal
20150 2003	Lighting Lighting - other	0	2224 15	2471 28	HSIP (Section 148)	Urban Minor Arterial	109 00	30	City of Municipal Highway Agency	Intersections	Impact Attenuators, Increase lighting at high-cras
20150 2004	Intersection geometry Intersection geometry - other	0.57 Miles	3195 00	3550 00	HSIP (Section 148)	Urban Minor Arterial	158 00	30	City of Municipal Highway Agency	Pedestrians	Countdown pedestrian crosswalk signals
20150 2009	Pedestrians and bicyclists Pedestrian signal - Pedestrian Hybrid Beacon	0	9000 0	1000 00	HSIP (Section 148)	Urban Minor Arterial	398 00	40	City of Municipal Highway Agency	Intersections	Add Pedestrian Controls, Countdown pedestrian cros
20141 1008	Shoulder treatments Widen shoulder - paved or other	10.4 Miles	3150 000	3150 000	HSIP (Section 148)	Rural Minor Arterial	425 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Rumble strips
20150 3003	Roadside Roadside - other	7.9 Miles	2250 00	2500 00	HSIP (Section	Rural Principal Arterial	730 0	55	City of Municipal	Roadway Departu	Centerline rumble strips and stripes, Shoulder rum

					148)	- Other			Highway Agency	re	
20150 4002	Work Zone	0	1750 000	1750 000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	70	State Highway Agency	Work Zones	Other Improvement
20150 4004	Work Zone	0	1750 000	1750 000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	70	State Highway Agency	Work Zones	Other Improvement
20150 4005	Work Zone	0	1750 000	1750 000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	70	State Highway Agency	Work Zones	Other Improvement
20130 3005	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	4961 317	4961 317	HSIP (Section 148)	Rural Minor Arterial	8425	55	State Highway Agency	Intersections	Improvement/Realignment/ Reconstruction, Improve si
20130 2007	Shoulder treatments Widen shoulder - paved or other	14.5 Miles	3600 000	7360 000	HSIP (Section 148)	Rural Major Collector	5200	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Rumble Strips (T
20130 3003	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	3150 000	3500 000	HSIP (Section 148)	Urban Minor Arterial	14100	35	City of Municipal Highw	Intersections	Exclusive left-turn lanes, Implementation of prote

									ay Agency		
20131 0016	Roadside Roadside - other	8.7 Miles	2926 800	3252 000	HSIP (Section 148)	Rural Principal Arterial - Other	525 0	55	City of Municipal Highway Agency	Roadway Departure	Centerline rumble strips and stripes, Shoulder rum
20150 3001	Roadside Barrier - concrete	5.11 Miles	3105 00	3450 00	HSIP (Section 148)	Urban Principal Arterial - Interstate	905 00	55	City of Municipal Highway Agency	Roadway Departure	Guardrail, Shoulder rumble strips and stripes, Bar
20141 0248	Roadway signs and traffic control Curve-related warning signs and flashers	0.5 Miles	5400 0	6000 0	HSIP (Section 148)	Rural Major Collector	165 0	55	State Highway Agency	Roadway Departure	Install Advanced Curve Speed/Warning Sign
20150 2007	Roadway Rumble strips - edge or shoulder	3.28 Miles	9550 00	9550 00	HSIP (Section 148)	Rural Minor Arterial	430 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder
20141 0287	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	2000 000	2000 000	HSIP (Section 148)	Urban Principal Arterial - Other	300 00	55	City of Municipal Highway Agency	Intersections	Install Traffic Signals, Exclusive left-turn lanes
20150 4007	Intersection traffic control Modify control - modifications to	2.3 Miles	1000 000	1000 000	HSIP (Section 148)	Rural Principal Arterial - Other	120 00	65	State Highway Agency	Intersections	Use alternative designs, such a roundabouts, for i

	roundabout										
20141 0371	Intersection geometry Auxiliary lanes - add left-turn lane	0	1382 000	1382 000	HSIP (Section 148)	Rural Minor Arterial	545 0	55	State Highway Agency	Roadway Departure	Exclusive left-turn lanes, Improvement/Realignment
20150 6051	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	2700 00	3000 00	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	Traffic Signal Modenization
20150 1004	Roadway Pavement surface - high friction surface	0.72 Miles	8740 80	9712 00	HSIP (Section 148)	Urban Minor Arterial	219 00	40	City of Municipal Highway Agency	Roadway Departure	DeSlick (formerly known as skidproofing), Roadway
20150 3010	Roadway Roadway - other	3.5 Miles	6500 00	6500 00	HSIP (Section 148)	Rural Principal Arterial - Interstate	191 00	70	State Highway Agency	Roadway Departure	Installation of cable median barrier and Nucor cab
20150 3011	Roadside Roadside - other	2.4 Miles	6150 00	6150 00	HSIP (Section 148)	Rural Minor Arterial	315 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Other Improvemen
20150 3013	Roadside Roadside - other	2.24 Miles	5900 00	5900 00	HSIP (Section 148)	Rural Principal Arterial - Other	440 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Other Improvemen
20150 3014	Roadside Roadside - other	10.9 Miles	1520 500	1520 500	HSIP (Secti	Rural Major	295 0	55	State Highw	Roadway	Increase Width of Paved Shoulder, Other

					on 148)	Collector			ay Agency	Departure	Improvemen
20150 3015	Roadside Roadside - other	0.4 Miles	155000	155000	HSIP (Section 148)	Rural Principal Arterial - Other	1150	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Chevrons or deli
20150 7016	Access management Access management - other	3.76 Miles	475000	475000	HSIP (Section 148)	Urban Minor Arterial	21500	35	City of Municipal Highway Agency	Drivers' s behavior and awareness	Improve access management near intersections
20130 8001	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	675000	675000	HSIP (Section 148)	Rural Minor Arterial	6650	55	State Highway Agency	Intersections	Improvement/Realignment/ Reconstruction, Reduce Roa
20150 7017	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1 Numbers	2776000	2776000	HSIP (Section 148)	Urban Minor Arterial	21500	35	City of Municipal Highway Agency	Intersections	Add Mast Arms and Signal Head per Lane, Modify per
20150 7051	Roadway Rumble strips - transverse	1 Miles	1100000	1100000	HSIP (Section 148)	Rural Principal Arterial - Other	7400	45	State Highway Agency	Roadway Departure	Add or Widen Paved Shoulder, Rumble Strips (Transv
20141 0281	Roadside Roadside - other	1.1 Miles	1500000	1500000	HSIP (Section 148)	Rural Minor Arterial	5450	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Roadway lighting
20150 6022	Roadside Removal of roadside	0	267000	267000	HSIP (Secti		0	0	State Highw	Roadway	Fixed object removal and relocation

	objects (trees, poles, etc.)				on 148)				ay Agency	Departure	
20150 2010	Roadway Rumble strips - edge or shoulder	11.87 Miles	5901 500	5901 500	HSIP (Section 148)	Rural Minor Arterial	2200	55	State Highway Agency	Roadway Departure	Rumble Strips
20150 8001	Roadway Rumble strips - transverse	245 Miles	5600 00	5600 00	HSIP (Section 148)		5000	55	State Highway Agency	Roadway Departure	Rumble Strips (Transverse)
20141 1002	Roadside Roadside - other	0.88 Miles	3054 000	3054 000	HSIP (Section 148)	Rural Principal Arterial - Other	3200	55	State Highway Agency	Roadway Departure	Increase width of paved shoulder; Rumble strips; F
20150 1003	Roadside Roadside - other	0	2500 00	2500 00	HSIP (Section 148)	Urban Minor Arterial	0	55	City of Municipal Highway Agency	Intersections	Increase width of paved shoulder; Centerline Rumbl
20150 2005	Roadside Roadside - other	8.2 Miles	1861 000	1861 000	HSIP (Section 148)	Rural Principal Arterial - Other	3450	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Rumble Strips (T
20150 2014	Roadside Roadside - other	10.63 Miles	1616 000	1616 000	HSIP (Section 148)	Rural Minor Arterial	3450	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulder, Rumble Strips (T
20150 5023	Roadside Roadside - other	21.98 Miles	3393 000	3770 000	HSIP (Section 148)	Urban Principal Arterial - Other	0	55	State Highway Agency	Roadway Departure	Rumble Strips, Upgrade signs to conform to MUTCD,
20150	Roadway	0	1700	1700	HSIP	Urban	275	70	State	Drivers'	Delineators

6043	delineation Delineators post-mounted or on barrier		00	00	(Section 148)	Principal Arterial - Interstate	00		Highway Agency	s behavior and awareness	
20150 2011	Pedestrians and bicyclists Pedestrian signal	1 Numbers	720000	800000	HSIP (Section 148)	Urban Principal Arterial - Other	0	35	City of Municipal Highway Agency	Intersections	Countdown pedestrian crosswalk signals, Increase t
20150 9007	Roadside Roadside - other	5.8 Miles	850000	850000	HSIP (Section 148)	Rural Principal Arterial - Other	3250	55	City of Municipal Highway Agency	Roadway Departure	Add or Widen Paved Shoulder
20150 9008	Roadside Roadside - other	3.3 Miles	500000	500000	HSIP (Section 148)	Rural Major Collector	7700	55	City of Municipal Highway Agency	Roadway Departure	Add or Widen Paved Shoulder
20150 9009	Roadway Rumble strips - edge or shoulder	33.37 Miles	380000	380000	HSIP (Section 148)	Rural Principal Arterial - Other	13900	55	State Highway Agency	Roadway Departure	Rumble strips
20150 3009	Intersection traffic control Intersection flashers - add advance intersection warning sign-	1 Numbers	65000	65000	HSIP (Section 148)	Rural Minor Arterial	5700	55	State Highway Agency	Intersections	Advance Warning with Flasher, Rumble Strips (Trans

