



175th St and Pulaski Rd <Northbound and Southbound>



Country Club Hills, IL RLR 3 Year Follow-Up Evaluation Report

Reference No: 016-47400

February 2020



Captain William Garrison
Department of Police

3700 W. 175th Place
Country Club Hills, IL 60478



708-798-3191
Fax: 708-798-1211

Thomas G. Gallenbach, P.E.
Area Permit Engineer
Illinois Department of Transportation
Bureau of Traffic
201 West Center Court
Schaumburg, Illinois 60196-1096

February 24, 2020

Re: RLR 3 year Follow-Up Evaluation Report
N/B and S/B Pulaski at 175st
Country Club Hills
Ref#: 016-47400

Dear Mr. Gallenbach,

Please find enclosed a copy of the 3 year RLR follow-up evaluation Report for the intersection of Pulaski N/B and S/B at 175st in Country Club Hills, IL.

Included in this submittal are: RLR camera location, implementation date, system manufacturer and contractors, RLR crash data and analysis, traffic volume, summary of adjudication, and summary section.

If you have any questions with regard to this submittal or require any additional information, please feel free to contact us at 708-798-3191. wgarrison@countryclubhills.org

Best Regards

Captain William Garrison
Country Club Hills Police Department

3 Year Evaluation Checklist

RLR FOLLOW-UP EVALUATION REPORT CHECKLIST

Reference Number:			Date:
Location:			Firm:
Yes	No	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Intersection location and RLR camera approaches identified
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Date of RLR camera implementation
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RLR camera system manufacturer and contractor name
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Crash data including 3 years prior to RLR camera installation with post period crash data
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Analysis of crash data
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Signal timing changes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traffic volumes before and after RLR cameras
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Recommendations
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Summary of adjudication experience and results

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

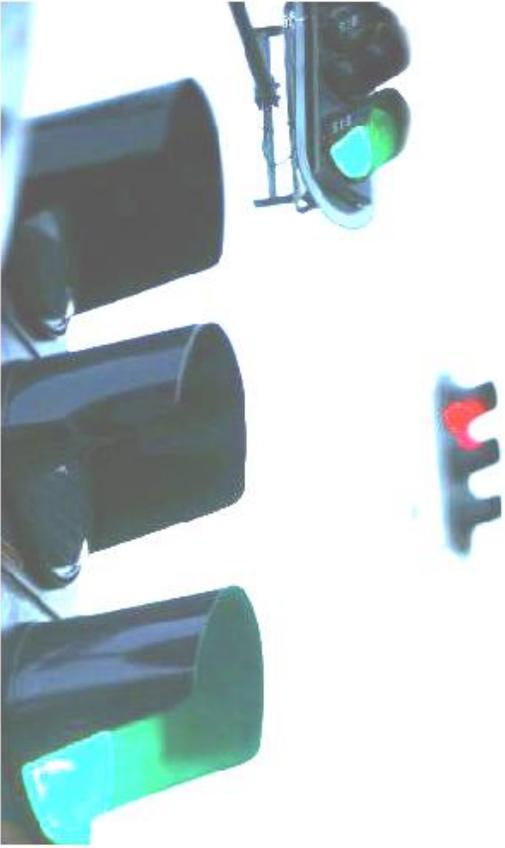
In 2010, the **City of County Club Hills** received approval from the Illinois Department of Transportation (IDOT) to install Red Light Running (RLR) cameras at the **Northbound and Southbound** approaches of **175th St and Pulaski Rd**.

- Date on which the cameras went live on the northbound and southbound approaches: **07/2010**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **10/2012**
- Date on which the 3 Year Follow-Up Evaluation Report was submitted to the IDOT: **12/2015**

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 are 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: Mr. 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 **175th St and Pulaski Rd** over a span of 11 years.*

	Angle	Turning	Rear End	Sideswipe	Fixed Object	Total
2007	1	3	4	0	0	8
2008	1	7	6	2	1	17
2009	2	2	3	0	0	7
2010	0	7	4	0	0	11
2011	0	6	5	0	0	11
2012	2	4	4	1	0	11
2013	1	3	3	0	0	7
2014	1	5	3	0	0	9
2015	1	3	3	1	0	8
2016	1	4	4	0	1	10
2017	4	1	9	1	0	15

- The data from 2007-2009** shows the period prior to the RLR camera installation.
- The data from 2010 shows the year in which the cameras were installed.
- The data from 2011-2017 shows the period following the installation.

