



**Vollmer Rd and Dixie Hwy
<Eastbound>**



THE CITY OF
CHICAGO HEIGHTS
ILLINOIS

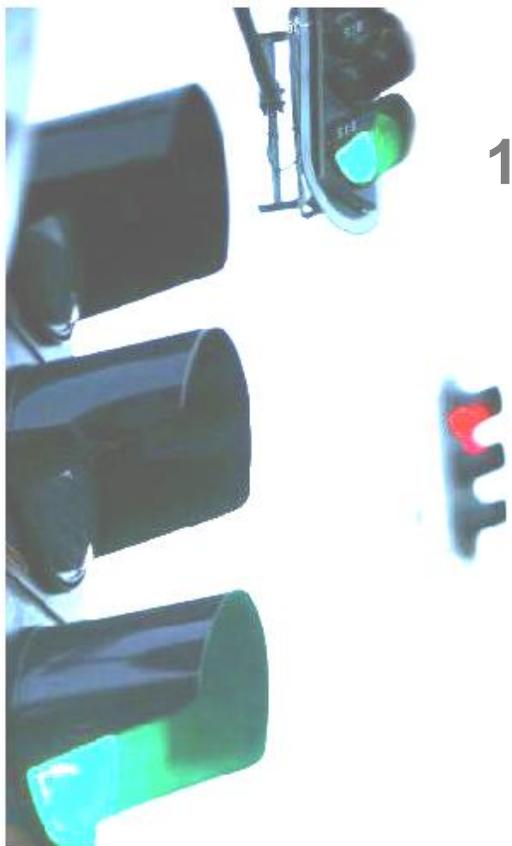
**RLR 3 Year Follow-Up
Evaluation Report**

Reference No: 016-46217

September 2019

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1. RLR Camera Location, Live Date, System Manufacturer and Contractor

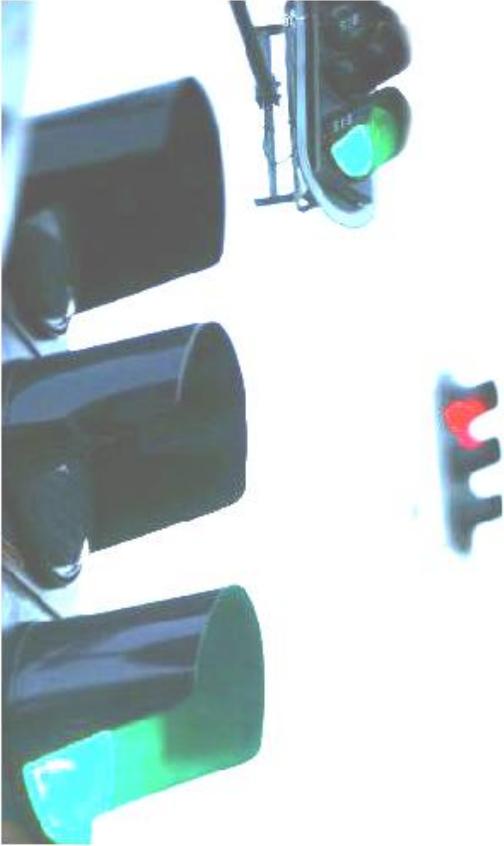
In 2010, the **City of Chicago Heights** received approval from the Illinois Department of Transportation (IDOT) to install a Red Light Running (RLR) camera on the **Eastbound** approach at the intersection of **Vollmer Rd and Dixie Hwy**.

- Date on which the camera went live on the Eastbound approach: **06/2010**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to IDOT: **11/2011**
- Date on which the 1st 3 Year Follow-Up Evaluation Report was submitted to IDOT: **03/2015**

No changes were made to the traffic signal timing or any other settings pertaining to operation of traffic signals at this intersection following the camera installation.

Below is the RLR camera system manufacturer and contractor information.

<p>RLR Camera System Manufacturer</p> <p>SafeSpeed, LLC 150 North Wacker Drive Floor 8 Chicago, IL 60606</p> <p>Phone: (877) 237-2331 Fax: (877) 237-2302 Email: info@safespeedllc.com Web: safespeedllc.com</p> <p>Key Contact: Ryan Kim Phone: (312) 924-7248 Email: rkim@safespeedllc.com</p>	<p>Electrical Contractor</p> <p>Meade Electric Company 9550 West 55 Street McCook, IL 60525</p> <p>Phone: (708) 588-2500 Fax: (708) 588-2501 Email: info@meadeelectric.com Web: meadeelectric.com</p> <p>Key Contact: Michael Knutson Phone: (708) 588-2500 Email: mkk@meade100.com</p>
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2. RLR Crash Data and Analysis

The table below shows a summary of motor vehicle crashes at the intersection of **Vollmer Rd and Dixie Hwy** over a span of 10 years.*

	Angle	Turning	Rear End	Pedestrian	Sideswipe	Non-Collision	Total
2007	0	1	6	0	0	1	8
2008	1	3	6	0	0	0	10
2009	0	4	3	0	1	0	8
2010	0	4	3	0	0	0	7
2011	0	1	2	0	0	0	3
2012	0	5	7	0	1	0	13
2013	0	1	6	0	0	0	7
2014	0	3	8	0	1	1	13
2015	1	2	6	0	0	0	9
2016	0	2	6	1	2	0	11

- The data from 2007-2009 shows the period prior to the installation of RLR camera.
- The data from 2010 shows the year in which the camera was installed.
- The data from 2011-2016 shows the period following the installation.