	mounted										
20150 9002	Intersection geometry Intersection geometry - other	1 Numbers	4250 00	4250 00	HSIP (Section 148)	Rural Principal Arterial - Interstate	109 75	55	City of Municipal Highway Agency	Intersections	Improve sight distance at intersection approaches,
20150 9004	Roadside Roadside - other	8.6 Miles	1800 000	1800 000	HSIP (Section 148)	Rural Principal Arterial - Interstate	169 00	70	State Highway Agency	Roadway Departure	Installation of cable median barrier and Nucor cab
20150 9006	Roadside Roadside - other	9.9 Miles	1200 000	1200 000	HSIP (Section 148)	Rural Principal Arterial - Other	400 0	55	State Highway Agency	Roadway Departure	Increase Width of Paved Shoulde, Other Improvement
20150 4001	Roadside Roadside - other	10.28 Miles	5040 0	5040 0	HSIP (Section 148)	Rural Principal Arterial - Other	825 0	55	State Highway Agency	Roadway Departure	Other Improvement
20141 0293	Intersection traffic control Modify traffic signal timing - left-turn phasing (permissive to protected/permissive)	0	9945 00	1105 000	HSIP (Section 148)	Urban Principal Arterial - Other	636 00	35	City of Municipal Highway Agency	Intersections	Traffic Signal Modenization
20130 2005	Pedestrians and bicyclists Install sidewalk	0.899999999 999999 Miles	6000 00	6000 00	HSIP (Section 148)	Urban Principal Arterial - Other	265 00	45	City of Municipal Highw	Pedestrians	other Improvement

									ay Agency		
20130 7001	Intersection geometry Auxiliary lanes - modify left-turn lane offset	8 Numbers	1550 000	1550 000	HSIP (Secti on 148)	Urban Principal Arterial - Other	303 00	40	City of Munici pal Highw ay Agency	Intersec tions	Iplement offset left turn lanes at signalized inte
20141 0297	Intersection traffic control Modify traffic signal - replace existing indications (incandescent-to-LED and/or 8-to-12 inch dia.)	0.42 Miles	2115 000	2350 000	HSIP (Secti on 148)	Urban Principal Arterial - Other	657 00	40	City of Munici pal Highw ay Agency	Intersec tions	Traffic Signal Modenization
20150 9005	Roadway Rumble strips - edge or shoulder	3 Miles	8500 00	1900 000	HSIP (Secti on 148)	Rural Minor Arterial	755 0	55	State Highw ay Agency	Roadwa y Departu re	Increase width of paved shoulder; Other Improvemen

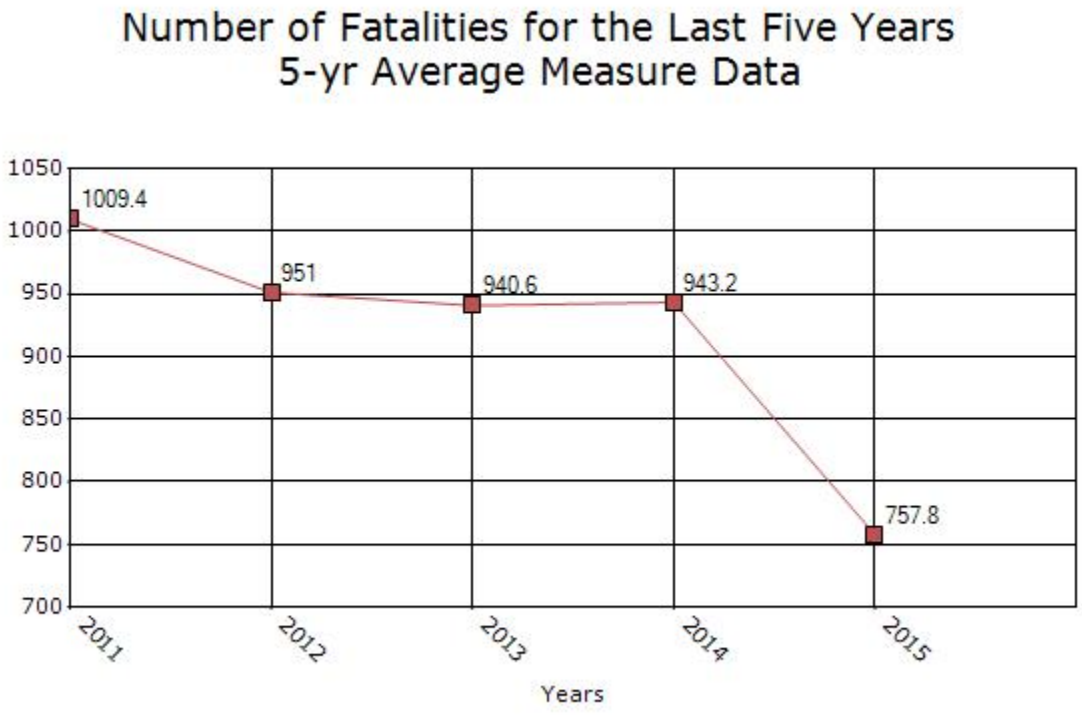
Progress in Achieving Safety Performance Targets

Overview of General Safety Trends

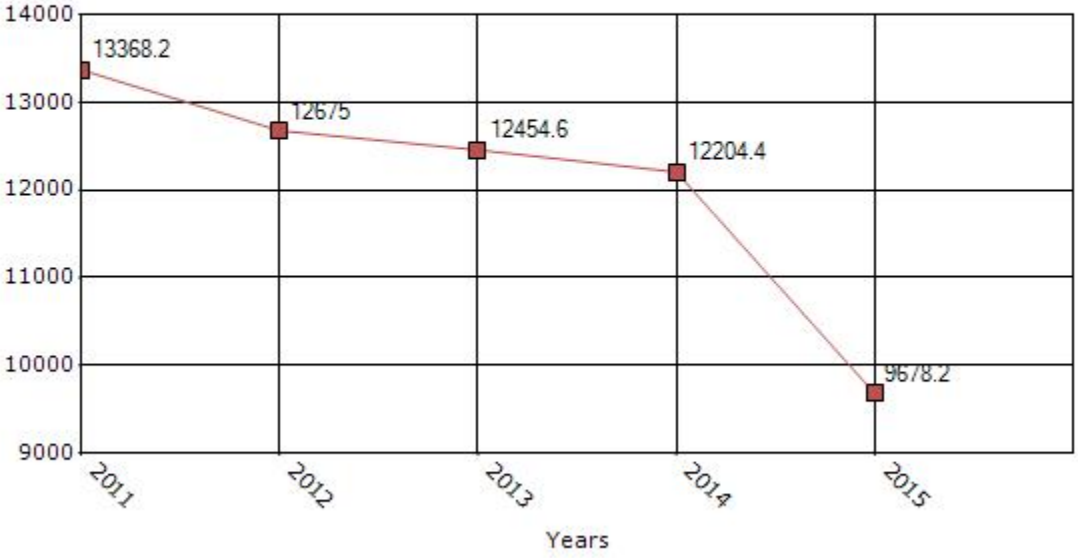
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2011	2012	2013	2014	2015
Number of fatalities	1009.4	951	940.6	943.2	757.8
Number of serious injuries	13368.2	12675	12454.6	12204.4	9678.2
Fatality rate (per HMVMT)	0.96	0.91	0.9	0.9	0.72
Serious injury rate (per HMVMT)	12.65	12.07	11.87	11.64	9.25

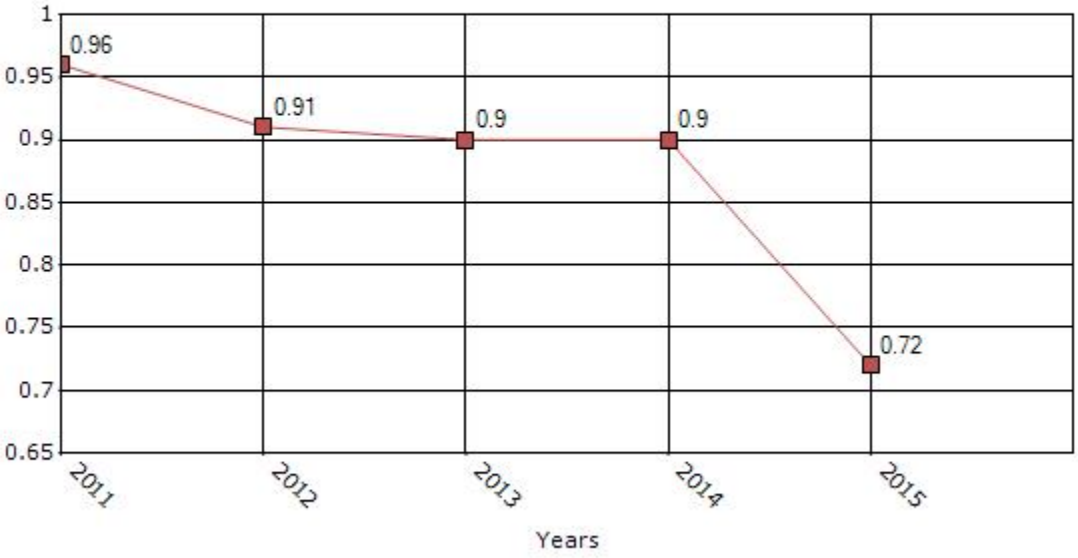
*Performance measure data is presented using a five-year rolling average.