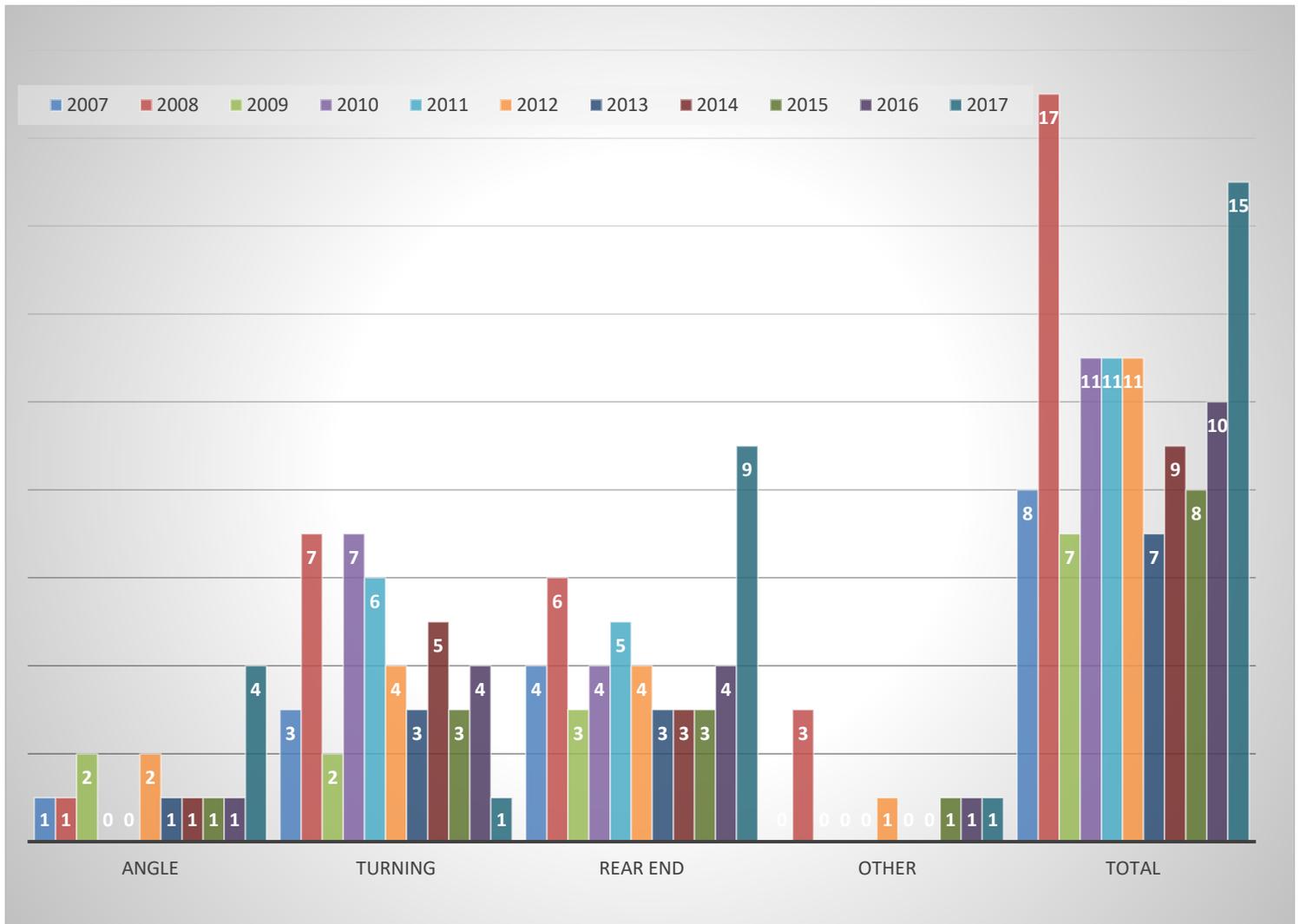
Year Type	Before Installation			2010	After Installation						
	2007	2008	2009		2011	2012	2013	2014	2015	2016	2017
Angle	1	1	2	0	0	2	1	1	1	1	4
Turning	3	7	2	7	6	4	3	5	3	4	1
Rear End	4	6	3	4	5	4	3	3	3	4	9
Other***	0	3	0	0	0	1	0	0	1	1	1
Total	8	17	7	11	11	11	7	9	8	10	15
Yearly Average	10.67				10.14						

* 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: Sideswipe and Fixed Object.

The Chart below shows the trends of each crash type from 2007-2017.



From 2007-2009, prior to the RLR camera installation, there were 32 total crashes; this averages out to 10.67 crashes a year.

From 2011-2017, post RLR camera installation, there were 71 total crashes; this averages out to 10.14 crashes per year, resulting in a 4.91% reduction of overall crashes in direct comparison with the time period aforementioned.

The following pages contain crash data summary pages from 2007-2017. 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
08/11/2009
Page 3 of 3

01/01/2007 to 12/31/2007

Route: 8115 From MileStation 4.62 to 4.62

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
8	0	4	4	0	7	0	4	3

<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>
Angle	1	12.50%	Sunday	1	12.50%	1 AM	1	12.50%	Passenger	10	62.50%
Rear end	4	50.00%	Monday	2	25.00%	2 AM	1	12.50%	Pickup	2	12.50%
Turning	3	37.50%	Wednesday	2	25.00%	8 AM	1	12.50%	SUV	2	12.50%
			Saturday	3	37.50%	9 AM	1	12.50%	Van/Mini-Van	2	12.50%
						2 PM	1	12.50%			
						3 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	6	75.00%	Darkness, Lighted Road	2	25.00%	Dry	7	87.5	East	5	31.25%
Other	1	12.50%	Daylight	6	75.00%	Snow or Slush	1	12.5	North	2	12.50%
Snow	1	12.50%							South	7	43.75%
									Southwest	1	6.25%
									West	1	6.25%
TOTAL:	8		TOTAL:	8		TOTAL:	8		TOTAL:	16	

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

Database: CISReports

08/11/2009

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01/01/2008 to 12/31/2008

Route: 8115 From MileStation 4.62 to 4.62

County: COOK

Intersection Related

TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL KILLED	TOTAL INJURED	A	B	C
17	0	4	13	0	5	1	2	2

<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>
Angle	1	5.88%	Sunday	1	5.88%	1 AM	1	5.88%	Other Vehicle with Trailer	1	2.86%
Fixed object	1	5.88%	Monday	5	29.41%	8 AM	3	17.65%	Passenger	25	71.43%
Rear end	6	35.29%	Wednesday	2	11.76%	11 AM	1	5.88%	Pickup	1	2.86%
Sideswipe same direction	2	11.76%	Thursday	1	5.88%	Noon	1	5.88%	SUV	4	11.43%
Turning	7	41.18%	Friday	4	23.53%	1 PM	2	11.76%	Van/Mini-Van	4	11.43%
			Saturday	4	23.53%	2 PM	2	11.76%			
						3 PM	1	5.88%			
						4 PM	1	5.88%			
						5 PM	1	5.88%			
						6 PM	1	5.88%			
						7 PM	1	5.88%			
						9 PM	1	5.88%			
						10 PM	1	5.88%			
TOTAL:	17		TOTAL:	17		TOTAL:	17		TOTAL:	35	

<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	12	70.59%	Darkness	2	11.76%	Dry	11	64.7	East	8	22.86%
Rain	3	17.65%	Darkness, Lighted Road	3	17.65%	Ice	2	11.7	North	7	20.00%
Sleet/Hail	1	5.88%	Dawn	1	5.88%	Unknown	1	5.8	South	9	25.71%
Snow	1	5.88%	Daylight	11	64.71%	Wet	3	17.6	Southeast	3	8.57%
									Southwest	2	5.71%
									West	6	17.14%
TOTAL:	17		TOTAL:	17		TOTAL:	17		TOTAL:	35	