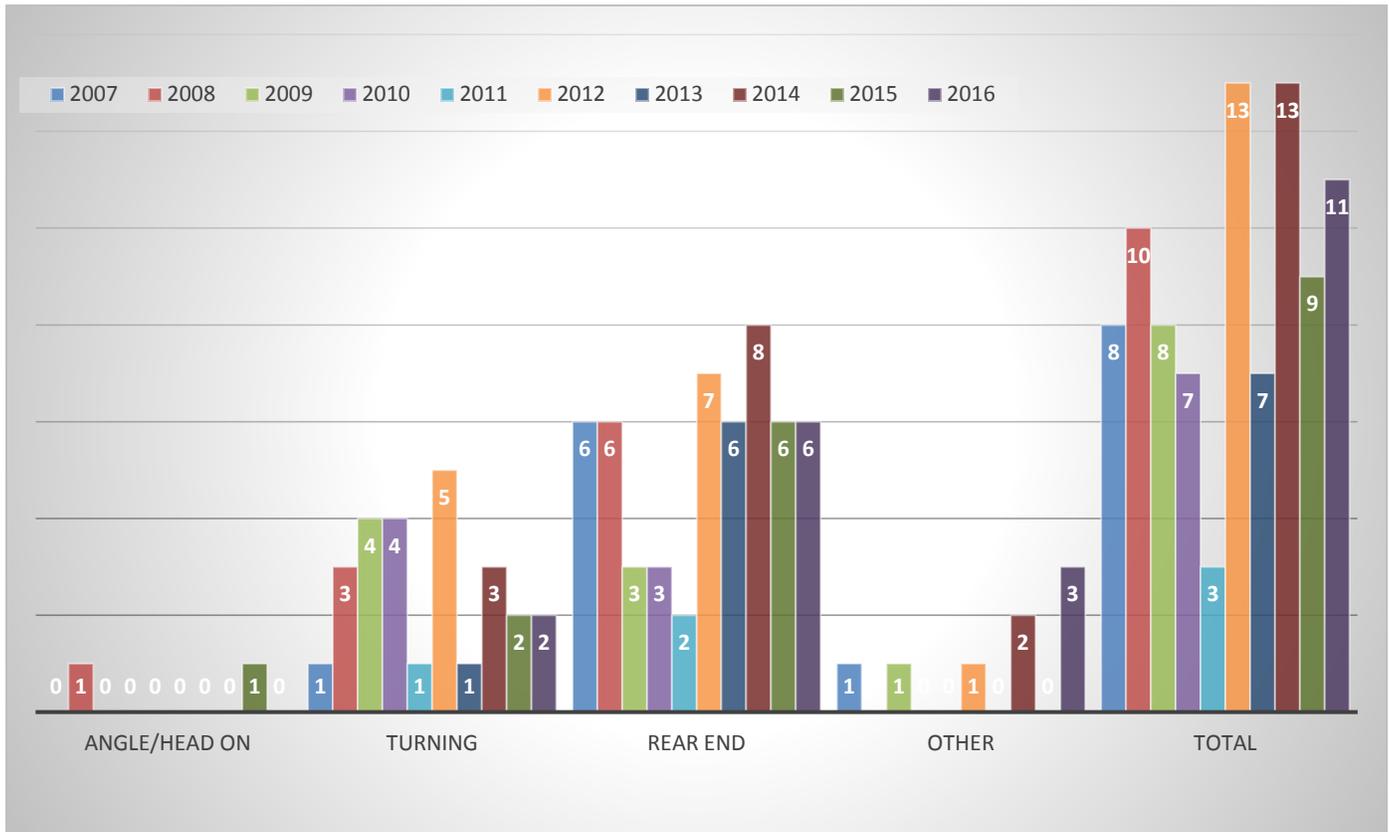
Year Type	Before Installation				After Installation					
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Angle	0	1	0	0	0	0	0	0	1	0
Turning	1	3	4	4	1	5	1	3	2	2
Total	1	4	4	4	1	5	1	3	3	2
Yearly Average	3.00				2.50					

* DISCLAIMER: The motor vehicle crash data referenced herein was provided by the IDOT. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

** Please note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.

*** Other crashes include: Pedestrian, Sideswipe and Other Non-Collision.

The chart below shows the trends of each crash type from 2007-2016.



From 2007-2009, prior to RLR camera installation, there were 9 total angle/turning crashes, this averages out to 3 crashes a year.

From 2011-2016, post RLR camera installation, there were 15 total angle/turning crashes, this averages out to 2.5 crashes per year, which is a 16.67% reduction of angle/turning crashes.

The following pages contains crash data summary pages from 2007- 2016. The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.

**IL Department of Transportation --- Div of Traffic Safety
Collision Diagram Report**

Database: CISReports
09/22/2008
Page 3 of 3

01/01/2007 to 12/31/2007

Route: 8055 From MileStation 1.47 to 1.47

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
<u>8</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>

<i>Type of Crash</i>	<i>Total</i>	<i>%</i>	<i>Day of Week</i>	<i>Total</i>	<i>%</i>	<i>Hour of Day</i>	<i>Total</i>	<i>%</i>	<i>Vehicle Type</i>	<i>Total</i>	<i>%</i>
Other non collision	1	12.50%	Sunday	1	12.50%	Midnight	1	12.50%	Passenger	10	62.50%
Rear end	6	75.00%	Monday	2	25.00%	8 AM	1	12.50%	SUV	4	25.00%
Turning	1	12.50%	Tuesday	1	12.50%	Noon	1	12.50%	Van/Mini-Van	2	12.50%
			Wednesday	2	25.00%	1 PM	1	12.50%			
			Thursday	1	12.50%	3 PM	1	12.50%			
			Saturday	1	12.50%	4 PM	3	37.50%			
TOTAL:	8		TOTAL:	8		TOTAL:	8		TOTAL:	16	

