



Illinois Department
of Transportation

Local Highway Safety Improvement Program (HSIP) Webinar

July 2, 2026



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Hosts

Bureau of Safety Programs and Engineering (BSPE)
Central Bureau of Local Roads and Streets (CBLRS)

Partners and Participants

Federal Highway Administration (FHWA) – Illinois Division
IDOT Districts
Local Public Agencies (LPAs)
Metropolitan Planning Organizations (MPOs)



Agenda

1. Welcome and introductions
2. FY28 Local HSIP NOFO Overview
3. How to Identify Strong Projects and Available Safety Data
4. Application Information
5. Post-Award Project Implementation
6. Questions

Overview of HSIP



Overview of HSIP

- HSIP is a core federally funded program intended to produce a measurable and significant reduction in fatalities and serious injuries on all public roads.
- Goal of Zero Fatalities
- State Strategic Highway Safety Plan/Safety Focus Areas:
 - Pedestrians
 - Roadway Departures
 - Hazardous Intersections
- High Risk Rural Roadways
- Vulnerable Road Users (non-motorists)



Local HSIP NOFO

- FY28 Local HSIP has \$33.57 million available
- Applications are due August 14, 2026
- Local HSIP Selection Committee includes BSPE, CBLRS, and FHWA-Illinois Division
- Announcements of selected projects are anticipated in late Fall of 2026



Project Eligibility

- Location Specific
 - Intersection and Corridor Improvements
 - Examples: Roadway Departures, High Conflict Intersections, High Pedestrian/Cyclist Friction Points
- Systemwide and Systemic
 - Examples: High friction surface treatment, rumble strips, chevrons
 - Systemic guardrails are no longer eligible for HSIP
- Eligible phases: PE I, PE II, and Construction and CE
- Example applications on the [Local HSIP Website](#)





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Identifying Strong Projects



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Ways of Identifying Strong Projects

- 2024 Safety Tiers (Excel, GIS)
 - For segments and intersections
 - Classifies all locations as High, Medium, Low based on crash data
 - Crash Characteristic Overrepresented Flags (CCOF)
- Local Intersection Initiative List (Excel)
 - Developed from CCOF (2023 Tiers)
 - VRU, Angle Crashes, Minor Stop Control, Signalized Turning
- Run Off the Roadway Initiative (RORI) Tool (ArcGIS Online link)
 - Last updated through 2020 crash data
 - Identifies countermeasures for rural roads
- Local Comprehensive Safety Action Plan
 - If available, not required



A Good Project...

- Is safety and data driven—not operational or maintenance
- Has a proposed and proven countermeasure targeting the severe injury crashes at the location
- Does not need a B/C greater than 1 (think systemic, new treatments)
- Does not need a 100-page application
 - HSIP form, B/C spreadsheet, aerial map, cost estimate, crash data, narrative/photos for justification



BSPE Updates

- Centerline Rumble Strip Policy
 - Going into effect January 1st, 2027, for all new and resurfacing state projects on rural two-lane, two-way highways with speed limits greater than 45 mph
 - Not required but BSPE is encouraging use
 - Can also use new standard for sinusoidal 'mumble' rumble strips
- High Risk Rural Roads (HRRR)
 - Updated last fall, now includes intersections
 - Contact BSPE for list
 - BSPE checks HRRR when reviewing applications
 - Does not guarantee funding



Benefit/Cost Tool

- Updated this Spring
- Updated crash costs to be in line with upcoming Highway Safety Manual 2
- Now includes C-Injury and PDO crashes
- Updated CMF list
 - Can still add own from CMF Clearinghouse, must have documentation
 - Look at star rating and applicability (no freeway CMF for a 2-lane rural road)
- B/C does NOT have to be greater than 1 to be good project
 - Could be systemic



Safety Tiers

- Updated in 2024 with crash data through 2023
- Combined State and Local Safety Tiers together
- Now includes C-Injury and PDO crashes
- Can be used to aid in project selection or focusing on specific emphasis areas
- High Safety Tier does NOT guarantee approval



Demos

- B/C Tool
- Safety Tiers
- Run Off the Road Inventory (RORI)
- Intersection Initiative
- HSIP Application

Available on the [IDOT HSIP Website](https://www.idot.gov/HSIP)





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Understanding the Post-Award Project Implementation Process



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Key Players

- YOU – the grantee
- IDOT District Local Roads Staff
- IDOT Central Office Staff
- City Engineers/Consultants
- Federal Highway Administration (FHWA)



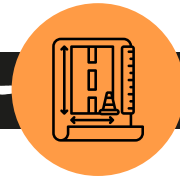
The Life of a Project



Phase 1

Project Development &
Preliminary Engineering

Expected Duration:
12 months to 2 years



Phase 2

Preliminary Engineering
Project Design & ROW

Expected Duration:
12 months



Phase 3

Construction &
Construction
Engineering

Expected Duration:
6 to 24 months

(timelines are approximate and can vary significantly depending on scope and details of project)



Project Initiation

- Coordinate with District Local Roads
 - Kick-Off Meeting/Call
 - Check-In



Programming of Funds

- Budget → Programming
- Identify Matching Funds
 - Local General Funds
 - Motor Fuel Tax
 - Other Grants (non-Federal)
- Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)



Agreements

Joint Agreements

- Defines division of costs and legal requirements between the State and LPA

Engineering Agreements

- Between the LPA & selected consulting engineer. Quality Based Selection (QBS) required for \$40,000 or more