Collision Diagram

1/1/2009 to 12/31/2009

Crash Route: TS115 | From MileStation 4.62 to 4.62 | 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	5	0	4	1

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	2	28.6%	Monday	1	14.3%	07 AM	1	14.3%	Passenger	10	71.4%
11-Rear end	3	42.9%	Tuesday	1	14.3%	10 AM	1	14.3%	Pickup	1	7.1%
15-Angle	2	28.6%	Wednesday	2	28.6%	Noon	1	14.3%	Sport utility vehicle (SUV)	2	14.3%
TOTAL:	7		Thursday	1	14.3%	3 PM	1	14.3%	Van/mini van	1	7.1%
			Friday	1	14.3%	4 PM	1	14.3%	TOTAL:	14	
			Saturday	1	14.3%	8 PM	1	14.3%			
			TOTAL:	7		9 PM	1	14.3%			
						TOTAL:	7				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	100.0%	Darkness/Lighted road	2	28.6%	Dry	6	85.7%	East	2	14.3%
TOTAL:	7		Daylight	5	71.4%	Wet	1	14.3%	North	4	28.6%
			TOTAL:	7		TOTAL:	7		Northwest	1	7.1%
									South	2	14.3%
									West	5	35.7%
									TOTAL:	14	

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: TS115 | From MileStation 4.45 to 4.45 | 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
11	0	0	0	5	6	0	6	0	0	6

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	7	63.6%	Monday	4	36.4%	07 AM	1	9.1%	Passenger	13	59.1%
11-Rear end	4	36.4%	Tuesday	3	27.3%	Noon	1	9.1%	Pickup	2	9.1%
TOTAL:	11		Thursday	1	9.1%	1 PM	1	9.1%	Sport utility vehicle (SUV)	2	9.1%
			Friday	2	18.2%	2 PM	1	9.1%	Unknown/NA	1	4.5%
			Sunday	1	9.1%	3 PM	1	9.1%	Van/mini van	4	18.2%
			TOTAL:	11		4 PM	1	9.1%	TOTAL:	22	
						5 PM	1	9.1%			
						7 PM	2	18.2%			
						8 PM	1	9.1%			
						11 PM	1	9.1%			
						TOTAL:	11				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	11	100.0%	Darkness/Lighted road	4	36.4%	Dry	10	90.9%	East	2	9.1%
TOTAL:	11		Daylight	7	63.6%	Wet	1	9.1%	North	7	31.8%
			TOTAL:	11		TOTAL:	11		Northeast	2	9.1%
									Northwest	1	4.5%
									South	5	22.7%
									Southeast	1	4.5%
									West	4	18.2%
									TOTAL:	22	

Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2967761.07492099 : YCoordinate 1795987.00196695 | 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
11	0	0	1	5	5	0	10	0	1	9

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
10-Turning	6	54.5%	Monday	1	9.1%	06 AM	2	18.2%	Passenger	20	83.3%
11-Rear end	5	45.5%	Wednesday	2	18.2%	08 AM	1	9.1%	Sport utility vehicle (SUV)	3	12.5%
TOTAL:	11		Thursday	2	18.2%	11 AM	1	9.1%	Van/mini van	1	4.2%
			Friday	2	18.2%	2 PM	1	9.1%	TOTAL:	24	
			Saturday	2	18.2%	3 PM	1	9.1%			
			Sunday	2	18.2%	5 PM	2	18.2%			
			TOTAL:	11		6 PM	1	9.1%			
						10 PM	1	9.1%			
						11 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	9	81.8%	East	7	29.2%
Rain	1	9.1%	Darkness/Lighted road	3	27.3%	Snow or slush	1	9.1%	North	2	8.3%
Sleet/hail	1	9.1%	Daylight	7	63.6%	Wet	1	9.1%	Northwest	1	4.2%
Snow	1	9.1%	TOTAL:	11		TOTAL:	11		South	10	41.7%
TOTAL:	11								Southeast	2	8.3%
									Southwest	1	4.2%
									West	1	4.2%

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2967761.07132842 : YCoordinate 1795986.60429651 | 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>11</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>7</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>8</u>	<u>2</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	2	18.2%	Tuesday	1	9.1%	Midnight	1	9.1%	Motorcycle (Over 150cc)	1	4.5%
Rear End	4	36.4%	Wednesday	1	9.1%	10 AM	1	9.1%	Passenger	12	54.5%
Sideswipe Same Direction	1	9.1%	Thursday	3	27.3%	Noon	2	18.2%	Pickup	1	4.5%
Turning	4	36.4%	Friday	1	9.1%	3 PM	2	18.2%	SUV	5	22.7%
TOTAL:	11		Saturday	3	27.3%	7 PM	1	9.1%	Van/Mini-Van	3	13.6%
			Sunday	2	18.2%	8 PM	1	9.1%	TOTAL:	22	
			TOTAL:	11		9 PM	1	9.1%			
						10 PM	1	9.1%			
						11 PM	1	9.1%			
						TOTAL:	11				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	11	100.0%	Darkness	1	9.1%	Dry	10	90.9%	East	6	27.3%
TOTAL:	11		Darkness, Lighted Road	5	45.5%	Wet	1	9.1%	North	9	40.9%
			Daylight	5	45.5%	TOTAL:	11		South	3	13.6%
			TOTAL:	11					Southeast	2	9.1%
									West	2	9.1%
									TOTAL:	22	

Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2967761.06567224 : YCoordinate 1795986.81731621 | 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	1	2	1	3	0	8	1	4	3

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	14.3%	Monday	2	28.6%	10 AM	1	14.3%	Passenger	6	42.9%
Rear End	3	42.9%	Tuesday	1	14.3%	3 PM	1	14.3%	SUV	6	42.9%
Turning	3	42.9%	Wednesday	1	14.3%	6 PM	2	28.6%	Van/Mini-Van	2	14.3%
TOTAL:	7		Thursday	2	28.6%	8 PM	2	28.6%	TOTAL:	14	
			Sunday	1	14.3%	10 PM	1	14.3%			
			TOTAL:	7		TOTAL:	7				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	85.7%	Darkness/ Lighted Road	3	42.9%	Dry	6	85.7%	East	1	7.1%
Snow	1	14.3%	Daylight	4	57.1%	Snow or Slush	1	14.3%	North	3	21.4%
TOTAL:	7		TOTAL:	7		TOTAL:	7		Northeast	1	7.1%
									South	5	35.7%
									Southeast	2	14.3%
									West	2	14.3%
									TOTAL:	14	

Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2967761.07125412 : YCoordinate 1795986.6070949 | 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
9	0	0	2	2	5	0	7	0	4	3

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	11.1%	Monday	2	22.2%	Midnight	1	11.1%	Passenger	13	68.4%
Rear End	3	33.3%	Tuesday	1	11.1%	03 AM	1	11.1%	Pickup	1	5.3%
Turning	5	55.6%	Wednesday	2	22.2%	07 AM	1	11.1%	SUV	5	26.3%
TOTAL:	9		Friday	3	33.3%	08 AM	1	11.1%	TOTAL:	19	
			Saturday	1	11.1%	09 AM	2	22.2%			
			TOTAL:	9		11 AM	2	22.2%			
						2 PM	1	11.1%			
						TOTAL:	9				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	7	77.8%	Darkness/ Lighted Road	2	22.2%	Dry	7	77.8%	East	2	10.5%
Rain	1	11.1%	Daylight	6	66.7%	Snow or Slush	2	22.2%	North	5	26.3%
Severe Cross Wind	1	11.1%	Unknown	1	11.1%	TOTAL:	9		South	6	31.6%
TOTAL:	9		TOTAL:	9					Southwest	1	5.3%
									West	5	26.3%
									TOTAL:	19	

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2967761.23805174 : YCoordinate 1795987.16181485 | 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
8	0	0	0	1	7	0	2	0	0	2

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	12.5%	Monday	2	25.0%	01 AM	1	12.5%	Passenger	11	61.1%
Rear End	3	37.5%	Tuesday	2	25.0%	09 AM	1	12.5%	SUV	4	22.2%
Sideswipe Same Direction	1	12.5%	Wednesday	2	25.0%	10 AM	1	12.5%	Unknown	1	5.6%
Turning	3	37.5%	Friday	1	12.5%	2 PM	1	12.5%	Van/Mini-Van	2	11.1%
TOTAL:	8		Sunday	1	12.5%	6 PM	2	25.0%	TOTAL:	18	
			TOTAL:	8		9 PM	2	25.0%			
						TOTAL:	8				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	5	62.5%	Darkness	2	25.0%	Dry	5	62.5%	East	3	16.7%
Rain	2	25.0%	Darkness, Lighted Road	2	25.0%	Snow or Slush	1	12.5%	North	7	38.9%
Snow	1	12.5%	Daylight	4	50.0%	Unknown	1	12.5%	Northeast	1	5.6%
TOTAL:	8		TOTAL:	8		Wet	1	12.5%	South	4	22.2%
						TOTAL:	8		Southwest	1	5.6%
									West	2	11.1%
								TOTAL:	18		

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2967761.07125412 : YCoordinate 1795986.6070949 | 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>10</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>7</u>	<u>0</u>

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	1	10.0%	Monday	1	10.0%	03 AM	1	10.0%	Passenger	11	55.0%
Fixed Object	1	10.0%	Tuesday	1	10.0%	07 AM	2	20.0%	Pickup	1	5.0%
Rear End	4	40.0%	Thursday	1	10.0%	3 PM	2	20.0%	SUV	6	30.0%
Turning	4	40.0%	Friday	1	10.0%	5 PM	1	10.0%	Unknown	1	5.0%
TOTAL:	10		Saturday	4	40.0%	6 PM	3	30.0%	Van/Mini-Van	1	5.0%
			Sunday	2	20.0%	8 PM	1	10.0%	TOTAL:	20	
			TOTAL:	10		TOTAL:	10				
Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	6	60.0%	Darkness	1	10.0%	Dry	6	60.0%	East	5	25.0%
Snow	4	40.0%	Darkness, Lighted Road	5	50.0%	Snow or Slush	4	40.0%	North	4	20.0%
TOTAL:	10		Daylight	4	40.0%	TOTAL:	10		South	6	30.0%
			TOTAL:	10					Southeast	1	5.0%
									West	4	20.0%
									TOTAL:	20	

Coordinate Collision Diagram Report

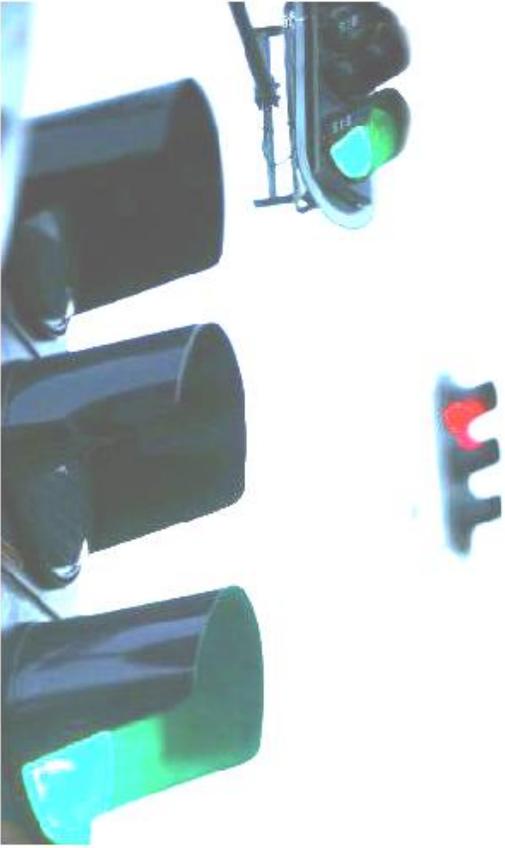
1/1/2017 to 12/31/2017

For XCoordinate 2967761.07125412 : YCoordinate 1795986.6070949 | 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
15	0	0	2	5	8	0	9	0	2	7

