



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 20, 2011

CIRCULAR LETTER 2011-02

FY 2012 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 Strategic Highway Safety Plan (SHSP) 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 SHSP. 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 2012.

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 \$3.1 million for the HRRRP and \$9 million for the HSIP will be available in July 2011.

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 required 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 2012, 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 and have a period of two years thereafter to obligate the funds. Information regarding local matching funds or additional funds that will be used to fund each candidate should also be provided in the application.

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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.

HRRRP

The High Risk Rural Roads Program 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.

APPLICATION PROCESS

Detailed guidelines for both the HSIP and HRRRP 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/illinoisSHSP/hsip.html> (by clicking on the HSIP Policy: Safety 1-06 link).

This website also contains the appendices to the HSIP Policy describing the process and requirements for applying for local HSIP and HRRRP funding. Appendix D provides the benefit/cost methodology in an excel spreadsheet. Appendix G contains the BSE HS1 HSIP Candidate Form (used for both types of funding) that is required for application submittals. Applications that are not eligible or selected under the HRRRP may be considered for funding under the broader HSIP.

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 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 in electronic format on a CD to the IDOT District Bureau of Local Roads and Streets office no later than April 15, 2011. Local agencies will be notified of their selection by the department. Questions should be directed to Dave Piper in the Bureau of Safety Engineering at (217) 785-0720.

Sincerely,



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



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

cc: Alan Ho, FHWA
Jeff South