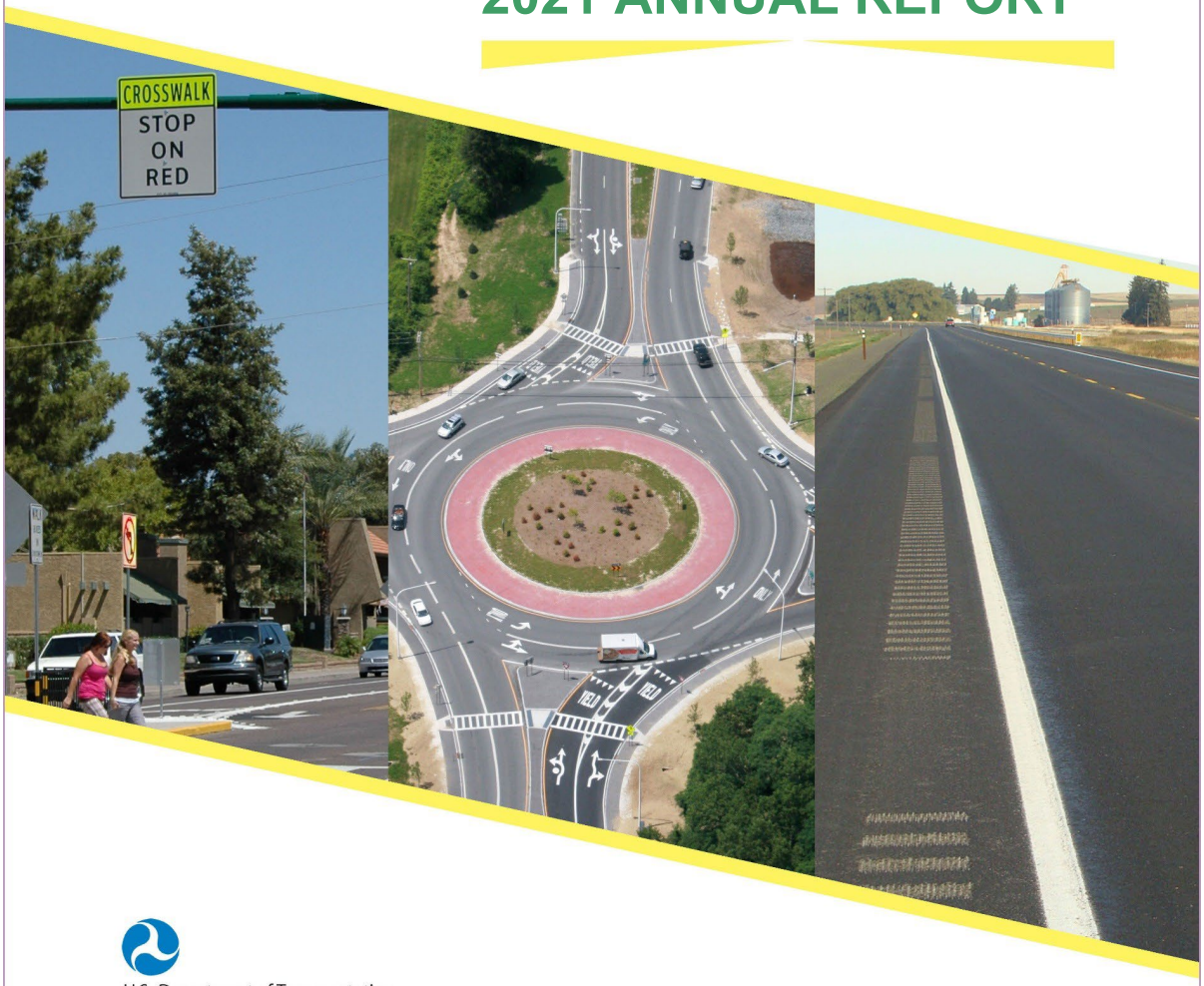
SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Highway Safety Improvement Program as a core Federal-aid program with the goal of achieving a signification reduction in fatalities and serious injuries on all public roads under Section 148, Title 23 of the United States Code (23 USC 148). The program has continued through the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and the Fixing America's Surface Transportation Act (FAST Act) in 2015.