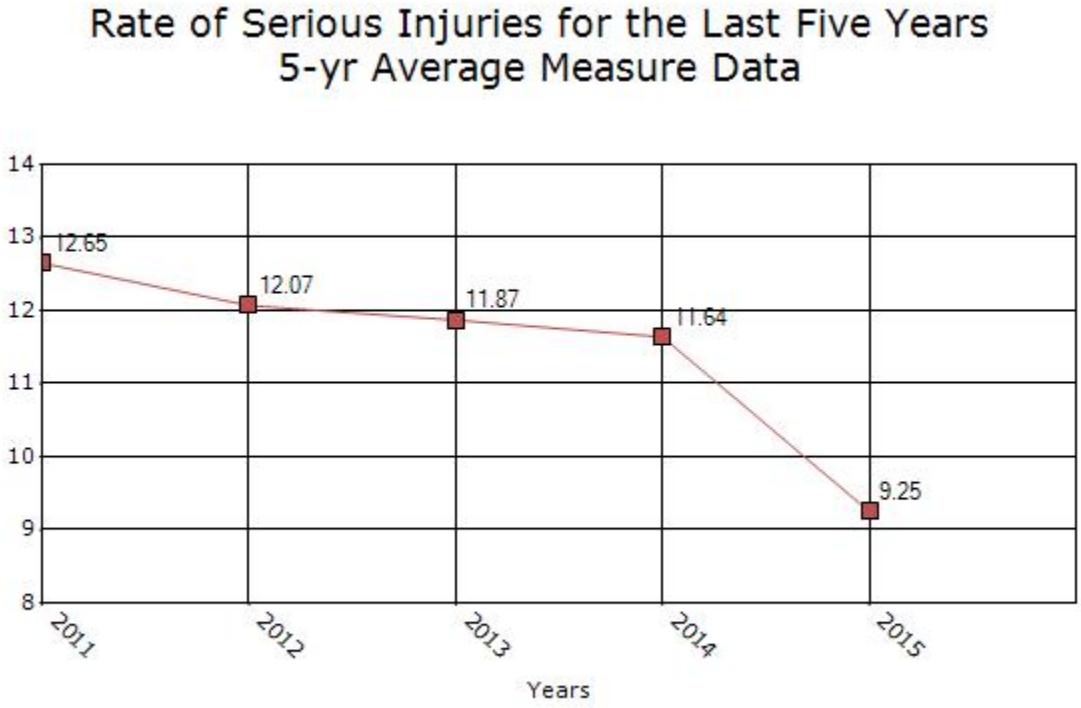


Number of Serious Injuries for the Last Five Years
5-yr Average Measure Data



Rate of Fatalities for the Last Five Years
5-yr Average Measure Data



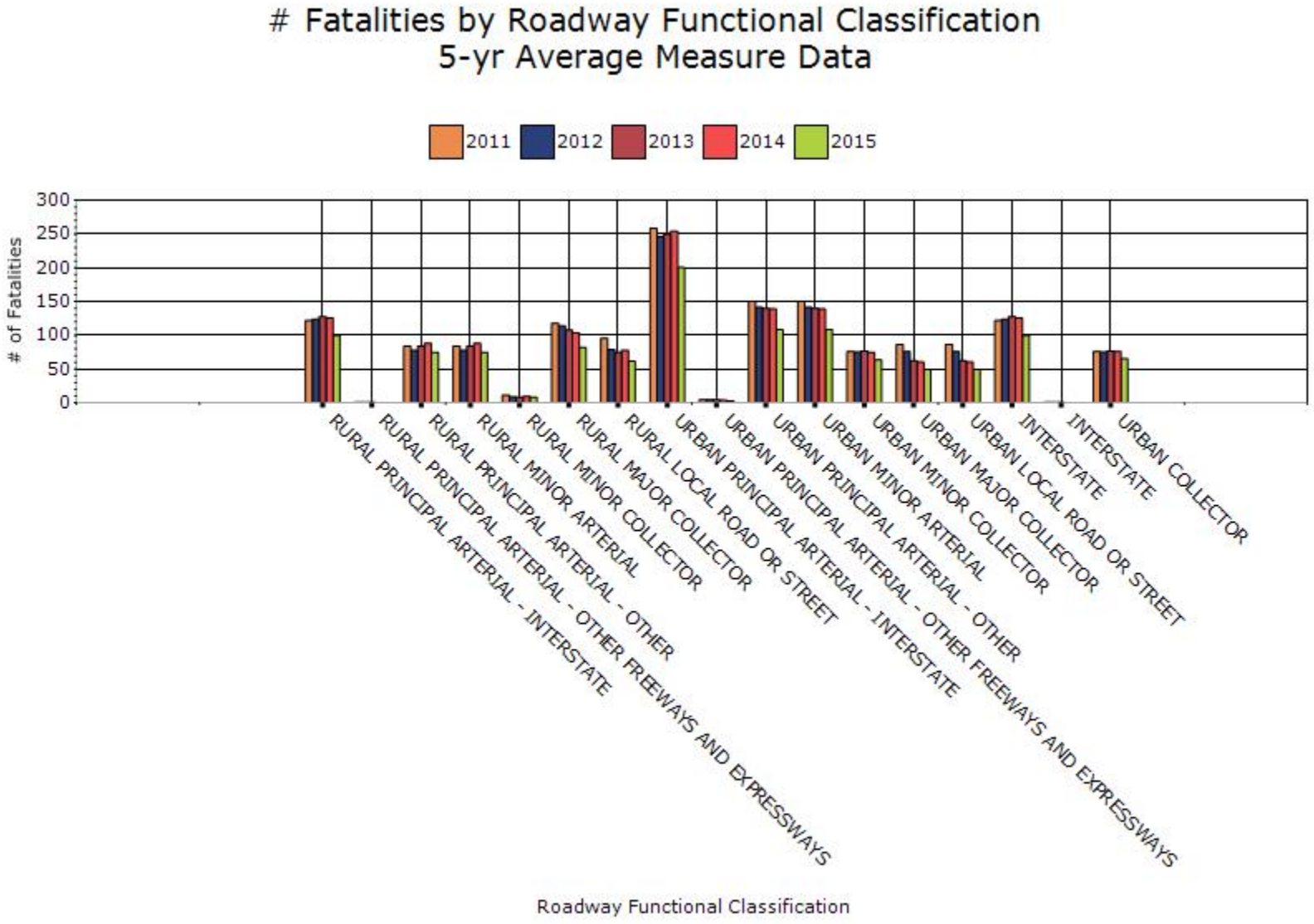

Rate of Serious Injuries for the Last Five Years
5-yr Average Measure Data
14
13
12
11
10
9
8
12.65
12.07
11.87
11.64
9.25
2011
2012
2013
2014
2015
Years

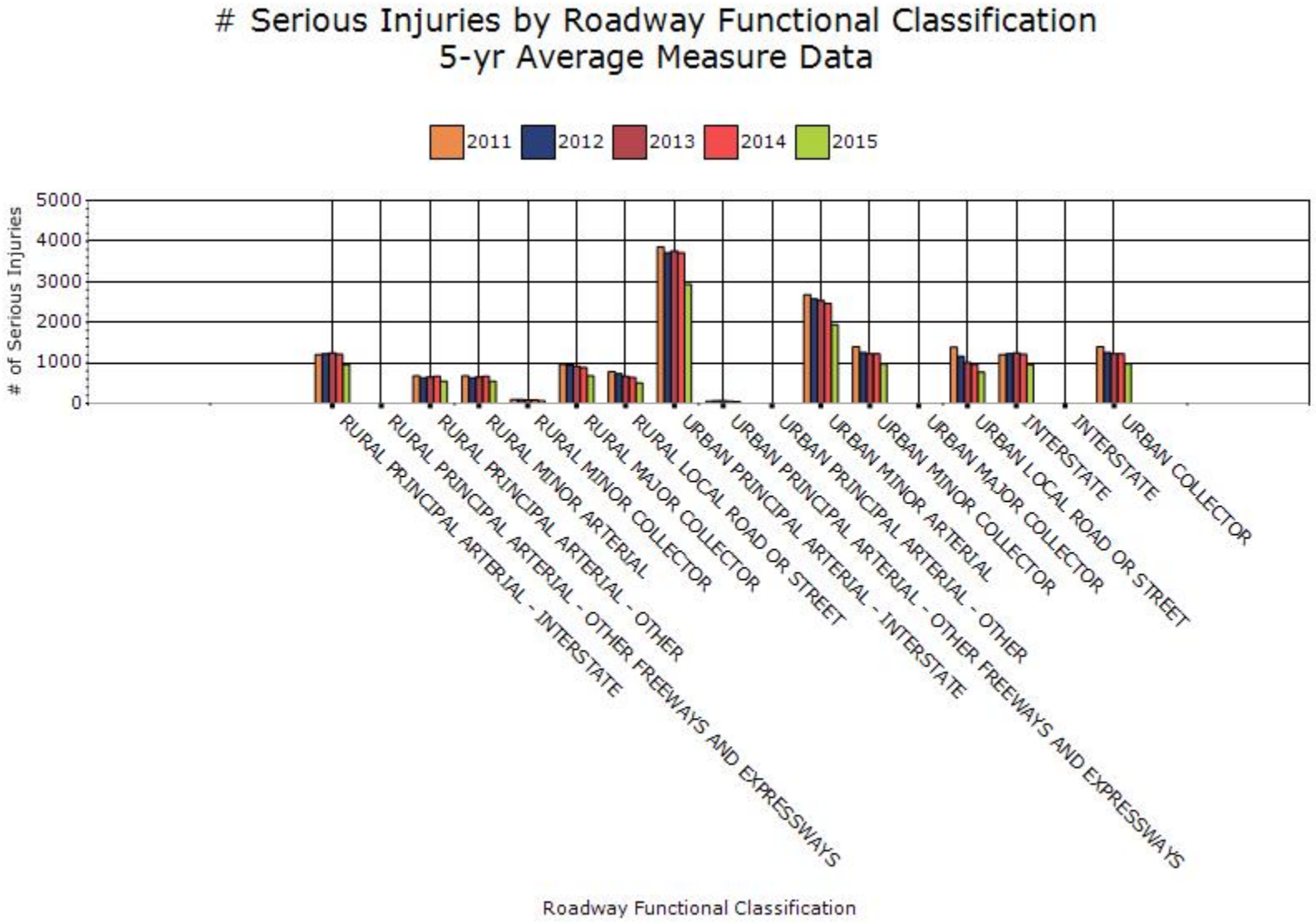
To the maximum extent possible, present performance measure* data by functional classification and ownership.