Type of Crash	Total	%	Day of Wk	Total	%	Hour of Day	Total	%	Vehicle Type	Total	%
Angle	4	26.7%	Monday	3	20.0%	Midnight	1	6.7%	Other Vehicle With Trailer	1	3.0%
Rear End	9	60.0%	Tuesday	2	13.3%	01 AM	1	6.7%	Passenger	18	54.5%
Sideswipe Same Direction	1	6.7%	Wednesday	2	13.3%	08 AM	1	6.7%	Pickup	3	9.1%
Turning	1	6.7%	Thursday	2	13.3%	09 AM	2	13.3%	SUV	10	30.3%
TOTAL:	15		Friday	3	20.0%	11 AM	1	6.7%	Van/Mini-Van	1	3.0%
			Sunday	3	20.0%	Noon	1	6.7%	TOTAL:	33	
			TOTAL:	15		2 PM	1	6.7%			
						6 PM	1	6.7%			
						7 PM	1	6.7%			
						8 PM	2	13.3%			
						10 PM	1	6.7%			
						11 PM	2	13.3%			
						TOTAL:	15				

Weather Cond	Total	%	Light Cond	Total	%	Road Surface	Total	%	DIRP	Total	%
Clear	11	73.3%	Darkness	2	13.3%	Dry	11	73.3%	East	13	39.4%
Rain	2	13.3%	Darkness, Lighted Road	5	33.3%	Snow or Slush	2	13.3%	North	4	12.1%
Snow	2	13.3%	Daylight	8	53.3%	Wet	2	13.3%	Northeast	1	3.0%
TOTAL:	15		TOTAL:	15		TOTAL:	15		South	10	30.3%



3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **175th St and Pulaski Rd** over a span of 9 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 RLR camera installation.
- The data from 2010 shows the year in which the cameras were installed.
- The data from 2011-2017 shows the period following the installation.

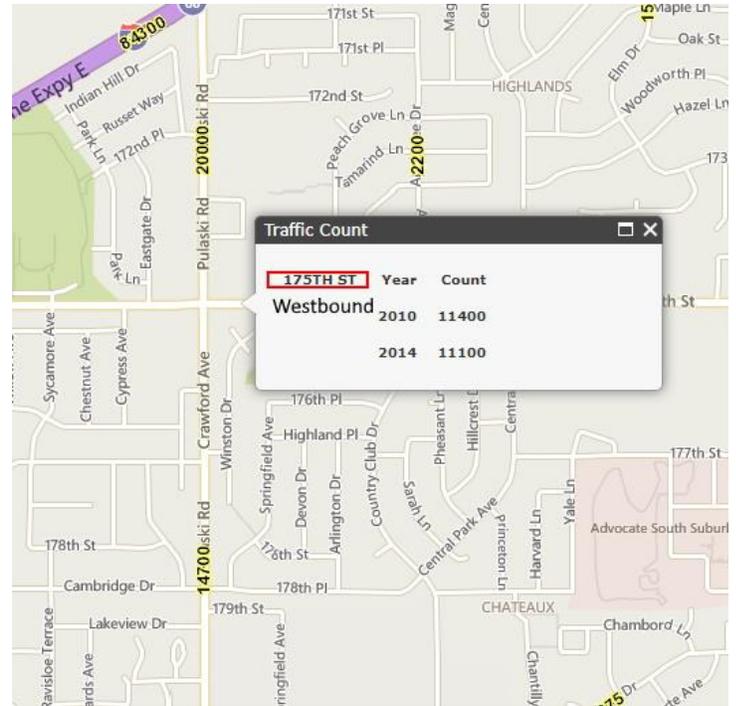
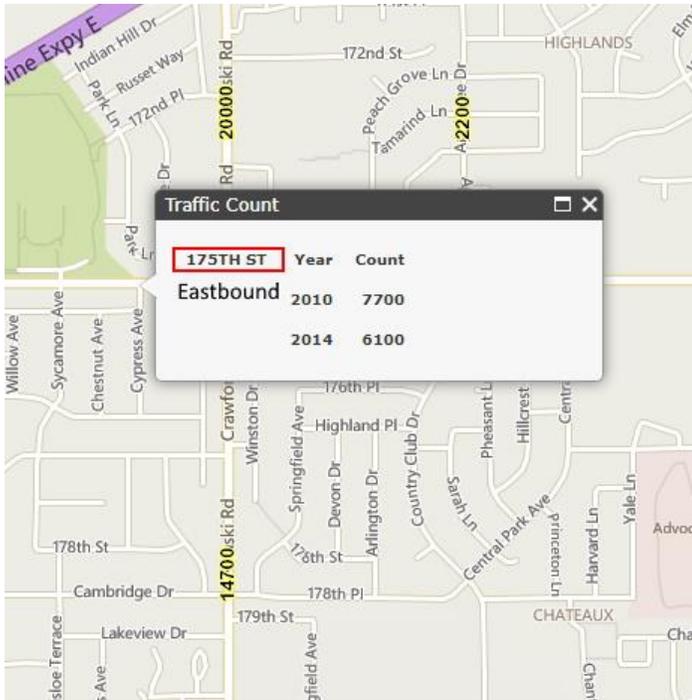
Year Direction	Before Installation		After Installation						
	2009	2010	2011	2012	2013	2014	2015	2016	2017
Eastbound	8,900	7,700	7,700	7,700	7,700	6,100	6,100	6,100	6,100
Westbound	12,400	11,400	11,400	11,400	11,400	11,100	11,100	11,100	11,100
Northbound	17,100	15,900	15,900	15,900	15,900	8,950	8,950	8,950	8,950
Southbound	18,500	22,100	22,100	22,100	22,100	10,900	10,900	10,900	10,900
Combined	56,900	57,100	57,100	57,100	57,100	37,050	37,050	37,050	37,050
Combined Avg	56,900		45,643						

From 2009, prior to the RLR camera installation, the combined average of ADTC was 56,900.