The Highway Safety Improvement Program (HSIP) emphasizes a data-driven, performance-based strategic approach to improving highway safety, through the development and implementation of a Strategic Highway Safety Plan (SHSP), a comprehensive plan that establishes statewide highway safety goals, objectives, and key emphasis areas intended to drive HSIP investment decisions.

This report provides an overview of SCDOT's administration of the Highway Safety Improvement Program (HSIP). SCDOT's HSIP has a primary focus on state-maintained roads since nearly 93 percent of fatal crashes and the vast majority of severe crashes occur on the state system. This report covers funding obligations from January 1, 2020 to December 31, 2020

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Highway Safety Improvement Program is implemented through the Traffic Engineering-Traffic Safety Office. This office is composed of five groups: Highway Safety Improvement Program, Railroad/Research, Safety Program Administration, Safety Project Development, and Strategic Highway Safety Plan/Special Projects. The HSIP group is responsible for all aspects of the HSIP process: planning, implementation, and evaluation.

HSIP funding is currently allocated to align with crash categories and emphasis areas from the Strategic Highway Safety Plan (SHSP). The funding for these Emphasis area is as follows with some overlap between categories:

- Roadway Departure ($20 Million)
    - Interstate Safety Program ($11M)
    - Rumble Strip Program ($9M)

- Intersections and Other High Risk Locations ($18 Million)
    - Intersection Safety Program ($13M)
    - Road Safety Assessments Program ($5M)
- Non-Motorized Users ($5 Milliion)

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

- Other-Central Office through Statewide Screening Process

Describe how local and tribal roads are addressed as part of HSIP.

In South Carolina, the vast majority (~93%) of fatal crashes occur on state-maintained roadways. Due to this statistic, our primary focus for safety has been on state-maintained roadways. However, we have some intersection improvement projects where a local road intersects with a state-owned road. Additionally, as our crash data is improving in accessibility and completeness, local roads are being incorporated into our Road Inventory Management System (RIMS) for analysis.

It is also worth noting that South Carolina maintains the fourth largest highway system in the nation at nearly 41,400 center-line miles of roadway, despite a land area of roughly 32,000 square miles.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

Describe coordination with internal partners.

Several partners within SCDOT and consultants are involved thoughout the process of HSIP planning. Many of our safety improvements are designed by our Safety Project group within Traffic Engineering and they are involved with project design or oversight on all projects to ensure proper designs. Consultant led designs are reviewed and approved by internal staff. Our Planning office is consulted during the selection process to determine if any qualifying projects have been identified for improvements through other funding sources such as the Metropolitan Planning Organizations (MPOs) or Council of Governments (COGs). Our Maintenance office is also contacted to ensure that there are no conflicting maintenance activities such as resurfacing or pavement marking contracts that involve overlapping work. Operations are monitored through other Traffic Engineering offices or consultants to ensure that all projects include consideration of proper traffic operations by conducting traffic volume counts, Synchro analysis, signal operations, etc.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Describe coordination with external partners.

SCDOT has a long history of working with external partners to further the Target Zero mission in the state. Perhaps the closest relationship exists between SCDOT and the South Carolina Department of Public Safety (SCDPS). In the past year, SCDOT was involved in a new data driven enforcement initiative led by SCDPS using crash data located on SCDOT’s line work to identify locations in the state with the greatest potential to reduce collisions related to DUI, speed, and unbelted occupants.

SCDOT and SCDPS also worked together to update the state’s Strategic Highway Safety Plan (SHSP) in 2020. The SHSP was shared with a number of additional partners for input before it was finalized. These partners included, but were not limited to, the SC Department of Motor Vehicles, the SC Department of Health and Environmental Control, the Traffic Records Coordinating Committee, the Motorcycle Safety Task Force, the Impaired Driving Prevention Council, and the Palmetto Cycling Coalition.