<i>Weather Cond</i>	<i>Total</i>	<i>%</i>	<i>Light Cond</i>	<i>Total</i>	<i>%</i>	<i>Road Surface</i>	<i>Total</i>	<i>%</i>	<i>Vehicle DIR</i>	<i>Total</i>	<i>%</i>
Clear	7	87.50%	Darkness, Lighted Road	1	12.50%	Dry	7	87.5	East	3	18.75%
Snow	1	12.50%	Daylight	7	87.50%	Snow or Slush	1	12.5	North	2	12.50%
									Northwest	3	18.75%
									South	3	18.75%
									Unknown	1	6.25%
									West	4	25.00%
TOTAL:	8		TOTAL:	8		TOTAL:	8		TOTAL:	16	

Collision Diagram

1/1/2008 to 12/31/2008

Crash Route: TS055 | From MileStation 1.47 to 1.47 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
10	0	0	1	1	8	0	2	0	1	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	3	30.0%	Monday	1	10.0%	09 AM	2	20.0%	Bus over 15 pass.	1	5.0%
11-Rear end	6	60.0%	Tuesday	3	30.0%	Noon	1	10.0%	Passenger	12	60.0%
15-Angle	1	10.0%	Wednesday	3	30.0%	1 PM	1	10.0%	Sport utility vehicle (SUV)	5	25.0%
TOTAL:	10		Thursday	1	10.0%	2 PM	1	10.0%	Van/mini van	2	10.0%
			Friday	1	10.0%	4 PM	2	20.0%	TOTAL:	20	
			Sunday	1	10.0%	5 PM	1	10.0%			
			TOTAL:	10		6 PM	1	10.0%			
						7 PM	1	10.0%			
						TOTAL:	10				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	60.0%	Darkness/Lighted road	2	20.0%	Dry	6	60.0%	East	9	45.0%
Rain	4	40.0%	Daylight	7	70.0%	Wet	4	40.0%	North	2	10.0%
TOTAL:	10		Dusk	1	10.0%	TOTAL:	10		Northwest	2	10.0%
			TOTAL:	10					South	4	20.0%
									West	3	15.0%
									TOTAL:	20	

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: TS055 | From MileStation 1.47 to 1.47 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
8	0	1	0	1	6	0	3	2	0	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	4	50.0%	Monday	1	12.5%	07 AM	1	12.5%	Passenger	13	76.5%
11-Rear end	3	37.5%	Tuesday	1	12.5%	08 AM	1	12.5%	Pickup	2	11.8%
12-Sideswipe same direction	1	12.5%	Thursday	1	12.5%	10 AM	1	12.5%	Sport utility vehicle (SUV)	2	11.8%
TOTAL:	8		Friday	3	37.5%	11 AM	1	12.5%	TOTAL:	17	
			Saturday	1	12.5%	2 PM	1	12.5%			
			Sunday	1	12.5%	3 PM	1	12.5%			
			TOTAL:	8		5 PM	1	12.5%			
						7 PM	1	12.5%			
						TOTAL:	8				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	62.5%	Darkness	1	12.5%	Dry	6	75.0%	East	4	23.5%
Rain	2	25.0%	Daylight	6	75.0%	Snow or slush	1	12.5%	North	4	23.5%
Snow	1	12.5%	Dusk	1	12.5%	Wet	1	12.5%	Northwest	2	11.8%
TOTAL:	8		TOTAL:	8		TOTAL:	8		South	1	5.9%
									Southeast	2	11.8%
									West	4	23.5%
									TOTAL:	17	

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: TS055 | From MileStation 1.47 to 1.47 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
7	0	0	2	0	5	0	2	0	2	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	4	57.1%	Monday	1	14.3%	08 AM	1	14.3%	Bus over 15 pass.	1	6.7%
11-Rear end	3	42.9%	Tuesday	3	42.9%	09 AM	1	14.3%	Passenger	9	60.0%
TOTAL:	7		Wednesday	2	28.6%	2 PM	1	14.3%	Sport utility vehicle (SUV)	3	20.0%
			Friday	1	14.3%	3 PM	2	28.6%	Tractor w/ semi-trailer	1	6.7%
			TOTAL:	7		6 PM	1	14.3%	Van/mini van	1	6.7%
						11 PM	1	14.3%	TOTAL:	15	
						TOTAL:	7				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	85.7%	Darkness/Lighted road	2	28.6%	Dry	5	71.4%	East	4	26.7%
Snow	1	14.3%	Daylight	5	71.4%	Ice	1	14.3%	North	3	20.0%
TOTAL:	7		TOTAL:	7		Snow or slush	1	14.3%	Northwest	1	6.7%
						TOTAL:	7		South	2	13.3%
									Southeast	1	6.7%
									Southwest	1	6.7%
									West	3	20.0%
									TOTAL:	15	

Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2983834.03267898 : YCoordinate 1780466.97163708 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
3	0	0	0	0	3	0	0	0	0	0