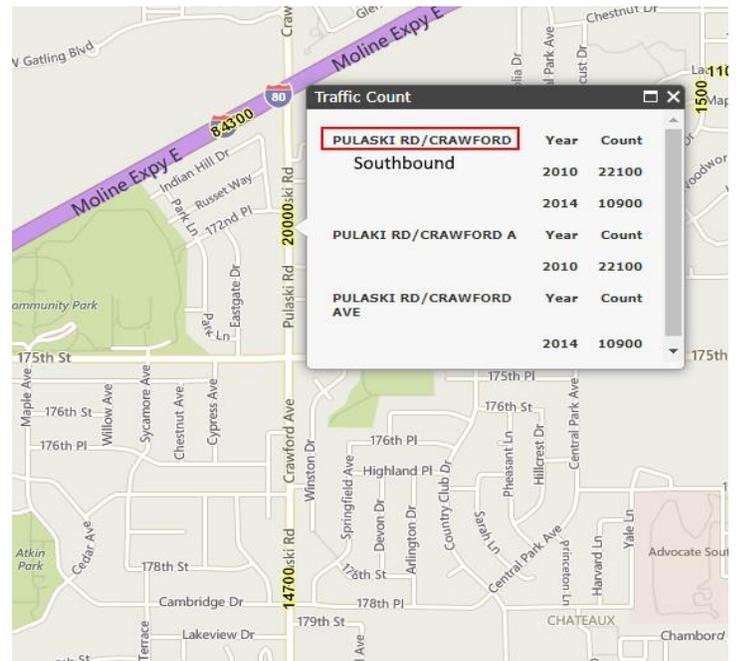
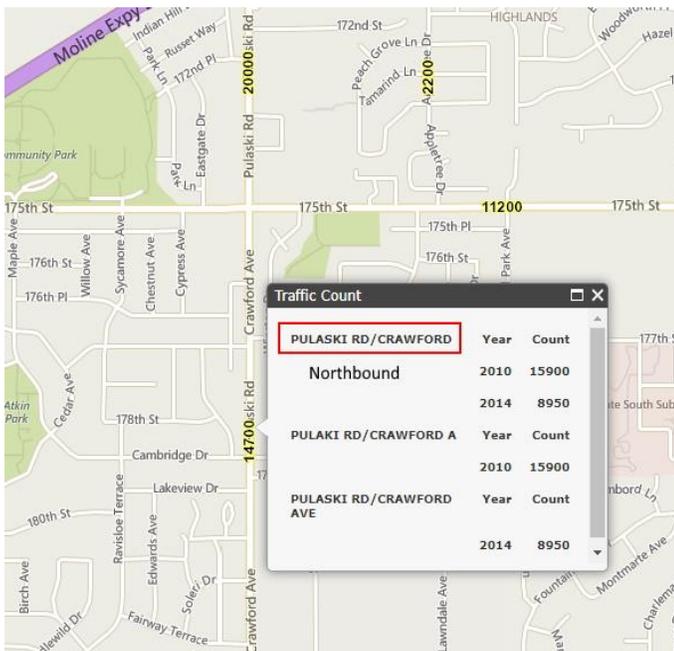
From 2011-2017, post RLR camera installation, the combined average of ADTC was 45,643, resulting in a decrease of 19.78% from the time period above.

The following page will provide the complete ADTC data from 2009-2017 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 2009).

Eastbound and Westbound ADTC



Northbound and Southbound ADTC



2009

The average daily traffic count (ADTC) 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.

175th St ADTC

- Eastbound: 8,900
- Westbound: 12,400

Pulaski Rd (Crawford Ave) ADTC

- Northbound: 17,100
- Southbound: 18,500





4. Summary of Adjudication

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **175th St and Pulaski Rd** from January 2014 to December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	10	8	2	20%
02/01/2014 - 02/28/2014	6	5	1	17%
03/01/2014 - 03/31/2014	8	7	1	13%
04/01/2014 - 04/30/2014	19	13	6	32%
05/01/2014 - 05/31/2014	7	6	1	14%
06/01/2014 - 06/30/2014	14	4	10	71%
07/01/2014 - 07/31/2014	5	2	3	60%
08/01/2014 - 08/31/2014	10	7	3	30%
09/01/2014 - 09/30/2014	9	4	5	56%
10/01/2014 - 10/31/2014	7	4	3	43%
11/01/2014 - 11/30/2014	10	6	4	40%
12/01/2014 - 12/31/2014	8	1	7	88%
Total	113	67	46	41%

As indicated in the table above, 113 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 46 of the contested tickets, a 41% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	4	4	0	0%
02/01/2014 - 02/28/2014	2	2	0	0%
03/01/2014 - 03/31/2014	5	5	0	0%
04/01/2014 - 04/30/2014	6	4	2	33%
05/01/2014 - 05/31/2014	4	3	1	25%
06/01/2014 - 06/30/2014	3	1	2	67%
07/01/2014 - 07/31/2014	5	5	0	0%
08/01/2014 - 08/31/2014	3	3	0	0%
09/01/2014 - 09/30/2014	7	7	0	0%
10/01/2014 - 10/31/2014	3	3	0	0%
11/01/2014 - 11/30/2014	5	4	1	20%
12/01/2014 - 12/31/2014	4	4	0	0%
Total	51	45	6	12%

As indicated in the table above, 51 tickets were contested by mail during the above referenced period. 6 contests by mail were dismissed, a 12% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **175th St and Pulaski Rd** from January 2015 to December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	9	4	5	56%
02/01/2015 - 02/28/2015	2	2	0	0%
03/01/2015 - 03/31/2015	10	7	3	30%
04/01/2015 - 04/30/2015	11	8	3	27%
05/01/2015 - 05/31/2015	3	2	1	33%
06/01/2015 - 06/30/2015	6	3	3	50%
07/01/2015 - 07/31/2015	5	4	1	20%
08/01/2015 - 08/31/2015	7	2	5	71%
09/01/2015 - 09/30/2015	9	6	3	33%
10/01/2015 - 10/31/2015	7	5	2	29%
11/01/2015 - 11/30/2015	7	5	2	29%
12/01/2015 - 12/31/2015	8	6	2	25%
Total	84	54	30	36%