The SCDOT Traffic Engineering Safety Office provides collision data to MPOs and COGs on a regular basis. In the past year, the office has received many requests for evaluating crash data and performing Highway Safety Manual analysis on specific locations.

The SCDOT Traffic Engineering Safety Office provides information related to the statewide safety performance targets to all MPOs and COGs, and includes baseline data for every study area. Representatives from the Traffic Safety Office attend MPO and COG meetings as requested to share collision data and crash type analysis. Additionally, through the Department's new Feasibility Report process, the Traffic Safety Office is involved at the beginning stages of project development to ensure safety improvements are included in all projects, including MPO and COG projects.

SCDOT is currently developing a statewide Pedestrian and Bicycle Safety Action Plan (PBSAP). A steering committee was formed to assist the team in developing a comprehensive plan that included input from a variety of external partners.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?
No

SCDOT utilizes engineering directives that outline the project selection/ranking process.

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Horizontal Curve
- HSIP (no subprograms)
- Intersection
- Pedestrian Safety
- Roadway Departure
- Rural State Highways
- Safe Corridor
- Shoulder Improvement
- Sign Replacement And Improvement

Program: Bicycle Safety

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Horizontal Curve

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: HSIP (no subprograms)

Date of Program Methodology:10/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume
- Lane miles

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Relative severity index

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:3
Available funding:2
Ranking based on net benefit:3
Cost Effectiveness:1

Program: Intersection

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Pedestrian Safety

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Roadway Departure

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Rural State Highways

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Safe Corridor

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Shoulder Improvement

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Sign Replacement And Improvement

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

What percentage of HSIP funds address systemic improvements?

33

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Clear Zone Improvements
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Safety Edge

Install/Improve Lighting - this category is being evaluated as part of the RSA process for potential implementation.

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

No

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

Predictive and alternative Analysis for select projects.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$55,255,020	$56,160,919	101.64%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$14,569,723	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$5,245,742	0%
State and Local Funds	$54,158,980	$40,472,662	74.73%
Totals	$109,414,000	$116,449,046	106.43%

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

0%

How much funding is obligated to local or tribal safety projects?

0%

How much funding is programmed to non-infrastructure safety projects?

0%

How much funding is obligated to non-infrastructure safety projects?