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	2	66.7%	Wednesday	1	33.3%	09 AM	1	33.3%	Passenger	4	66.7%
Turning	1	33.3%	Thursday	2	66.7%	7 PM	1	33.3%	Pickup	1	16.7%
TOTAL:	3		TOTAL:	3		8 PM	1	33.3%	Unknown	1	16.7%
						TOTAL:	3		TOTAL:	6	
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	2	66.7%	Darkness	1	33.3%	Dry	2	66.7%	East	5	83.3%
Rain	1	33.3%	Daylight	2	66.7%	Wet	1	33.3%	South	1	16.7%
TOTAL:	3		TOTAL:	3		TOTAL:	3		TOTAL:	6	

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2983834.03267898 : YCoordinate 1780466.97163708 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>13</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>11</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	7	53.8%	Monday	2	15.4%	09 AM	2	15.4%	Passenger	19	67.9%
Sideswipe Same Direction	1	7.7%	Tuesday	3	23.1%	1 PM	2	15.4%	SUV	8	28.6%
Turning	5	38.5%	Wednesday	3	23.1%	2 PM	1	7.7%	Van/Mini-Van	1	3.6%
TOTAL:	13		Thursday	1	7.7%	3 PM	1	7.7%	TOTAL:	28	
			Friday	2	15.4%	4 PM	5	38.5%			
			Saturday	2	15.4%	9 PM	1	7.7%			
			TOTAL:	13		10 PM	1	7.7%			
						TOTAL:	13				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	8	61.5%	Darkness, Lighted Road	2	15.4%	Dry	9	69.2%	East	9	32.1%
Rain	4	30.8%	Daylight	11	84.6%	Wet	4	30.8%	North	1	3.6%
Snow	1	7.7%	TOTAL:	13		TOTAL:	13		Northeast	3	10.7%
TOTAL:	13								Northwest	3	10.7%
									South	1	3.6%
									Southeast	2	7.1%
									West	9	32.1%
									TOTAL:	28	

Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2983835.21485607 : YCoordinate 1780466.43067887 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
7	0	0	0	1	6	0	2	0	0	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Rear End	6	85.7%	Monday	1	14.3%	02 AM	1	14.3%	Passenger	11	73.3%
Turning	1	14.3%	Tuesday	3	42.9%	07 AM	1	14.3%	SUV	4	26.7%
TOTAL:	7		Wednesday	1	14.3%	1 PM	1	14.3%	TOTAL:	15	
			Thursday	2	28.6%	2 PM	1	14.3%			
			TOTAL:	7		4 PM	2	28.6%			
						8 PM	1	14.3%			
						TOTAL:	7				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	71.4%	Darkness/ Lighted Road	2	28.6%	Dry	4	57.1%	East	12	80.0%
Rain	2	28.6%	Daylight	5	71.4%	Wet	3	42.9%	North	2	13.3%
TOTAL:	7		TOTAL:	7		TOTAL:	7		Northwest	1	6.7%
									TOTAL:	15	

Coordinate Collision Diagram Summary

1/1/2014 to 12/31/2014

For XCoordinate 2983834.31608475 : YCoordinate 1780467.20620151 | Foot Tolerance : 30 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>13</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>9</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Other Non-Collision	1	7.7%	Monday	1	7.7%	08 AM	1	7.7%	Passenger	19	65.5%
Rear End	8	61.5%	Tuesday	5	38.5%	09 AM	2	15.4%	Pickup	1	3.4%
Sideswipe Opposite Direction	1	7.7%	Wednesday	3	23.1%	11 AM	1	7.7%	SUV	7	24.1%
Turning	3	23.1%	Thursday	1	7.7%	Noon	1	7.7%	Unknown	1	3.4%
TOTAL:	13		Saturday	3	23.1%	2 PM	1	7.7%	Van/Mini-Van	1	3.4%
			TOTAL:	13		3 PM	1	7.7%	TOTAL:	29	
						5 PM	3	23.1%			
						6 PM	1	7.7%			
						7 PM	1	7.7%			
						10 PM	1	7.7%			
						TOTAL:	13				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	10	76.9%	Darkness	1	7.7%	Dry	9	69.2%	East	10	34.5%
Cloudy/Overcast	1	7.7%	Darkness/ Lighted Road	2	15.4%	Ice	1	7.7%	North	3	10.3%
Snow	2	15.4%	Daylight	10	76.9%	Snow or Slush	1	7.7%	South	3	10.3%
TOTAL:	13		TOTAL:	13		Wet	2	15.4%	Southeast	1	3.4%
						TOTAL:	13		Unknown	2	6.9%
									West	10	34.5%
									TOTAL:	29	

Notes

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2983834.38234394 : YCoordinate 1780467.20865632 | Foot Tolerance : 200 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
9	0	0	1	3	5	0	4	0	1	3

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	11.1%	Monday	2	22.2%	10 AM	1	11.1%	Passenger	15	75.0%
Rear End	6	66.7%	Tuesday	2	22.2%	11 AM	1	11.1%	Pickup	1	5.0%
Turning	2	22.2%	Wednesday	2	22.2%	Noon	1	11.1%	SUV	2	10.0%
TOTAL:	9		Thursday	2	22.2%	2 PM	1	11.1%	Van/Mini-Van	2	10.0%
			Friday	1	11.1%	5 PM	2	22.2%	TOTAL:	20	
			TOTAL:	9		6 PM	1	11.1%			
						7 PM	2	22.2%			
						TOTAL:	9				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	77.8%	Darkness, Lighted Road	3	33.3%	Dry	6	66.7%	East	7	35.0%
Rain	2	22.2%	Daylight	6	66.7%	Wet	3	33.3%	North	1	5.0%
TOTAL:	9		TOTAL:	9		TOTAL:	9		South	4	20.0%
									Southeast	1	5.0%
									Unknown	1	5.0%
									West	6	30.0%
									TOTAL:	20	