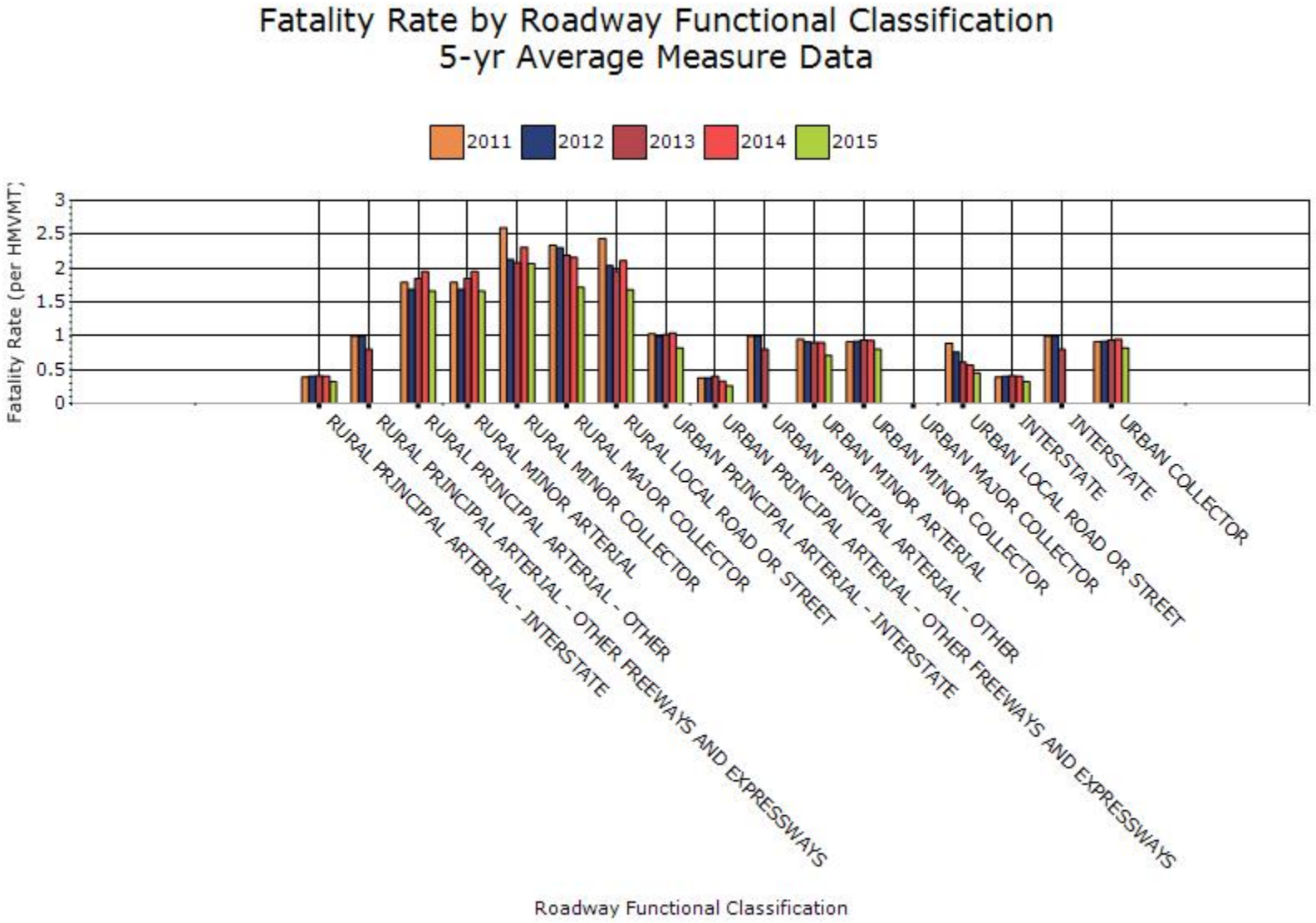
Year - 2015

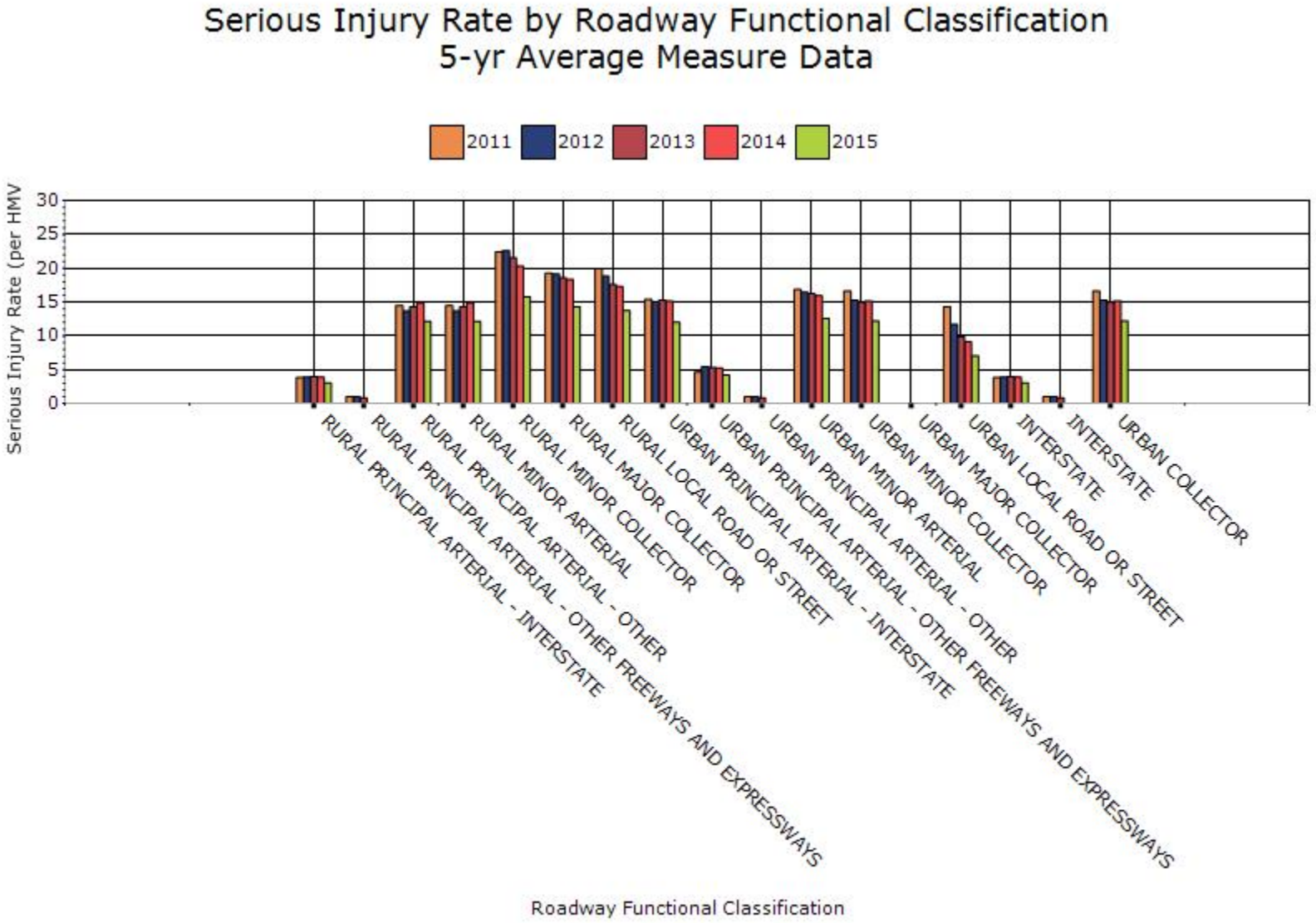
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	100.2	954.4	0.32	3.06
RURAL PRINCIPAL ARTERIAL - OTHER	74.8	545.4	1.66	12.14
RURAL MINOR ARTERIAL	74.8	545.4	1.66	12.14
RURAL MINOR COLLECTOR	8.4	64.2	2.07	15.79
RURAL MAJOR COLLECTOR	82	679	1.72	14.3
RURAL LOCAL ROAD OR STREET	61.6	505.8	1.68	13.74
URBAN PRINCIPAL ARTERIAL - INTERSTATE	200.6	2936	0.82	12.03
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	3	47.8	0.26	4.18

URBAN PRINCIPAL ARTERIAL - OTHER	108.8			
URBAN MINOR ARTERIAL	108.8	1938.6	0.71	12.6
URBAN MINOR COLLECTOR	63.8	975.2	0.8	12.2
URBAN MAJOR COLLECTOR	49.6			
URBAN LOCAL ROAD OR STREET	49.6	773.2	0.45	7.05
INTERSTATE	100.2	954.4	0.32	3.06
URBAN COLLECTOR	65.2	975.2	0.82	12.21


Fatalities by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
300
250
200
150
100
50
0
# of Fatalities
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
INTERSTATE
INTERSTATE
URBAN COLLECTOR
Roadway Functional Classification