0%

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

None

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Batesville Rd (S-164) (SC 14 to Roper Mountain Road)	Roadway	Roadway - other			$1575000	$1750000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
SC 6 with S-156 (Dreher Shoals Road)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)			$268413.24	$298236.78	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-28 (Camp Rd) With S-53 (Riverland)	Intersection geometry	Intersection geometry - other			$353613.8	$353613.8	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 151 Bus. @ S-102 & S-10 & S-1040	Intersection geometry	Intersection geometry - other			$174765.67	$174765.67	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Roper Mountain Road (S-548) - Roper Mountain Rd. Extension (S-547) to Garlington Rd.	Intersection geometry	Intersection geometry - other			$900000	$1000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Intersections	
US 21/S-52 Intersection Improvement	Intersection geometry	Intersection geometry - other			$31111.55	$34568.29	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 9 (Pageland Hwy) at S-36 (Potter Rd)	Intersection geometry	Intersection geometry - other			$101306.55	$112562.83	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
SC 146 @ SC 417	Intersection geometry	Intersection geometry - other			$19463.64	$19463.64	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
SC 146 @ SC 417	Intersection geometry	Intersection geometry - other			$20413.25	$20413.25	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-145 (Pine Log) at S-65 (Storm Branch)	Intersection geometry	Intersection geometry - other			$226476.89	$226476.89	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	
S- 197 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometry - other			$85070.83	$94523.14	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US 17A @ S-1258	Intersection geometry	Intersection geometry - other			$180	$200	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd)	Intersection geometry	Intersection geometry - other			$1354584.73	$1505094.14	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
S- 82 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometry - other			$67000	$67000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
SC 261 OTHER	Roadway	Roadway - other			$4248.43	$4720.51	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
Intersection Improvement – SC 6 (S. Lake Dr) and S-627 (Bethany Church Road/Pleasant View Drive)	Intersection geometry	Intersection geometry - other			$35329.36	$39254.77	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 292 at S-77	Intersection geometry	Intersection geometry - other			$3317.64	$3686.25	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-34 (Whitehall Rd) & Sullivan Rd	Intersection geometry	Intersection geometry - other			$41400	$46000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 9 at Foster Rd	Intersection geometry	Intersection geometry - other			$28823.39	$28823.39	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-63 (Alpine Rd) & S-1026 (Old Percival Rd)	Intersection geometry	Intersection geometry - other			$1677189.06	$1677189.06	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
S-60 (Wire Rd)	Roadway	Roadway - other			$616297.55	$616297.55	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Section/Corridor Improvements - S-	Roadway	Roadway - other			$1697.77	$1886.41	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
51 (Amicks Ferry Rd)															
S-627 (Pleasant View Dr/ Redmond Rd/ Fal	Roadway	Roadway - other			$263000.84	$263000.84	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Section/Corridor Improvements - S-187 (Bethel Road)	Roadway	Roadway - other			$4992.42	$5547.15	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
S-347 (John Everall Rd)	Roadway	Roadway - other			$250008.15	$277786.81	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-29 (Riverside Rd)	Roadway	Roadway - other			$667210.72	$741345.24	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - SC 70 (Binnicker Bridge Rd)	Roadway	Roadway - other			$57873.67	$64304.08	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Median Improvements	Roadway	Roadway - other			$1316676.29	$1462973.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Signalize and construct left turn lanes on S-204 (Pisgah Church/Long Pond) and S-77 (Barr Road)	Intersection geometry	Add/modify auxiliary lanes			$90000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - US 29 @ US 29 Bus & S-232	Intersection geometry	Intersection geometry - other			$1212089.2	$1346765.77	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	
Intersection Improvements - US 52 (N. Governor Williams Hwy) at S-528 (Wire Rd)	Intersection geometry	Intersection geometry - other			$1236674.97	$1374083.3	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17 Byp at Tadlock Dr. Murrells Inlet/Garden City (unincorporated)	Intersection geometry	Intersection geometry - other			$15918.35	$17687.05	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvements - US 501 at S-1315 (Robert M. Grissom Pkwy)	Intersection geometry	Intersection geometry - other			$2942195.87	$3269106.53	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 521 (Charlotte Hwy) & S-755 (North Corner Road)	Intersection geometry	Intersection geometry - other			$1317648.52	$1464053.91	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 76 at S-64 (Laughlin Rd/Moores Mill Rd)/S-328 (Springville Rd)	Intersection geometry	Intersection geometry - other			$1768774.52	$1965305.03	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Ford Elementary Safe Routes to School	Intersection geometry	Intersection geometry - other			$4083.71	$4083.71	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	school safety	