Coordinate Collision Diagram Report

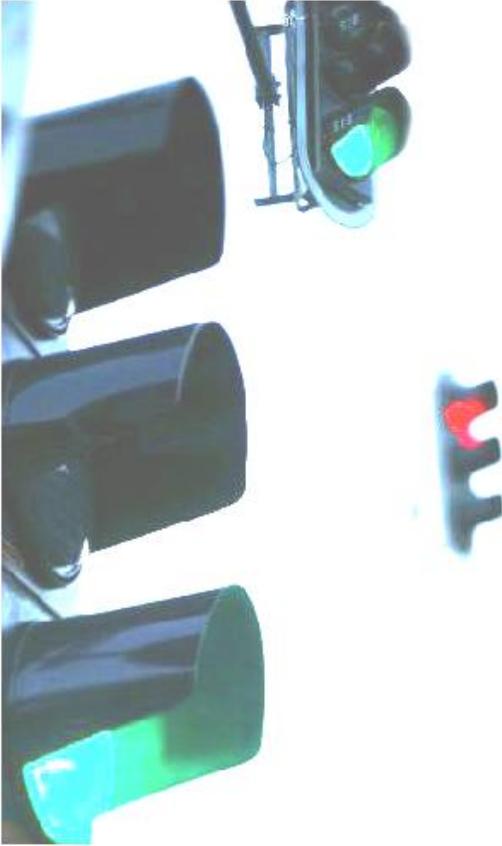
1/1/2016 to 12/31/2016

For XCoordinate 2983836.284909 : YCoordinate 1780467.279144 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>7</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>4</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Pedestrian	1	9.1%	Monday	2	18.2%	08 AM	1	9.1%	Passenger	17	81.0%
Rear End	6	54.5%	Tuesday	3	27.3%	09 AM	1	9.1%	SUV	2	9.5%
Sideswipe Opposite Direction	1	9.1%	Wednesday	1	9.1%	10 AM	1	9.1%	Van/Mini-Van	2	9.5%
Sideswipe Same Direction	1	9.1%	Friday	1	9.1%	Noon	1	9.1%	TOTAL:	21	
Turning	2	18.2%	Saturday	3	27.3%	1 PM	1	9.1%			
TOTAL:	11		Sunday	1	9.1%	3 PM	1	9.1%			
			TOTAL:	11		4 PM	2	18.2%			
						5 PM	1	9.1%			
						6 PM	1	9.1%			
						8 PM	1	9.1%			
						TOTAL:	11				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	8	72.7%	Darkness	1	9.1%	Dry	8	72.7%	East	8	38.1%
Rain	3	27.3%	Darkness, Lighted Road	1	9.1%	Wet	3	27.3%	North	3	14.3%
TOTAL:	11		Daylight	9	81.8%	TOTAL:	11		Northwest	3	14.3%
			TOTAL:	11					South	5	23.8%
									West	2	9.5%
								TOTAL:	21		



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Vollmer Rd and Dixie Hwy** over a span of 8 years.

The history of available ADTC on each approach was obtained from the IDOT website per the RLR Guideline document published by the IDOT and recorded in bold below.

(<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>)

- The data from 2009 shows the period prior to the installation of RLR camera.
- The data from 2010 shows the year in which the camera was installed
- The data from 2011-2016 shows the period following the installation.

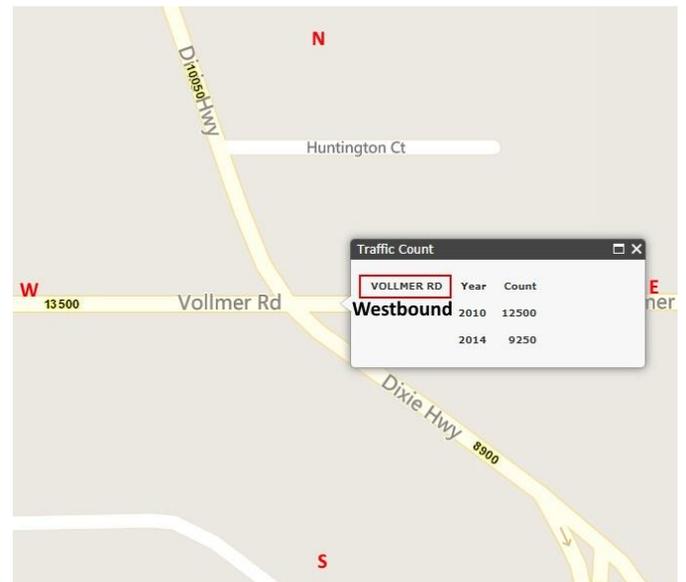
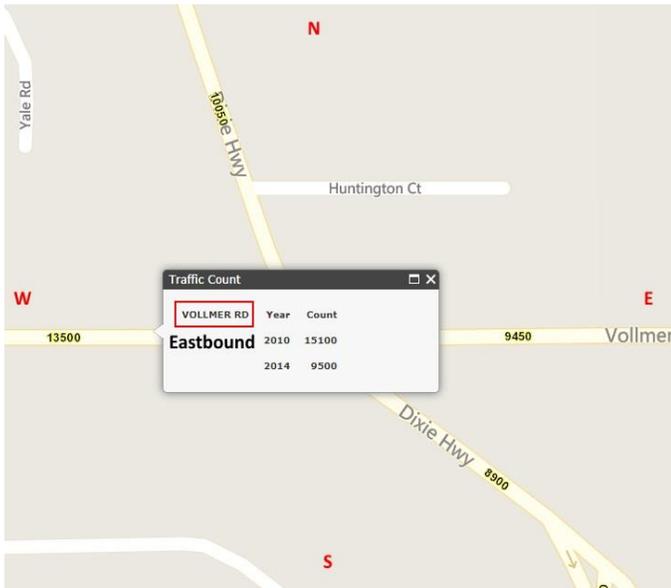
Direction \ Year	Before Installation		After Installation					
	2009	2010	2011	2012	2013	2014	2015	2016
Eastbound	13,500	15,100	15,100	15,100	15,100	9,500	9,500	9,500
Westbound	10,500	12,500	12,500	12,500	12,500	9,250	9,250	9,250
Northbound	11,800	7,800	7,800	7,800	7,800	9,100	9,100	9,100
Southbound	11,000	11,000	11,000	11,000	11,000	9,050	9,050	9,050
Combined	46,800	46,400	46,400	46,400	46,400	36,900	36,900	36,900
Combined Ave	46,800		41,650					