Utility Agreements

- Between LPA & Utility companies

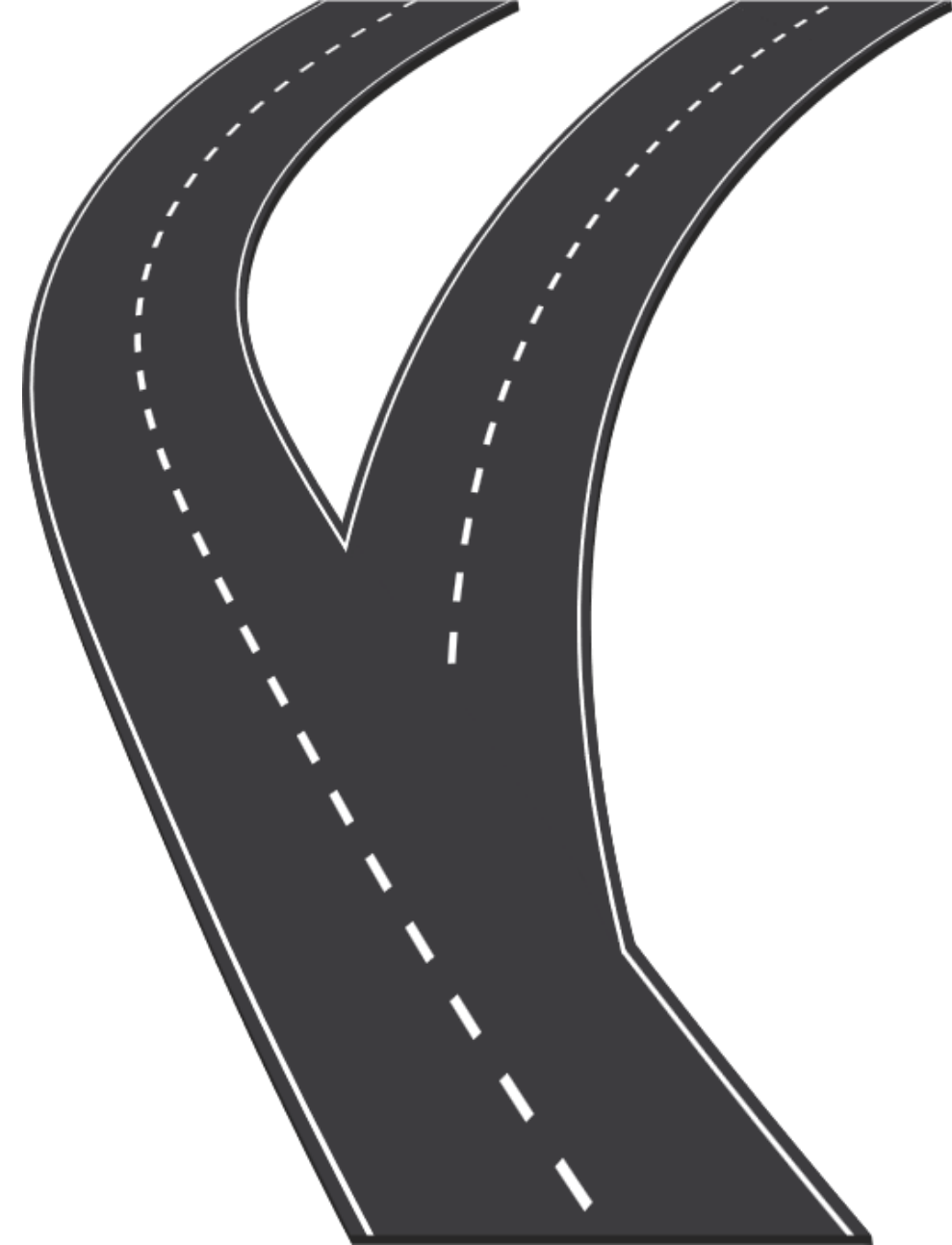
Federal Authorization

- Between IDOT and FHWA - No work may begin until a Notice to Proceed is provided



Phase 1 – Project Development

- Environmental Surveys & Review:
 - Natural Resources Reviews
 - Cultural Resources Reviews
 - Regulated Substances Review
- Preliminary designs
- Public Involvement
- District-FHWA Coordination



Phase 1 – Tips for Success



- Familiarity with IDOT process and reliable contacts
- Use caution with starting work prior to coordinating with District and receiving a notice to proceed
- Phase I will include “downtime” for you and your team



Moving to Phase 2 & Phase 3

- Invoicing
 - Reimbursement Requests vs Construction Billing
- Land Acquisition (ROW) – Uniform Act (After Phase 1)
- IDOT Coordination and Approvals
 - State Letting – Schedule/Advertisement/Letting/Awarding
 - Construction Contracts - IDOT Coordination
 - Construction Engineering



2 CFR 200 – Federal Requirements

- Risk Assessment
- Corrective Actions
- Conflict of Interest & Mandatory Disclosures
- Financial Management & Internal Controls
- Project Closeout
- Single Audit Requirements - \$1M threshold for all federal funding an LPA receives (from any agency)



Closeout & Reporting

- Procedural
 - Final reports and inspections
 - Final invoice
- Celebrate and Share
 - Host a ribbon cutting
 - Open the project to the public



RECAP

- HSIP Overview & NOFO
- TIPs for Identifying Projects & Gathering Data
- Application Information
- Project Implementation

Contacts

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IDOT Safety Portal

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QUESTIONS?



Thank you!



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