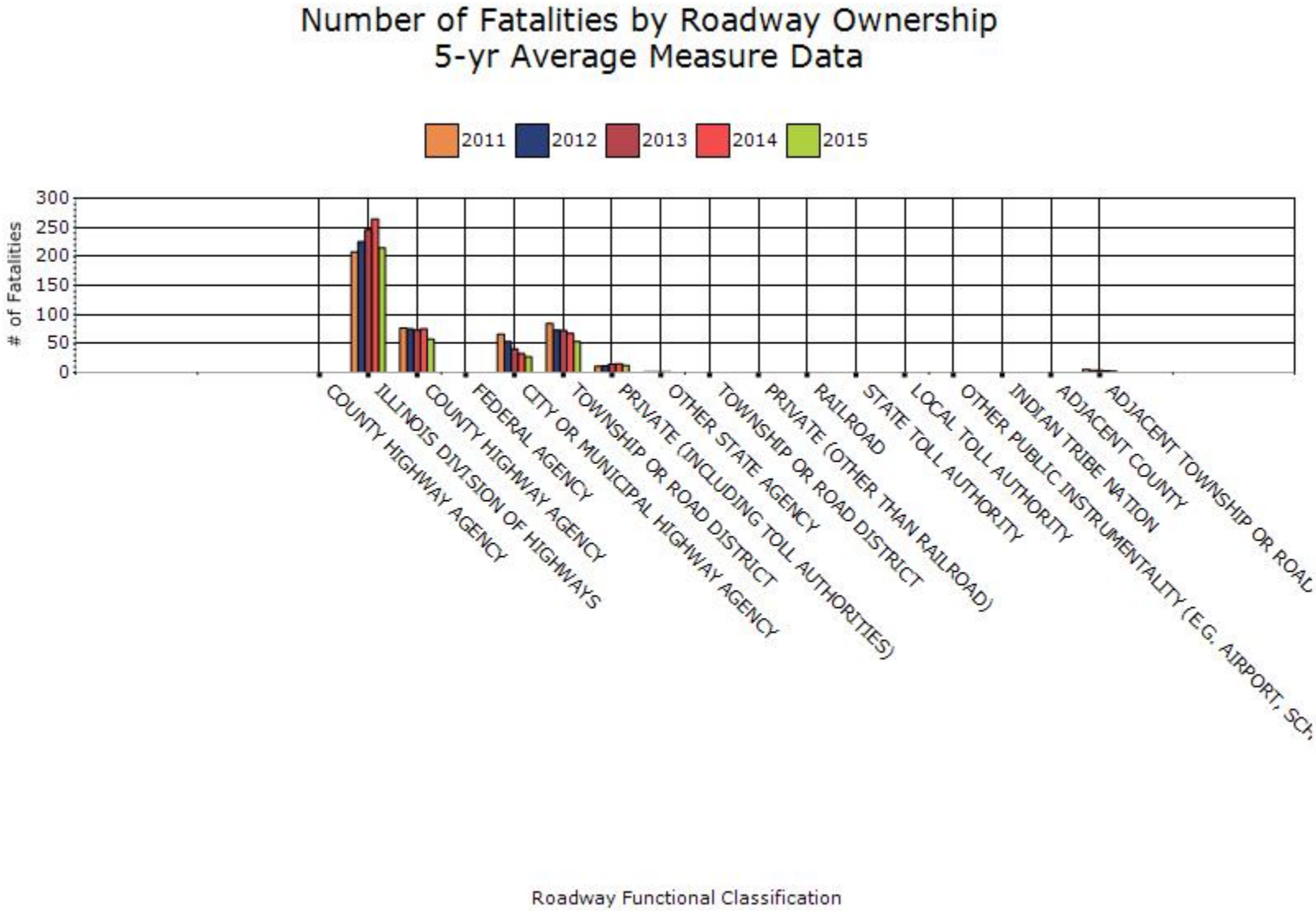

Serious Injuries by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
5000
4000
3000
2000
1000
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
INTERSTATE
INTERSTATE
URBAN COLLECTOR
Roadway Functional Classification

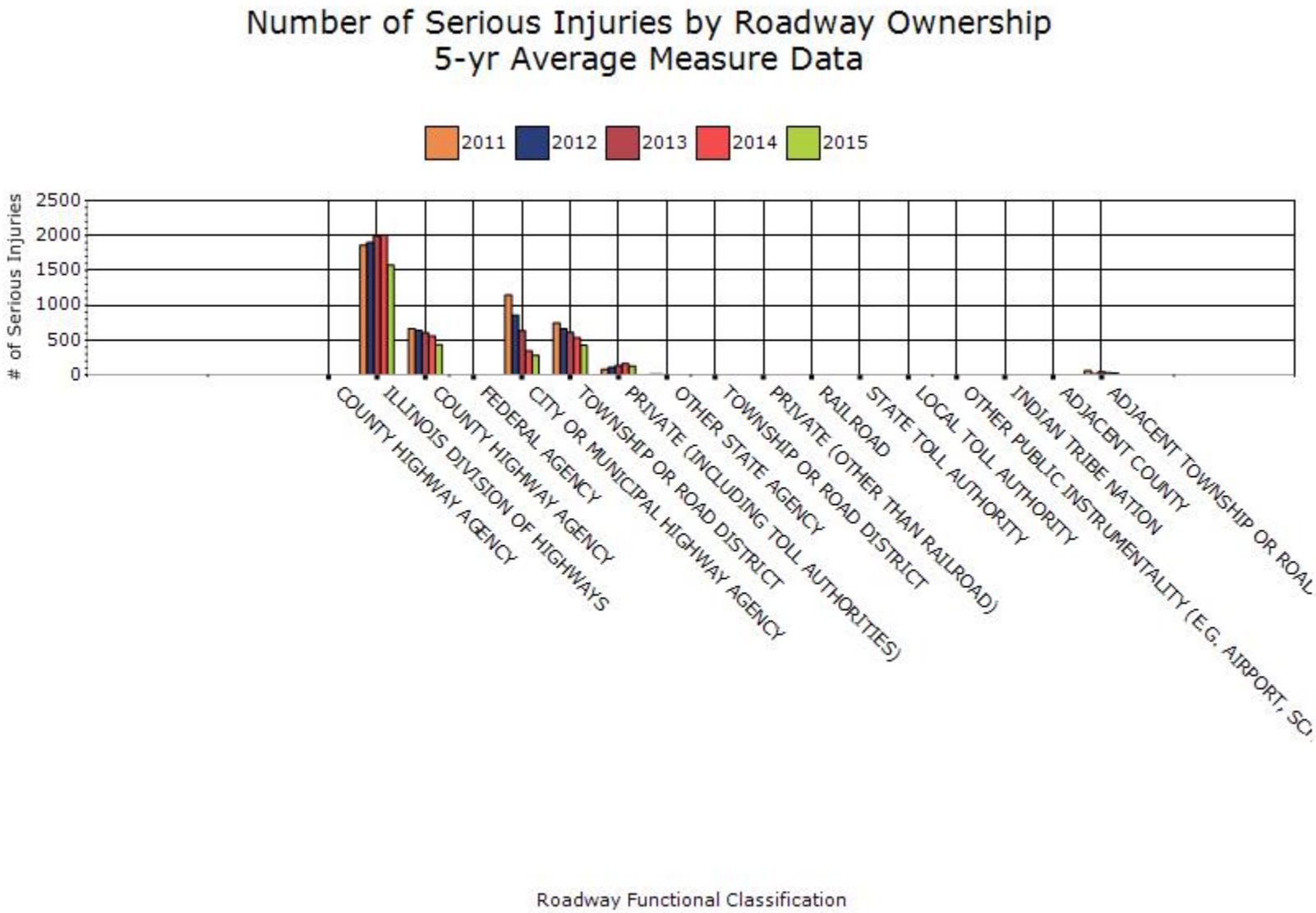

Fatality Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVMT)
3
2.5
2
1.5
1
0.5
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
INTERSTATE
INTERSTATE
URBAN COLLECTOR
Roadway Functional Classification

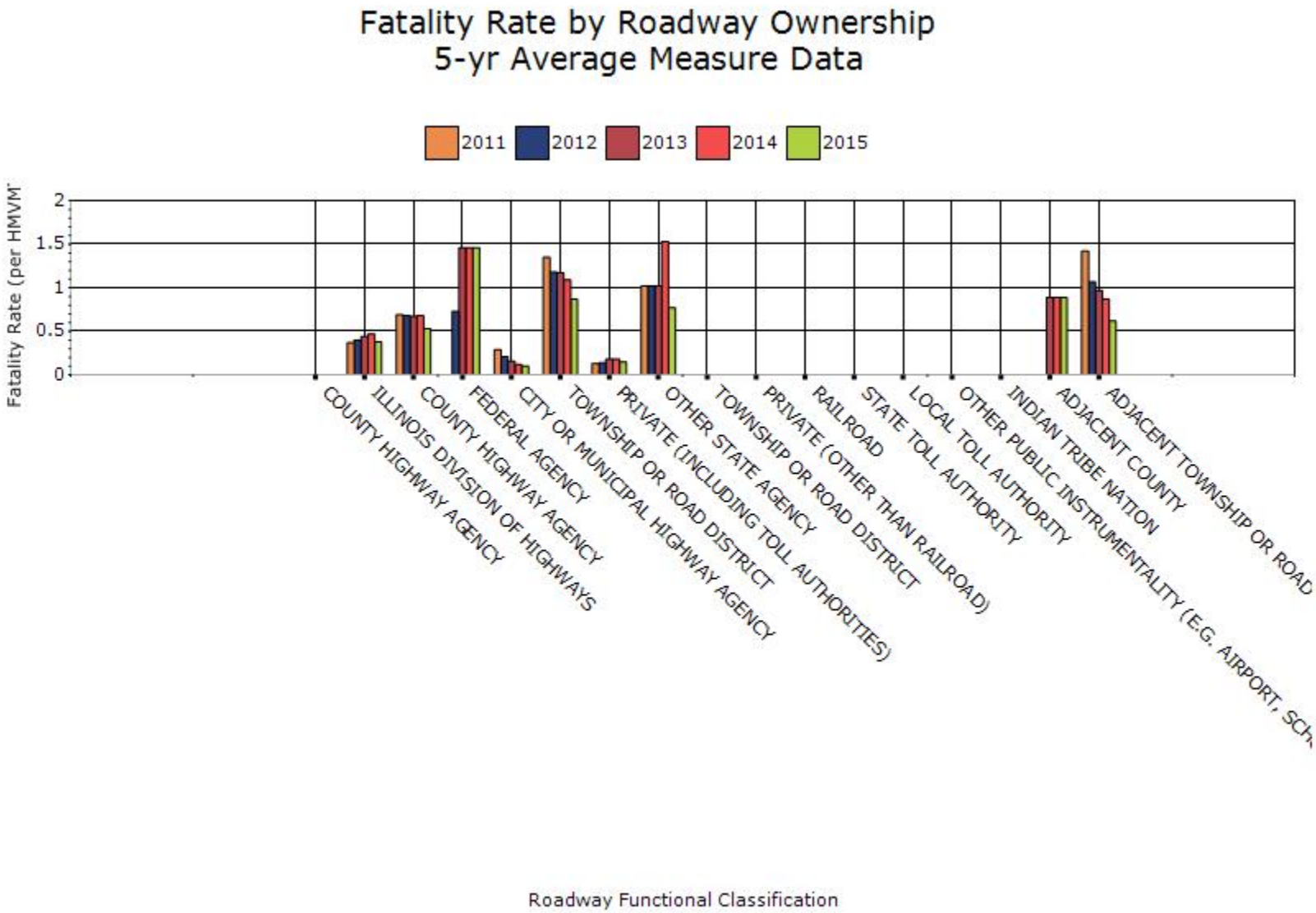

Serious Injury Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HMV
30
25
20
15
10
5
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
INTERSTATE
INTERSTATE
URBAN COLLECTOR
Roadway Functional Classification