As indicated in the table above, 84 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 30 of the contested tickets, a 36% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	5	5	0	0%
02/01/2015 - 02/28/2015	3	2	1	33%
03/01/2015 - 03/31/2015	8	5	3	38%
04/01/2015 - 04/30/2015	4	4	0	0%
05/01/2015 - 05/31/2015	1	1	0	0%
06/01/2015 - 06/30/2015	2	2	0	0%
07/01/2015 - 07/31/2015	4	4	0	0%
08/01/2015 - 08/31/2015	3	3	0	0%
09/01/2015 - 09/30/2015	3	1	2	67%
10/01/2015 - 10/31/2015	5	4	1	20%
11/01/2015 - 11/30/2015	3	2	1	33%
12/01/2015 - 12/31/2015	10	8	2	20%
Total	51	41	10	20%

As indicated in the table above, 51 tickets were contested by mail during the above referenced period. 10 contests by mail were dismissed, a 20% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **175th St and Pulaski Rd** from January 2016 to December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	25	18	7	28%
02/01/2016 - 02/29/2016	18	14	4	22%
03/01/2016 - 03/31/2016	9	4	5	56%
04/01/2016 - 04/30/2016	4	2	2	50%
05/01/2016 - 05/31/2016	2	2	0	0%
06/01/2016 - 06/30/2016	3	2	1	33%
07/01/2016 - 07/31/2016	3	0	3	100%
08/01/2016 - 08/31/2016	12	8	4	33%
09/01/2016 - 09/30/2016	10	9	1	10%
10/01/2016 - 10/31/2016	2	1	1	50%
11/01/2016 - 11/30/2016	7	4	3	43%
12/01/2016 - 12/31/2016	4	3	1	25%
Total	99	67	32	32%

As indicated in the table above, 99 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 32 of the contested tickets, a 32% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	6	5	1	17%
02/01/2016 - 02/29/2016	3	3	0	0%
03/01/2016 - 03/31/2016	3	2	1	33%
04/01/2016 - 04/30/2016	5	3	2	40%
05/01/2016 - 05/31/2016	6	5	1	17%
06/01/2016 - 0/31/2016	0	0	0	N/A
07/01/2016 - 07/31/2016	2	2	0	0%
08/01/2016 - 08/31/2016	5	5	0	0%
09/01/2016 - 09/30/2016	2	1	1	50%
10/01/2016 - 10/31/2016	5	5	0	0%
11/01/2016 - 11/30/2016	2	2	0	0%
12/01/2016 - 12/31/2016	3	3	0	0%
Total	42	36	6	14%

As indicated in the table above, 42 tickets were contested by mail during the above referenced period. 6 contests by mail were dismissed, a 14% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Northbound** approach of **175th St and Pulaski Rd** from January 2017 to December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	12	9	3	25%
02/01/2017 - 02/28/2017	12	11	1	8%
03/01/2017 - 03/31/2017	13	9	4	31%
04/01/2017 - 04/30/2017	10	7	3	30%
05/01/2017 - 05/31/2017	6	6	0	0%
06/01/2017 - 06/30/2017	15	12	3	20%
07/01/2017 - 07/31/2017	7	4	3	43%
08/01/2017 - 08/31/2017	4	3	1	25%
09/01/2017 - 09/30/2017	8	6	2	25%
10/01/2017 - 10/31/2017	3	2	1	33%
11/01/2017 - 11/30/2017	12	11	1	8%
12/01/2017 - 12/31/2017	5	5	0	0%
Total	107	85	22	21%

As indicated in the table above, 107 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 22 of the contested tickets, a 21% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	2	1	1	50%
02/01/2017 - 02/28/2017	5	4	1	20%
03/01/2017 - 03/31/2017	3	3	0	0%
04/01/2017 - 04/30/2017	12	10	2	17%
05/01/2017 - 05/31/2017	5	4	1	20%
06/01/2017 - 06/30/2017	3	3	0	0%
07/01/2017 - 07/31/2017	6	5	1	17%
08/01/2017 - 08/31/2017	2	2	0	0%
09/01/2017 - 09/30/2017	2	1	1	50%
10/01/2017 - 10/31/2017	4	4	0	0%
11/01/2017 - 11/30/2017	6	6	0	0%
12/01/2017 - 12/31/2017	1	1	0	0%
Total	51	44	7	14%

As indicated in the table above, 51 tickets were contested by mail during the above referenced period. 7 contests by mail were dismissed, a 14% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **175th St and Pulaski Rd** from January 2014 to December 2014.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	7	4	3	43%
02/01/2014 - 02/28/2014	9	7	2	22%
03/01/2014 - 03/31/2014	19	16	3	16%
04/01/2014 - 04/30/2014	20	12	8	40%
05/01/2014 - 05/31/2014	9	6	3	33%
06/01/2014 - 06/30/2014	12	5	7	58%
07/01/2014 - 07/31/2014	4	3	1	25%
08/01/2014 - 08/31/2014	9	6	3	33%
09/01/2014 - 09/30/2014	8	5	3	38%
10/01/2014 - 10/31/2014	7	5	2	29%
11/01/2014 - 11/30/2014	12	7	5	42%
12/01/2014 - 12/31/2014	11	5	6	55%
Total	127	81	46	36%

As indicated in the table above, 127 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 46 of the contested tickets, a 36% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2014 - 01/31/2014	7	6	1	14%
02/01/2014 - 02/28/2014	2	1	1	50%
03/01/2014 - 03/31/2014	8	8	0	0%
04/01/2014 - 04/30/2014	4	3	1	25%
05/01/2014 - 05/31/2014	6	4	2	33%
06/01/2014 - 06/30/2014	3	3	0	0%
07/01/2014 - 07/31/2014	7	7	0	0%
08/01/2014 - 08/31/2014	2	1	1	50%
09/01/2014 - 09/30/2014	8	8	0	0%
10/01/2014 - 10/31/2014	4	2	2	50%
11/01/2014 - 11/30/2014	6	2	4	67%
12/01/2014 - 12/31/2014	7	5	2	29%
Total	64	50	14	22%