In 2009, prior to RLR camera installation, the combined total ADTC was 46,800.

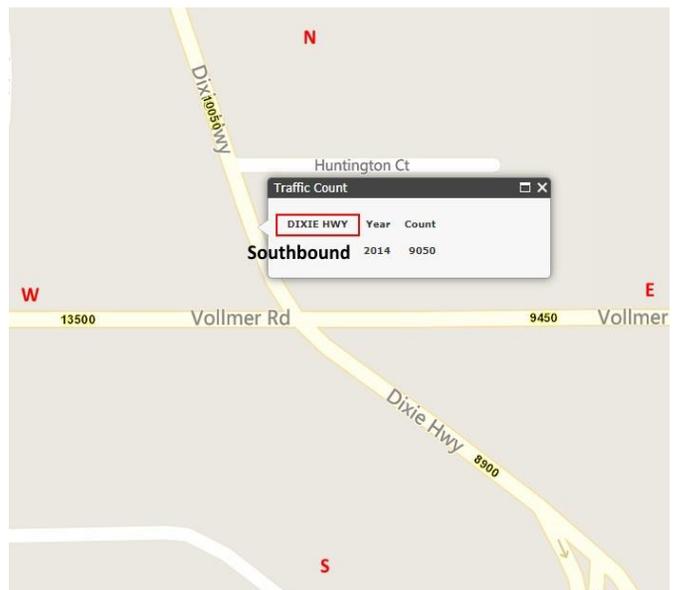
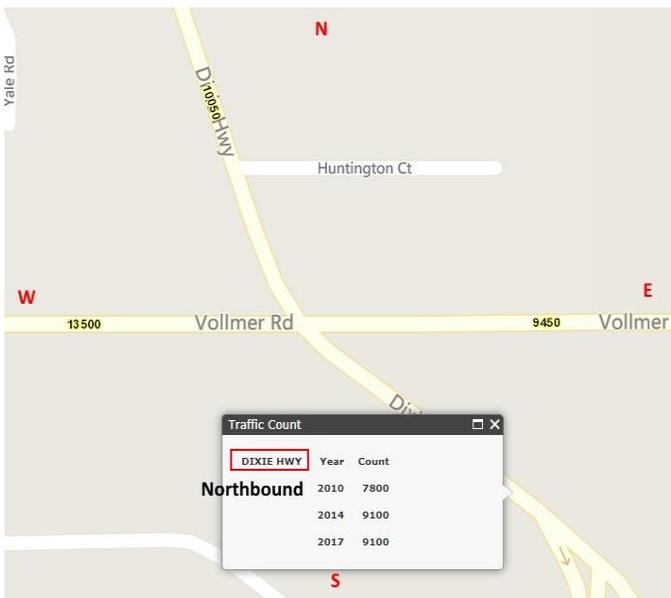
From 2011-2016, post RLR camera installation, the combined total ADTC was 41,650 which is a decrease of 11%.

The following pages will provide the screenshots of ADTC data from 2009-2016 obtained from the IDOT's website. (2009 data is no longer available. 2009 data provided here is the data that we obtained from the IDOT during preparation of the Justification Report in March 2009)

Eastbound and Westbound ADTC



Northbound and Southbound ADTC



ADTC from March 2009

The traffic numbers below were obtained from the IDOT website per the RLR Guideline document published by the IDOT. Only ADTC values were available, peak numbers were not provided.

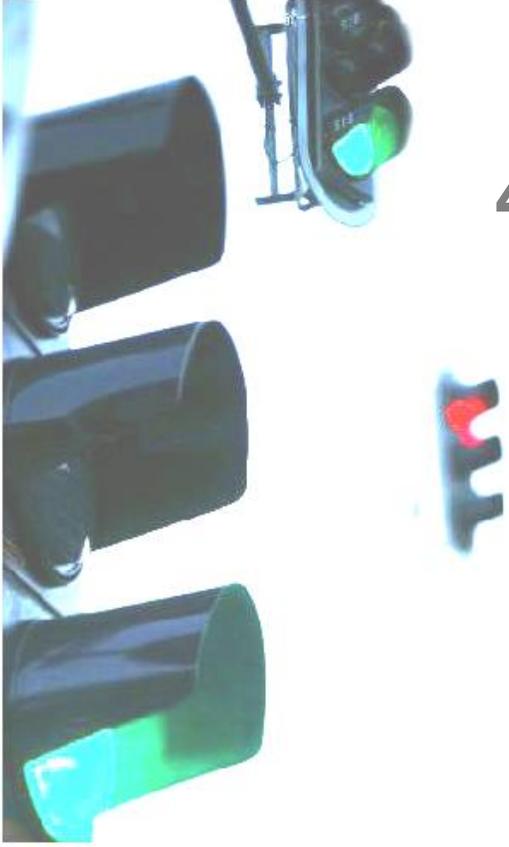
Dixie Hwy ADTC

- North of Vollmer Road (Southbound) is 11,000
- South of Vollmer Road (Northbound) is 11,800