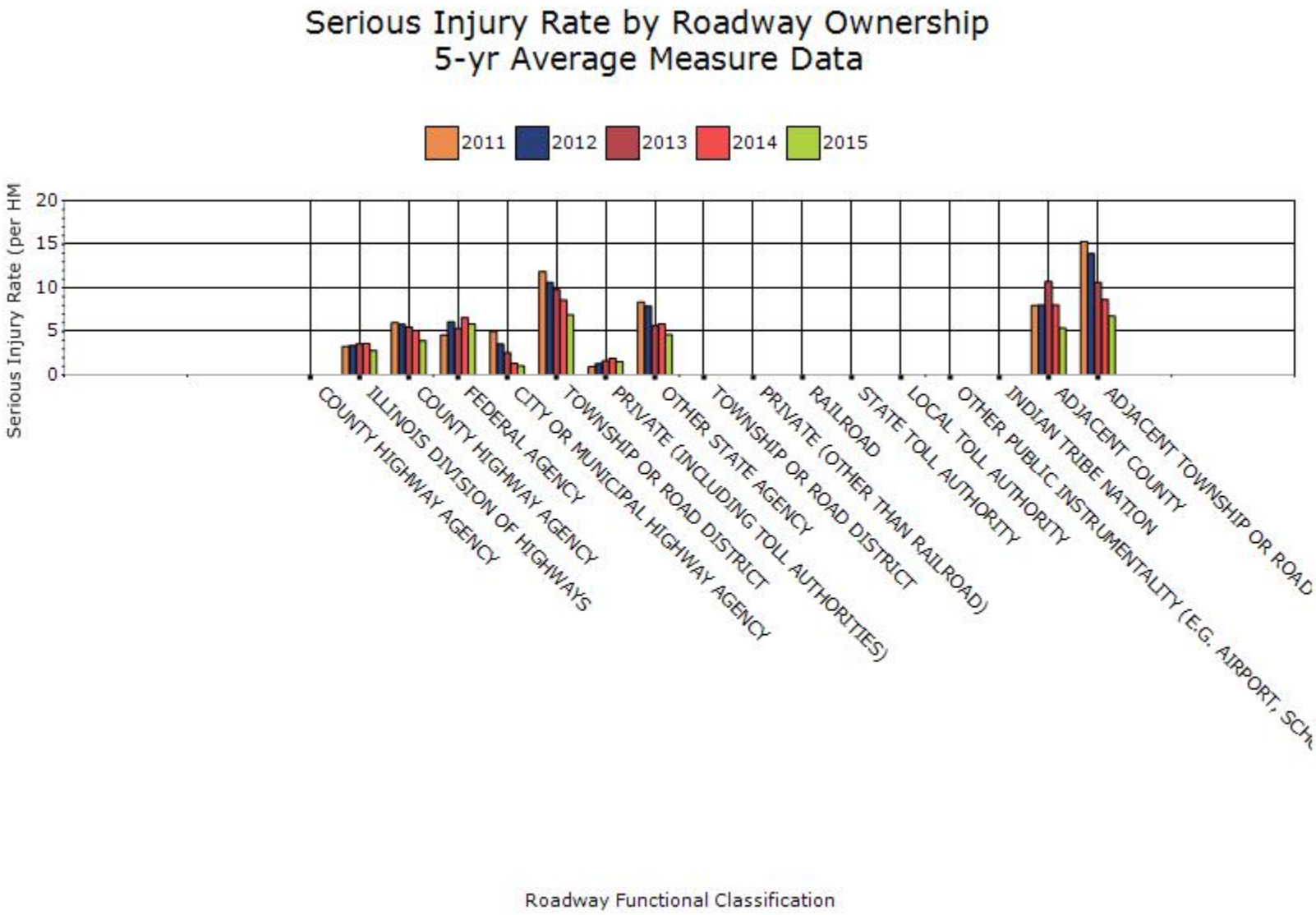
Year - 2015

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
ILLINOIS DIVISION OF HIGHWAYS	214.8	1576.8	0.38	2.82
COUNTY HIGHWAY AGENCY	58	432	0.53	3.94
FEDERAL AGENCY	0.4	1.6	1.46	5.85
CITY OR MUNICIPAL HIGHWAY AGENCY	27.4	281	0.1	1.04
TOWNSHIP OR ROAD DISTRICT	53.6	426.6	0.87	6.89
PRIVATE (INCLUDING TOLL AUTHORITIES)	12.4	129.2	0.15	1.54
OTHER STATE AGENCY	0.6	3.6	0.77	4.63
ADJACENT COUNTY	0.2	1.2	0.89	5.38
ADJACENT TOWNSHIP OR ROAD DISTRICT	2.4	26.2	0.62	6.77


Number of Fatalities by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
300
250
200
150
100
50
0
COUNTY HIGHWAY AGENCY
ILLINOIS DIVISION OF HIGHWAYS
COUNTY HIGHWAY AGENCY
FEDERAL AGENCY
CITY OR MUNICIPAL HIGHWAY AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (INCLUDING TOLL AUTHORITIES)
OTHER STATE AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCH
INDIAN TRIBE NATION
ADJACENT COUNTY
ADJACENT TOWNSHIP OR ROAL
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
2500
2000
1500
1000
500
0
COUNTY HIGHWAY AGENCY
ILLINOIS DIVISION OF HIGHWAYS
COUNTY HIGHWAY AGENCY
FEDERAL AGENCY
CITY OR MUNICIPAL HIGHWAY AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (INCLUDING TOLL AUTHORITIES)
OTHER STATE AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCI
INDIAN TRIBE NATION
ADJACENT COUNTY
ADJACENT TOWNSHIP OR ROAL
Roadway Functional Classification


Fatality Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVM)
2
1.5
1
0.5
0
COUNTY HIGHWAY AGENCY
ILLINOIS DIVISION OF HIGHWAYS
COUNTY HIGHWAY AGENCY
FEDERAL AGENCY
CITY OR MUNICIPAL HIGHWAY AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (INCLUDING TOLL AUTHORITIES)
OTHER STATE AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCH
INDIAN TRIBE NATION
ADJACENT COUNTY
ADJACENT TOWNSHIP OR ROAD
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HM
20
15
10
5
0
COUNTY HIGHWAY AGENCY
ILLINOIS DIVISION OF HIGHWAYS
COUNTY HIGHWAY AGENCY
FEDERAL AGENCY
CITY OR MUNICIPAL HIGHWAY AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (INCLUDING TOLL AUTHORITIES)
OTHER STATE AGENCY
TOWNSHIP OR ROAD DISTRICT
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCH
INDIAN TRIBE NATION
ADJACENT COUNTY
ADJACENT TOWNSHIP OR ROAD
Roadway Functional Classification

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

From 2010 to 2014, there is a 7% increase in fatalities on state routes (510 in 2010 to 546 in 2014) but 9% reduction on local routes (417 in 2010 to 378 in 2014). Similarly, there is a 6% reduction in serious injuries on state routes (6973 in 2010 to 6562 in 2014) but 8% reduction on local routes (5658 in 2010 to 5186 in 2014) from 2010 to 2014.

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	**2010**	**2011**	**2012**	**2013**	**2014**
Fatality rate (per capita)			0.07	0.07	0.08
Serious injury rate (per capita)			0.55	0.54	0.53
Fatality and serious injury rate (per capita)			0.62	0.62	0.61

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

NOTE: The denominator is "number of older persons (in thousands)" not "number of older person per capita"

Fatality and serious injury rate for 2014:

(((2010 older driver fatalities & serious injuries + 2010 older pedestrian fatalities & serious injuries)/2010 older person population + (2011 older driver fatalities & serious injuries + 2011 older pedestrian fatalities & serious injuries)/2011 older person population + (2012 older driver fatalities & serious injuries + 2012 older pedestrian fatalities & serious injuries)/2012 older person population + (2013 older driver fatalities & serious injuries + 2013 older pedestrian fatalities & serious injuries)/2013 older person population + 2014 older driver fatalities & serious injuries + 2014 older pedestrian fatalities & serious injuries)/2014 older person population +))/5 years

=[(109 + 905)/1615 + (125 + 854)/1643 + (126 + 892)/1692 + (139 + 932)/1740 + (145 + 905)/1788]/5