Intersection Improvements - US 301 (Five Chop Rd) at SC 267 (Tee Vee Rd)	Intersection geometry	Intersection geometry - other			$787500	$875000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	school safety	
S-356 (Starline Drive)	Roadway	Roadway - other			$41771.56	$46412.85	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - S-485 (Old Cherokee) and S-408 (Pilgrim Church Rd)	Intersection geometry	Intersection geometry - other			$18408.6	$20454	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement - US 1 (Jefferson Davis Hwy) @ SC 118 (Hitchcock Pkwy/Robert M. Bell Pkwy)	Intersection geometry	Intersection geometry - other			$27862.84	$30958.71	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Interstate Safety - I-95 MP 0.00 to MP 33.90	Roadway	Roadway - other			$720103.97	$800115.44	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Spot	Roadway Departure	
I-26 Cable Guardrail Project (from near MM 168 to near MM 199) (Phase II)	Roadway	Roadway - other			$8090003.64	$8988892.93	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Section/Corridor Improvements – SC 153 east and west of the SC 81 Intersection	Roadway	Roadway - other			$11729.65	$13032.87	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - US 29 (Highway 29 N)and S-904 (Snow Rd)	Intersection geometry	Intersection geometry - other			$1180048.86	$1311165.4	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 178 (Liberty Highway) and SC 88 (Old Greenville Highway)	Intersection geometry	Intersection geometry - other			$1850555.04	$1853055.04	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 301 (N Jones Rd) and SC 403 (N Bethel Rd)	Intersection geometry	Intersection geometry - other			$1792384.87	$1792384.87	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 702 (Hwy 702) and SC 246 (Hwy 246 S)	Intersection geometry	Intersection geometry - other			$1048347.84	$1164830.93	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 522 (Rocky River Rd) and S-123 (Taxahaw Rd)	Intersection geometry	Intersection geometry - other			$2341491.79	$2341491.79	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 76 and S-72 (Trinity Church Rd/Dial Pl)	Intersection geometry	Intersection geometry - other			$1659184.13	$1659184.13	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-73 (Fish Hatchery Rd) and S-719 (Busbee Rd)	Intersection geometry	Intersection geometry - other			$1417274.43	$1417274.43	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 555 (Farrow Rd) and S-1274 (N Brickyard Rd)	Intersection geometry	Intersection geometry - other			$3498.3	$3887	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvements - US 76 (Garners Ferry Rd) and SC 263 (Vanboklen Rd)	Intersection geometry	Intersection geometry - other			$601213.08	$668014.53	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 11 (Highway 11 W) and S-58 (Parris Ridge Rd)	Intersection geometry	Intersection geometry - other			$180417.58	$200417.58	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Section/Corridor Improvements - S-14 (West/East Billy Farrow Hwy) MP 1.45 to MP 10.08	Roadway	Roadway - other			$356.75	$396.39	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - S-543 (Fairview St. Ext/Greenpond Rd) MP 1.27 to MP 4.36	Roadway	Roadway - other			$1026.12	$1140.11	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - US 176 - S-728 (Old Monks Corner Rd) to US 52	Roadway	Roadway - other			$54202.81	$60225.34	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
Section/Corridor Improvements - SC 642 - S-373 (State Park Rd) to S-259 (Near Parlor Dr)	Roadway	Roadway - other			$316890	$352100	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	
Stone Academy Safe Routes to School	Miscellaneous	Miscellaneous - other			$348836.42	$348836.42	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	school safety	
Lakeview Elementary Safe Routes to School	Miscellaneous	Miscellaneous - other			$329938.13	$329938.13	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	school safety	
JP Thomas Elementary Safe Routes to School	Miscellaneous	Miscellaneous - other			$321371.82	$321371.82	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	school safety	
Rosewood Elementary International School - Safe Routes to School	Miscellaneous	Miscellaneous - other			$362244.1	$362244.1	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	school safety	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Interstate Safety Project I-77 MP 5.20 – MP 6.40 Overhead Sign Structure with Weather Monitoring	Roadway signs and traffic control	Roadway signs and traffic control - other			$56000	$56000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
RSA US 17 Bus (MP 9.56 - 13.4)	Roadway	Roadway - other			$157500	$175000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
Safety Improvements/RSA US 29	Roadway	Roadway - other			$225000	$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
Safety Improvements/RSA US 78	Roadway	Roadway - other			$409500	$455000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
Safety Improvements/RSA US 17	Roadway	Roadway - other			$112500	$125000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
Safety Improvements/RSA SC 183	Roadway	Roadway - other			$112500	$125000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
Safety Improvements/RSA S-75 (Ashley Phosphate Rd)	Roadway	Roadway - other			$225000	$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