Vollmer Road ADTC

- East of Dixie Hwy (Westbound) is 10,500
- West of Dixie Hwy (Eastbound) is 13,500





4. Summary of Adjudication

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Vollmer Rd and Dixie Hwy from January 2014 - December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	8	8	0	0%
02/01/2014 - 02/28/2014	14	14	0	0%
03/01/2014 - 03/31/2014	4	3	1	25%
04/01/2014 - 04/30/2014	7	4	3	43%
05/01/2014 - 05/31/2014	11	10	1	9%
06/01/2014 - 06/30/2014	7	7	0	0%
07/01/2014 - 07/31/2014	8	6	2	25%
08/01/2014 - 08/31/2014	14	11	3	21%
09/01/2014 - 09/30/2014	8	7	1	13%
10/01/2014 - 10/31/2014	13	11	2	15%
11/01/2014 - 11/30/2014	7	7	0	0%
12/01/2014 - 12/31/2014	8	7	1	13%
Total	109	95	14	13%

As indicated in the table above, 109 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 14 of the contested violations, a 13% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	12	11	1	8%
02/01/2014 - 02/28/2014	10	8	2	20%
03/01/2014 - 03/31/2014	9	8	1	11%
04/01/2014 - 04/30/2014	10	9	1	10%
05/01/2014 - 05/31/2014	10	6	4	40%
06/01/2014 - 06/30/2014	12	10	2	17%
07/01/2014 - 07/31/2014	5	5	0	0%
08/01/2014 - 08/31/2014	12	12	0	0%
09/01/2014 - 09/30/2014	13	11	2	15%
10/01/2014 - 10/31/2014	6	5	1	17%
11/01/2014 - 11/30/2014	10	9	1	10%
12/01/2014 - 12/31/2014	5	3	2	40%
Total	114	97	17	15%

As indicated in the table above, 114 violations were contested by mail during the above referenced period. 17 contests by mail were dismissed, a 15% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Vollmer Rd and Dixie Hwy from January 2015 - December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	7	7	0	0%
02/01/2015 - 02/28/2015	9	9	0	0%
03/01/2015 - 03/31/2015	4	4	0	0%
04/01/2015 - 04/30/2015	4	4	0	0%
05/01/2015 - 05/31/2015	3	3	0	0%
06/01/2015 - 06/30/2015	4	4	0	0%
07/01/2015 - 07/31/2015	2	2	0	0%
08/01/2015 - 08/31/2015	5	5	0	0%
09/01/2015 - 09/30/2015	7	7	0	0%
10/01/2015 - 10/31/2015	8	7	1	13%
11/01/2015 - 11/30/2015	3	3	0	0%
12/01/2015 - 12/31/2015	3	3	0	0%
Total	59	58	1	2%

As indicated in the table above, 59 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 1 of the contested violations, a 2% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	1	1	0	0%
02/01/2015 - 02/28/2015	7	4	3	43%
03/01/2015 - 03/31/2015	4	3	1	25%
04/01/2015 - 04/30/2015	7	4	3	43%
05/01/2015 - 05/31/2015	4	3	1	25%
06/01/2015 - 06/30/2015	1	1	0	0%
07/01/2015 - 07/31/2015	2	1	1	50%
08/01/2015 - 08/31/2015	8	4	4	50%
09/01/2015 - 09/30/2015	11	7	4	36%
10/01/2015 - 10/31/2015	15	8	7	47%
11/01/2015 - 11/30/2015	4	3	1	25%
12/01/2015 - 12/31/2015	6	4	2	33%
Total	70	43	27	39%

As indicated in the table above, 70 violations were contested by mail during the above referenced period. 27 contests by mail were dismissed, a 39% dismissal rate.

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Vollmer Rd and Dixie Hwy from January 2016 - December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	1	1	0	0%
02/01/2016 - 02/29/2016	0	0	0	N/A
03/01/2016 - 03/31/2016	0	0	0	N/A
04/01/2016 - 04/30/2016	2	1	1	50%
05/01/2016 - 05/31/2016	2	2	0	0%
06/01/2016 - 06/30/2016	4	4	0	0%
07/01/2016 - 07/31/2016	1	1	0	0%
08/01/2016 - 08/31/2016	1	1	0	0%
09/01/2016 - 09/30/2016	0	0	0	N/A
10/01/2016 - 10/31/2016	1	1	0	0%
11/01/2016 - 11/30/2016	1	1	0	0%
12/01/2016 - 12/31/2016	3	2	1	33%
Total	16	14	2	13%

As indicated in the table above, 16 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 2 of the contested violations- a 13% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	1	1	0	0%
02/01/2016 - 02/29/2016	0	0	0	N/A
03/01/2016 - 03/31/2016	1	1	0	0%
04/01/2016 - 04/30/2016	1	1	0	0%
05/01/2016 - 05/31/2016	1	1	0	0%
06/01/2016 - 06/30/2016	1	1	0	0%
07/01/2016 - 07/31/2016	1	1	0	0%
08/01/2016 - 08/31/2016	1	1	0	0%
09/01/2016 - 09/30/2016	0	0	0	N/A
10/01/2016 - 10/31/2016	3	3	0	0%
11/01/2016 - 11/30/2016	0	0	0	N/A
12/01/2016 - 12/31/2016	1	1	0	0%
Total	11	11	0	0%

As indicated in the table above, 11 violations were contested by mail during the above referenced period. None of them were dismissed.