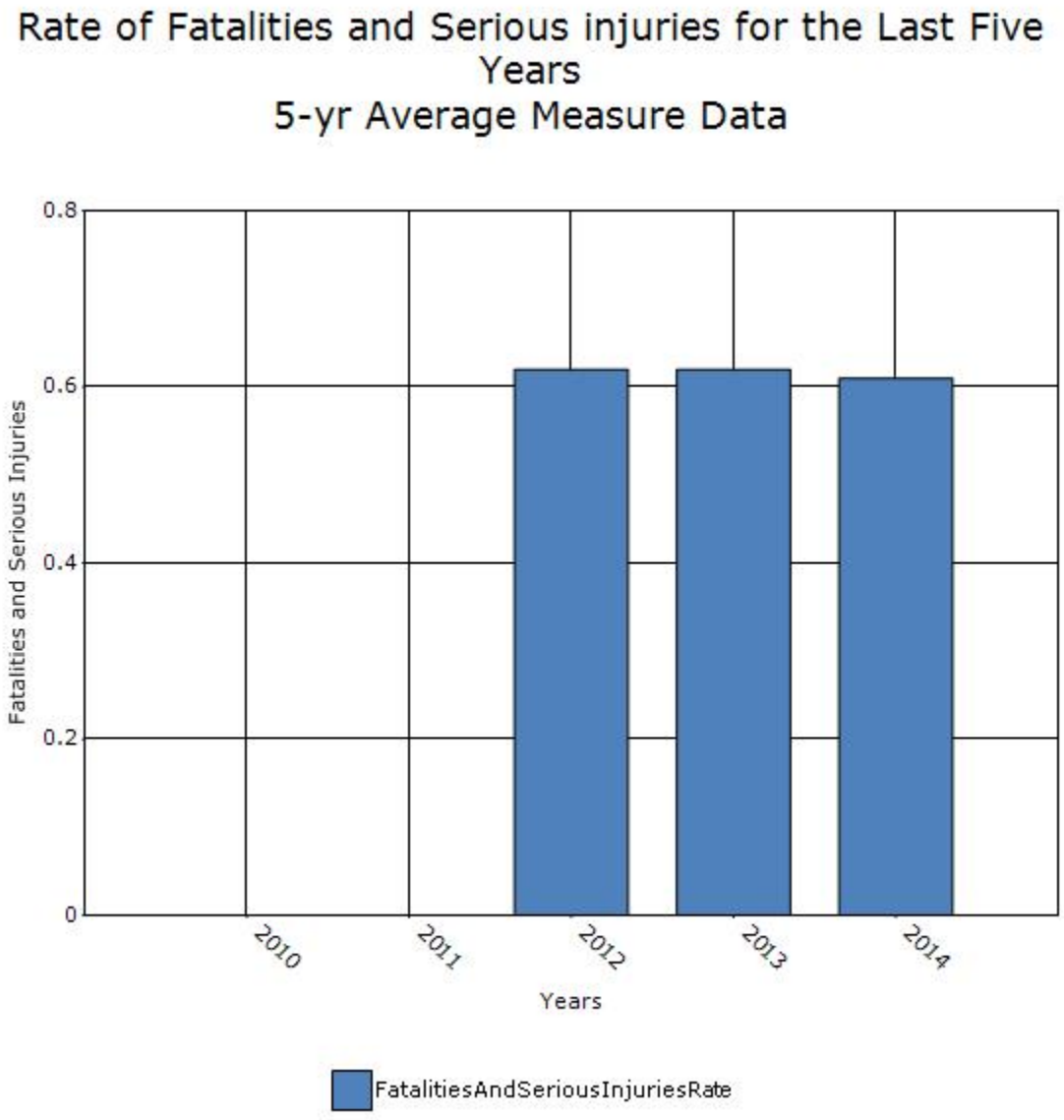
=(0.627863 + 0.595861 + 0.601654 + 0.615517 + 0.587248)/5

=3.028143/5

=0.6056

=0.61

~0.61



FHWA published the older population in thousands (http://www.fhwa.dot.gov/map21/guidance/guideolder.cfm) for all the states from 2008 to 2014. As a result of this reporting year, the 5-year rolling average can be done for 3 years: 2012 (2008 - 2012), 2011 (2009 - 2013), and 2014 (2010 - 2014). The bar charts shows those 3 years for 5-year rolling average.

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?

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

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

None

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

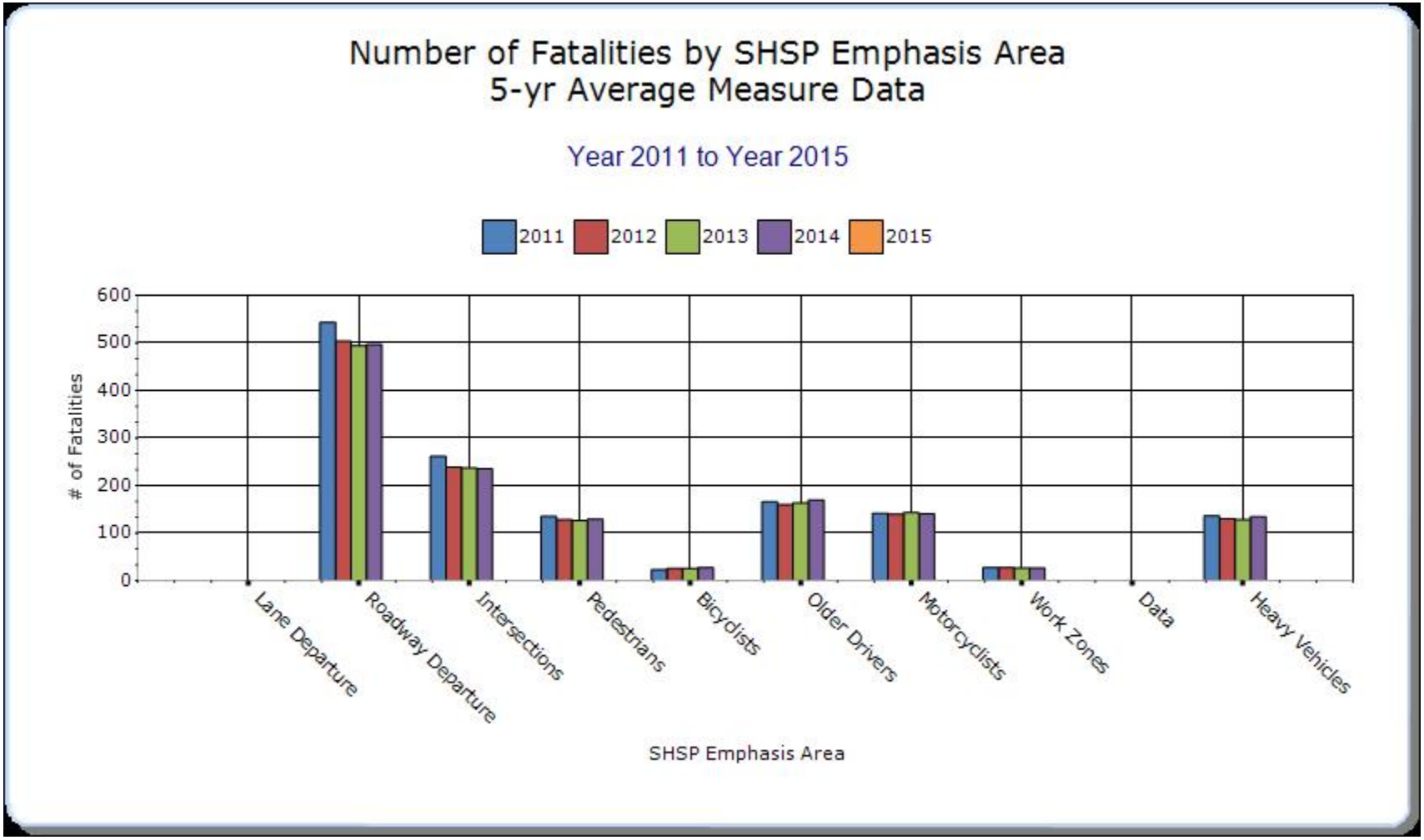
Illinois has been developing and maintaining databases that will be used for project and program evaluation. This will supplement the statewide performance metrics that are being used to manage and track program successes and make changes as needed.