As indicated in the table above, 64 tickets were contested by mail during the above referenced period. 14 contests by mail were dismissed, a 22% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **175th St and Pulaski Rd** from January 2015 to December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	9	6	3	33%
02/01/2015 - 02/28/2015	3	3	0	0%
03/01/2015 - 03/31/2015	4	2	2	50%
04/01/2015 - 04/30/2015	5	2	3	60%
05/01/2015 - 05/31/2015	7	4	3	43%
06/01/2015 - 06/30/2015	1	1	0	0%
07/01/2015 - 07/31/2015	3	3	0	0%
08/01/2015 - 08/31/2015	3	3	0	0%
09/01/2015 - 09/30/2015	13	10	3	23%
10/01/2015 - 10/31/2015	19	18	1	5%
11/01/2015 - 11/30/2015	4	2	2	50%
12/01/2015 - 12/31/2015	13	8	5	38%
Total	84	62	22	26%

As indicated in the table above, 84 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 22 of the contested tickets, a 26% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	7	5	2	29%
02/01/2015 - 02/28/2015	2	2	0	0%
03/01/2015 - 03/31/2015	4	4	0	0%
04/01/2015 - 04/30/2015	5	5	0	0%
05/01/2015 - 05/31/2015	2	1	1	50%
06/01/2015 - 06/30/2015	5	5	0	0%
07/01/2015 - 07/31/2015	1	1	0	0%
08/01/2015 - 08/31/2015	5	5	0	0%
09/01/2015 - 09/30/2015	4	4	0	0%
10/01/2015 - 10/31/2015	5	5	0	0%
11/01/2015 - 11/30/2015	9	9	0	0%
12/01/2015 - 12/31/2015	12	11	1	8%
Total	61	57	4	7%

As indicated in the table above, 61 tickets were contested by mail during the above referenced period. 4 contests by mail were dismissed, a 7% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **175th St and Pulaski Rd** from January 2016 to December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	5	2	3	60%
02/01/2016 - 02/29/2016	12	5	7	58%
03/01/2016 - 03/31/2016	7	3	4	57%
04/01/2016 - 04/30/2016	7	5	2	29%
05/01/2016 - 05/31/2016	8	6	2	25%
06/01/2016 - 06/30/2016	5	3	2	40%
07/01/2016 - 07/31/2016	2	1	1	50%
08/01/2016 - 08/31/2016	12	12	0	0%
09/01/2016 - 09/30/2016	6	5	1	17%
10/01/2016 - 10/31/2016	5	5	0	0%
11/01/2016 - 11/30/2016	9	7	2	22%
12/01/2016 - 12/31/2016	10	9	1	10%
Total	88	63	25	28%

As indicated in the table above, 88 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 25 of the contested tickets, a 28% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	3	3	0	0%
02/01/2016 - 02/29/2016	6	5	1	17%
03/01/2016 - 03/30/2016	0	0	0	N/A
04/01/2016 - 04/30/2016	1	0	1	100%
05/01/2016 - 05/31/2016	5	5	0	0%
06/01/2016 - 06/31/2016	0	0	0	N/A
07/01/2016 - 07/31/2016	1	1	0	0%
08/01/2016 - 08/31/2016	6	6	0	0%
09/01/2016 - 09/30/2016	7	7	0	0%
10/01/2016 - 10/31/2016	7	7	0	0%
11/01/2016 - 11/30/2016	6	6	0	0%
12/01/2016 - 12/31/2016	7	5	2	29%
Total	49	45	4	8%

As indicated in the table above, 49 tickets were contested by mail during the above referenced period. 4 contests by mail were dismissed, an 8% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **175th St and Pulaski Rd** from January 2017 to December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	8	7	1	13%
02/01/2017 - 02/28/2017	9	9	0	0%
03/01/2017 - 03/31/2017	6	5	1	17%
04/01/2017 - 04/30/2017	6	6	0	0%
05/01/2017 - 05/31/2017	2	2	0	0%
06/01/2017 - 06/30/2017	8	5	3	38%
07/01/2017 - 07/31/2017	5	3	2	40%
08/01/2017 - 08/31/2017	6	5	1	17%
09/01/2017 - 09/30/2017	6	5	1	17%
10/01/2017 - 10/31/2017	3	3	0	0%
11/01/2017 - 11/30/2017	8	5	3	38%
12/01/2017 - 12/31/2017	6	5	1	17%
Total	73	60	13	18%

As indicated in the table above, 73 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 13 of the contested tickets, an 18% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	1	1	0	0%
02/01/2017 - 02/28/2017	2	1	1	50%
03/01/2017 - 03/31/2017	6	5	1	17%
04/01/2017 - 04/30/2017	4	3	1	25%
05/01/2017 - 05/31/2017	1	1	0	0%
06/01/2017 - 06/30/2017	7	5	2	29%
07/01/2017 - 07/31/2017	3	2	1	33%
08/01/2017 - 08/31/2017	2	2	0	0%
09/01/2017 - 09/30/2017	4	3	1	25%
10/01/2017 - 10/31/2017	5	5	0	0%
11/01/2017 - 11/30/2017	3	3	0	0%
12/01/2017 - 12/31/2017	1	1	0	0%
Total	39	32	7	18%

As indicated in the table above, 39 tickets were contested by mail during the above referenced period. 7 contests by mail were dismissed, an 18% dismissal rate.



5. Report Summary and Recommendation

The **City of Country Club Hills** 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 Country Club Hills** 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.

From 2009, prior to the RLR camera installation, the combined average of ADTC at this intersection was 56,900. From 2011-2017, post RLR camera installation, the combined average of ADTC was 45,643, resulting in a decrease of 19.78% from the time period aforementioned. (See tab 3)

From 2007-2009, prior to the RLR camera installation, there were 32 total crashes; this averages out to 10.67 crashes a year. From 2011-2017, post RLR camera installation, there were 71 total crashes; this averages out to 10.14 crashes per year, resulting in a 4.91% reduction of overall crashes in direct comparison with the time period aforementioned. (See tab 2)

After analyzing all of the available data, we strongly believe that the RLR cameras currently in operation at the **Northbound** and **Southbound** approaches of **175th St and Pulaski Rd** in the **City of Country Club Hills** continue to make positive impacts on improving traffic safety.

Because 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.