Below are the summaries of contested violations “in person” and “by mail” from the Eastbound approach of Vollmer Rd and Dixie Hwy from January 2017 - December 2017.

In Person Contest

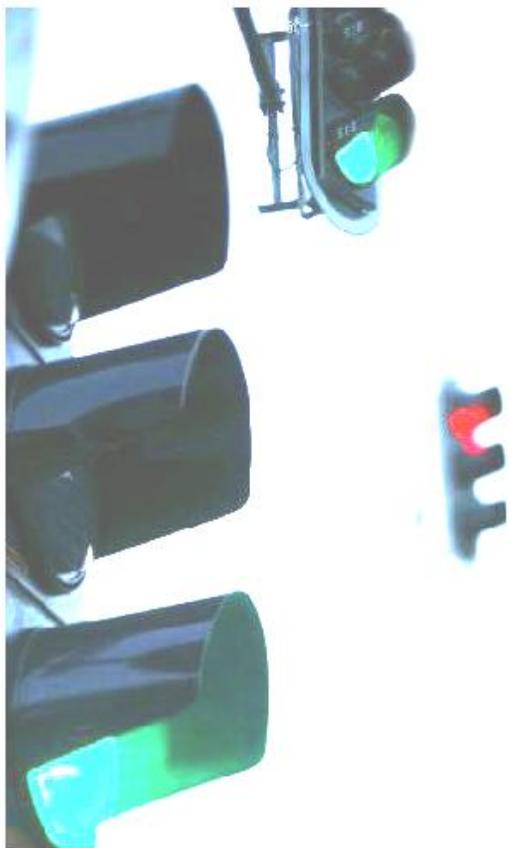
Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	0	0	0	N/A
02/01/2017 - 02/28/2017	3	2	1	33%
03/01/2017 - 03/31/2017	4	4	0	0%
04/01/2017 - 04/30/2017	3	3	0	0%
05/01/2017 - 05/31/2017	0	0	0	N/A
06/01/2017 - 06/30/2017	3	2	1	33%
07/01/2017 - 07/31/2017	5	5	0	0%
08/01/2017 - 08/31/2017	5	5	0	0%
09/01/2017 - 09/30/2017	0	0	0	N/A
10/01/2017 - 10/31/2017	2	2	0	0%
11/01/2017 - 11/30/2017	1	0	1	100%
12/01/2017 - 12/31/2017	4	4	0	0%
Total	30	27	3	10%

As indicated in the table above, 30 contested violations were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 3 of the contested violations, a 10% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	4	4	0	0%
02/01/2017 - 02/28/2017	3	3	0	0%
03/01/2017 - 03/31/2017	3	3	0	0%
04/01/2017 - 04/30/2017	3	3	0	0%
05/01/2017 - 05/31/2017	4	4	0	0%
06/01/2017 - 06/30/2017	5	5	0	0%
07/01/2017 - 07/31/2017	1	1	0	0%
08/01/2017 - 08/31/2017	2	2	0	0%
09/01/2017 - 09/30/2017	5	5	0	0%
10/01/2017 - 10/31/2017	3	3	0	0%
11/01/2017 - 11/30/2017	0	0	0	N/A
12/01/2017 - 12/31/2017	2	2	0	0%
Total	35	35	0	0%

As indicated in the table above, 35 violations were contested by mail during the above referenced period. None of them were dismissed.



5. Report Summary and Recommendation

The **City of Chicago Heights** uses state-of-the-art digital cameras provided by SafeSpeed, LLC to execute its RLR Enforcement Safety Program. The citation and adjudication process administered by the **City of Chicago Heights** is conducted in a courteous, professional and timely manner and is in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

In 2009, prior to RLR camera installation, the combined total ADTC at this intersection was 46,800. From 2011-2016, post RLR camera installation, the combined total ADTC was 41,650, resulting in a decrease of 11%. (See tab 3)

Studies have reported that RLR Enforcement Safety Programs reduce angle and turning crashes, which are often more severe than rear-end crashes. The overall severity of incidents at this intersection have continued to decrease as a result of this safety program.

From 2007-2009, prior to RLR camera installation, there were 9 total angle/turning crashes, an average of 3 crashes a year. From 2011-2016, post RLR camera installation, there were 15 total angle/turning crashes. This averages out to 2.5 crashes per year resulting in a 16.67% reduction of angle/turning crashes.

Total crashes also remained at a low average of 9.33 per year in this period. (2011->3, 2012->13, 2013->7, 2014->13, 2015->9, 2016->11, See tab 2)

After analyzing all of the available data, we believe that the RLR camera currently in operation at the **Eastbound** approach of **Vollmer Rd and Dixie Hwy** in the **City of Chicago Heights** continues to make a positive impact on improving traffic safety.

Since enhanced traffic safety is the principal aim of RLR camera enforcement programs, RLRC systems should remain at this intersection as an integral part of a traffic system process that incorporates public education, enforcement and engineering.