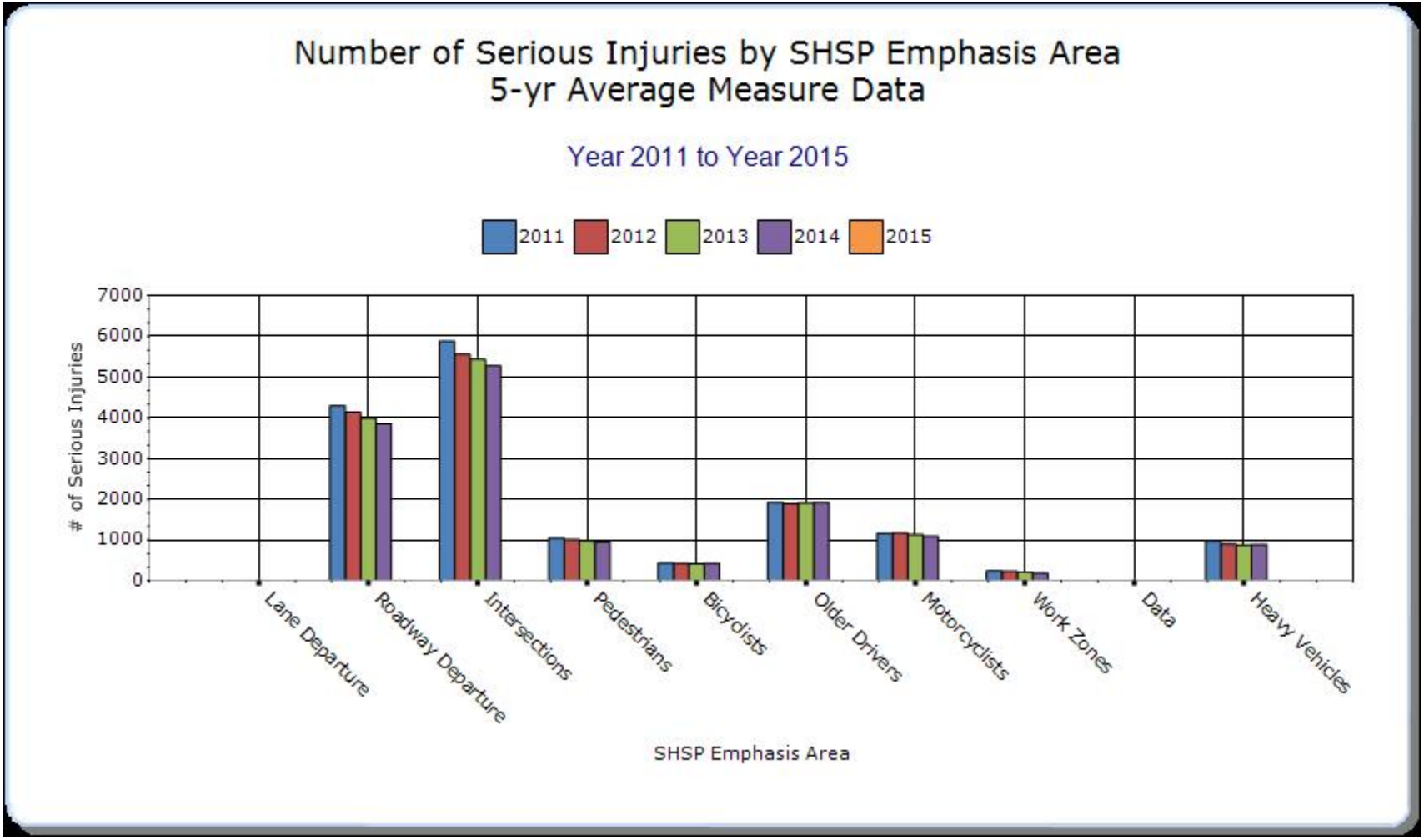
SHSP Emphasis Areas

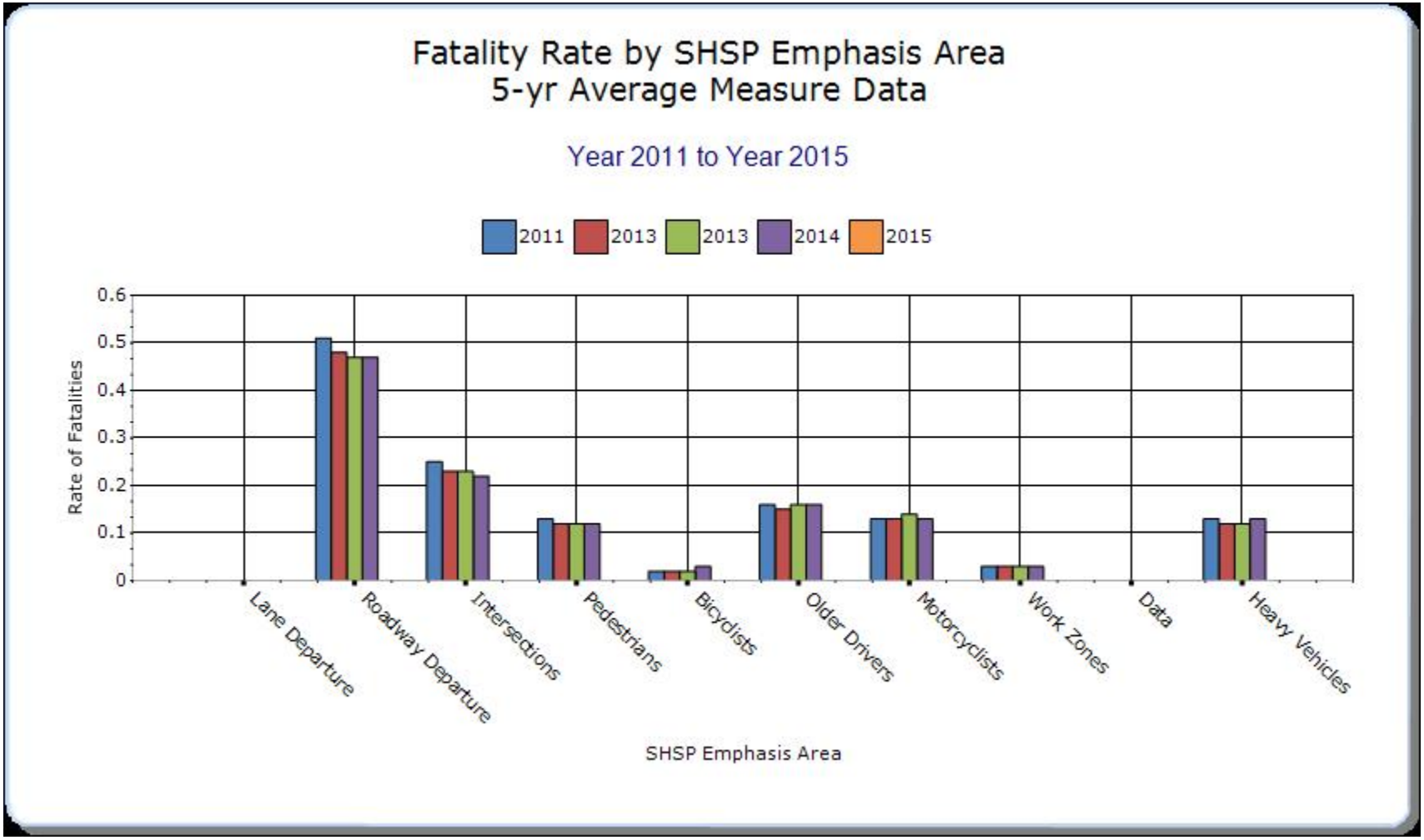
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

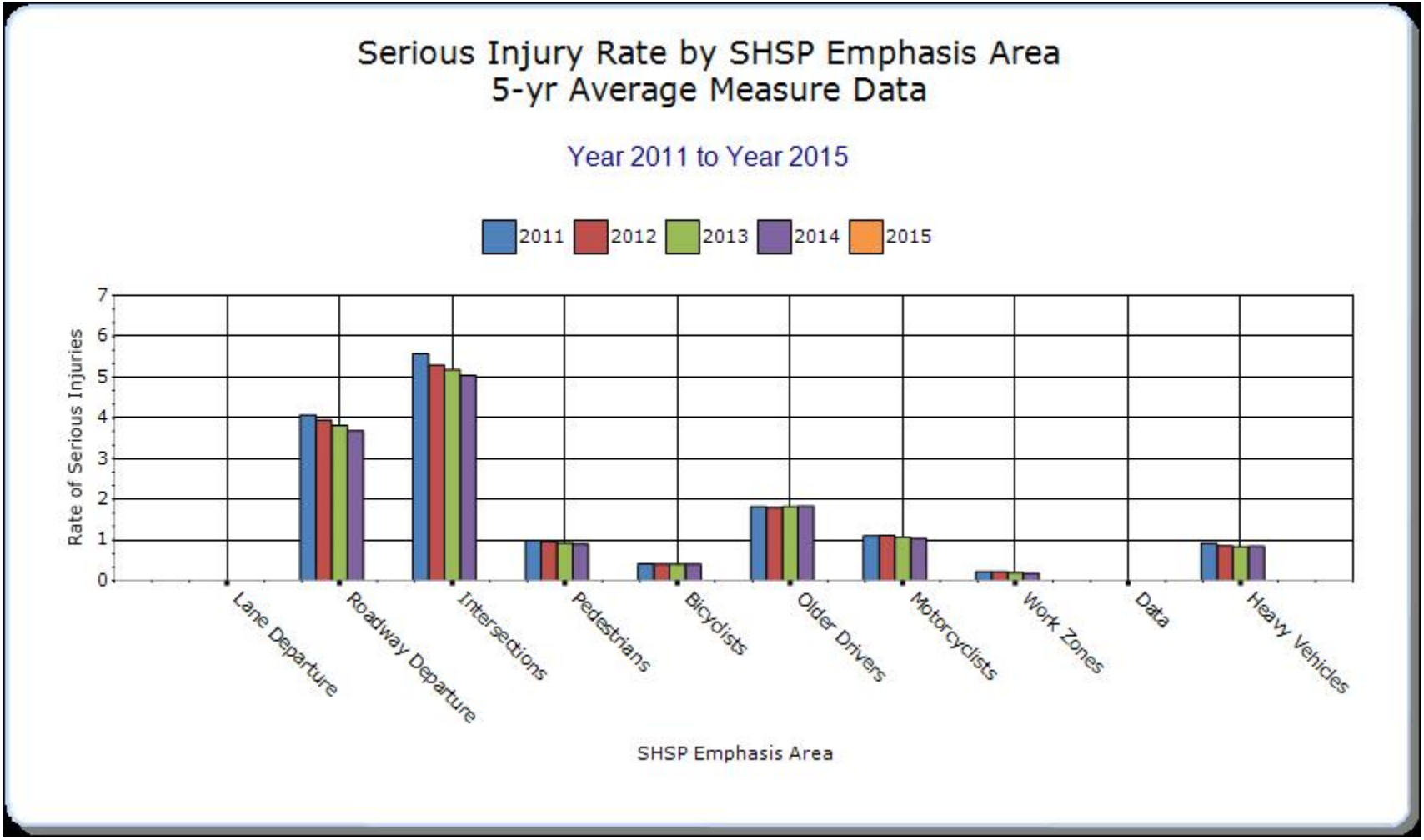
Year - 2014

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure		496.6	3855.8	0.47	3.68			
Intersections		235.6	5279.4	0.22	5.04			
Pedestrians		129.2	944.6	0.12	0.9			
Bicyclists		27.4	421.4	0.03	0.4			
Older Drivers		169.6	1918.6	0.16	1.83			
Motorcyclists		140.6	1086.4	0.13	1.04			
Work Zones		26.6	190.8	0.03	0.18			
Heavy Vehicles		134.4	885.2	0.13	0.84			


Number of Fatalities by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
600
500
400
300
200
100
0
# of Fatalities
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Heavy Vehicles
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Heavy Vehicles
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2013
2013
2014
2015
Rate of Fatalities
0.6
0.5
0.4
0.3
0.2
0.1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Heavy Vehicles
SHSP Emphasis Area



Groups of similar project types

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

Year - 2015

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		189	4190.4	0.18	4.01			
Horizontal Curve		142.2	1065.4	0.14	1.02			
Local Safety		394.4	5465.6	0.38	5.23			
Pedestrian Safety		106	746	0.1	0.71			
Roadway Departure		400	3044.6	0.38	2.25			

Systemic Treatments

Present the overall effectiveness of systemic treatments.

Systemic	Target Crash Type	Number of	Number of	Fatality rate (per	Serious injury rate	Other-1	Other-2	Other-3

improvement		fatalities	serious injuries	HMVMT)	(per HMVMT)			
SKIP	There is no data related to systemic improvements focusing on the fatalities and serious injuries on the sections of roadway or the subject improvements at this point.							

There is no data related to systemic improvements focusing on the fatalities and serious injuries on the sections of roadway or the subject improvements at this point.

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

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

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
AA	Unknown	Access management	Access management - other											0

We do not have right information of before and after crash by severity for the selected projects to run this analysis at this point.

Optional Attachments

Sections	Files Attached

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT means hundred million vehicle miles traveled.
Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
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.