



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 22, 2008

CIRCULAR LETTER 2008-17

FY 2010 HIGHWAY SAFETY IMPROVEMENT PROGRAM AND HIGH RISK RURAL ROADS PROGRAM

COUNTY ENGINEERS/SUPERINTENDENTS OF HIGHWAYS
METROPOLITAN PLANNING ORGANIZATIONS - DIRECTORS
MUNICIPAL ENGINEERS/PUBLIC WORKS DIRECTORS
CONSULTING ENGINEERS

The Illinois Comprehensive Highway Safety Plan (CHSP) outlines a mission to develop, implement, and manage an integrated multi-stakeholder process to improve the attributes of roads, users, and vehicles to reduce traffic-related deaths and life-altering injuries in Illinois. The Bureau of Safety Engineering is responsible for oversight and implementation of the CHSP. As part of this plan, we are requesting candidate projects for the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads Program (HRRRP) that will be initiated in FY 2010.

Training Workshops

Two statewide workshops have been scheduled to assist local agencies with the HSIP/HRRRP application process and program requirements as indicated below. Interested local agencies are encouraged to register for the workshops by completing the attached HSIP Workshop enrollment form and sending it to the Illinois Department of Transportation's (IDOT) Bureau of Local Roads and Streets. The workshops will begin at 9:30 a.m. and end at 3:00 p.m. The two scheduled workshops are indicated below:

- January 28, 2009 in Champaign, Illinois at the Illinois Terminal, 4th floor
Address: 45 E. University Avenue
- January 29, 2009 in DeKalb, Illinois at the Illinois Room in the Holmes Student Center at Northern Illinois University
Address: 201 Carroll Avenue

Funding

Highway Safety Improvement Program funds are provided to address severe injuries and fatalities on all public roads. Specific site or system-wide improvements that reduce severe crashes are eligible for funding. Funds may be used to address safety issues independently without completely reconstructing entire roadway segments or intersections to all of the latest

policies and standards. If enabling legislation is passed and signed, we anticipate funding for the local highway system of approximately \$3 million for the HRRRP and \$8 million for the HSIP will be available in July 2009.

The federal funding level is a maximum of 90 percent of the total improvement cost for these projects with the local agency responsible for the ten percent matching funds. All phases of a safety improvement project are eligible for this program to include preliminary engineering, land acquisition, construction and construction engineering. The benefit/cost ratio calculation should include all phases for which HSIP funds are requested. The project should be ready to utilize funds in state fiscal year 2010, but multi-year requests will be considered. A proposed funding schedule including all phases of the project with anticipated funding year must be included with the application. Any later phases of the project for which funds are requested that will not be ready until a following fiscal year should be clearly indicated on the application. This will allow the department to effectively program HSIP funds and maximize the selection of safety projects. If a project is selected for funding, the notification letter will indicate for which fiscal year each phase has been approved. Information regarding local matching funds or additional funds that will be used to fund each candidate should also be provided in the application.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a core federal-aid funding program with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Highway safety improvement projects correct or improve a hazardous road location or feature, or address a highway safety problem. Detailed guidelines for this program can be found in the Program Planning and Selection of HSIP Candidate Projects section of the IDOT HSIP policy (effective November 1, 2006). This document is not included with this letter, but can be found online at <http://www.dot.il.gov/illinoisCHSP/hsip.html>. This online policy, along with all applicable appendices, describes the process and requirements for local HSIP candidates.

High Risk Rural Roads Program (HRRRP)

The is a specific set-aside provision of the HSIP to support construction and operational safety improvements on roadways functionally classified as a rural major or minor collector or rural local road that have fatal and incapacitating injury crash rates higher than the statewide average for those functional classes of roads; or, that will have increases in volume that are likely to create such rates. Detailed guidelines for this program can also be found in the Program Planning and Selection of HSIP Candidate Projects section of the IDOT HSIP policy. This online policy, along with all applicable appendices, describes the process and requirements for local HRRRP candidates. Applications that are not eligible or selected under the HRRRP may be considered for funding under the broader HSIP. Benefit/cost calculations and selection procedures are also outlined in the policy.

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Evaluation

Local agencies are expected to cooperate with IDOT in evaluating the effectiveness of selected projects. It is anticipated that IDOT's Bureau of Safety Engineering and Division of Traffic Safety will conduct the detailed evaluation and reporting for selected HSIP and HRRRP projects to the Federal Highway Administration. The local agency should not assume significant cost for evaluation of the project.

Proposed projects should be submitted to the IDOT District Bureau of Local Roads and Streets office no later than April 10, 2009. Local agencies will be notified of their selection by the department. Any questions regarding the benefit/cost methodology should be directed to Dave Piper at (217) 785-0720. Other program questions may be directed to Leigh Ann Lareau at (217) 785-5178 or Jim Allen at (217) 558-1793.

Sincerely,



Darrell W. Lewis, P. E.
Acting Engineer of Local Roads and Streets



Priscilla A. Tobias, P. E.
State Safety Engineer

Attachment

cc: Mike Staggs, FHWA
Chuck Schmitt