Safety Improvements/RSA US 17A	Roadway	Roadway - other			$489600	$544000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
Safety Improvements/RSA - S-215 (Mr. Joe White Ave)	Roadway	Roadway - other			$135000	$150000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Road Safety Audit	
S-10 (Harden St) - Bike/Ped Safety Project/RSA	Roadway	Roadway - other			$130500	$145000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Road Safety Audit	
S-107 (Meeting St.) - Bike/Ped Safety Improvements/RSA	Roadway	Roadway - other			$135000	$150000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Road Safety Audit	
S-104 (King St.) - Bike/Ped Safety Improvements/RSA	Roadway	Roadway - other			$135000	$150000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Road Safety Audit	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
S-404 (Calhoun Street) - Bike/Ped Safety Improvements/RSA	Roadway	Roadway - other			$90000	$100000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Road Safety Audit	
S-106 (St. Philip St) - Bike/Ped Safety Improvements/RSA	Roadway	Roadway - other			$67500	$75000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Road Safety Audit	
S-241 (21st Ave N.)	Roadway	Roadway - other			$90000	$100000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Road Safety Audit	
US 21 (Blossom Street) - Bike/Ped Safety Improvements/RSA	Roadway	Roadway - other			$388800	$432000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Road Safety Audit	
I-77 Safety Improvements MP 60 to 91	Roadside	Increase clear zone – tangent			$3603862.18	$4004291.31	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
I-26 Safety Improvements MP 90 to 120	Roadside	Increase clear zone – tangent			$43091.62	$47879.58	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
I-85 Safety Improvements MP 30-60	Roadside	Increase clear zone – tangent			$90000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
I-20 Safety Improvements MP 60 to MP 90	Roadside	Increase clear zone – tangent			$1538940.28	$1709933.65	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 2	Roadway	Rumble strips – edge or shoulder			$1310899.05	$1310899.05	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 3	Roadway	Rumble strips – edge or shoulder			$1111695.88	$1111695.88	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 4	Roadway	Rumble strips – edge or shoulder			$1446236.44	$1446236.44	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 5	Roadway	Rumble strips – edge or shoulder			$927203.88	$927203.88	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 6	Roadway	Rumble strips – edge or shoulder			$661403.94	$661403.94	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2019 Rumble Stripes District 7	Roadway	Rumble strips – edge or shoulder			$1319560.56	$1319560.56	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal – add flashing yellow arrow			$500000	$500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
S-54 (Paraham Rd)/S-80 (Campbell Rd)	Roadway	Roadway - other			$180000	$200000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 16/S-228	Intersection geometry	Intersection geometry - other			$45000	$50000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement S-83 (Old Grove Rd)/L-27 (Bracken Rd)	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 401 (N Darlington Hwy)/SC 341	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements S-76 (Ladson Rd)/S-2421 (College Park Rd)	Intersection geometry	Intersection geometry - other			$45000	$50000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 21 (Charleston Hwy)/S-1258 (Old Wire Rd)	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvement S-908 (Gap Creek Road)/L-745 (Gary Armstrong/Hampton Rd)	Intersection geometry	Intersection geometry - other			$225000	$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection improvements at SC 292/L-851 (Miller Farm Rd)	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 15 (Jefferies Hwy)/SC 61 (Augusta Hwy)	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvement S-12/S-13	Intersection geometry	Intersection geometry - other			$45000	$50000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 135 (Dacusville Hwy)/ S-95 (Jameson Rd)	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
US 501/L-8968/S-905	Intersection geometry	Intersection geometry - other			$112500	$125000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection improvement SC 81 (Anderson Rd)/ S-327 (Old Dunham Bridge Rd)	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection improvement US 29/S-96 (Welcome Rd)	Intersection geometry	Intersection geometry - other			$225000	$250000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 176 (State Rd)/S-135 (Mudville Rd)	Intersection geometry	Intersection geometry - other			$112500	$125000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersection Improvement S-169 (Von Ohsen Rd)/S-881 (Lincolnville Rd)	Intersection geometry	Intersection geometry - other			$337500	$375000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersection improvement SC 34/SC 39	Intersection geometry	Intersection geometry - other			$180000	$200000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 21 (Anderson Rd)S-162(Hall Spencer Rd)	Intersection geometry	Intersection geometry - other			$112500	$125000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Interstate Guardrail Project - Dist. 4	Roadside	Barrier- metal			$204238.99	$204238.99	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
Interstate Guardrail Project - Dist. 5	Roadside	Barrier- metal			$595298.25	$595298.25	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	

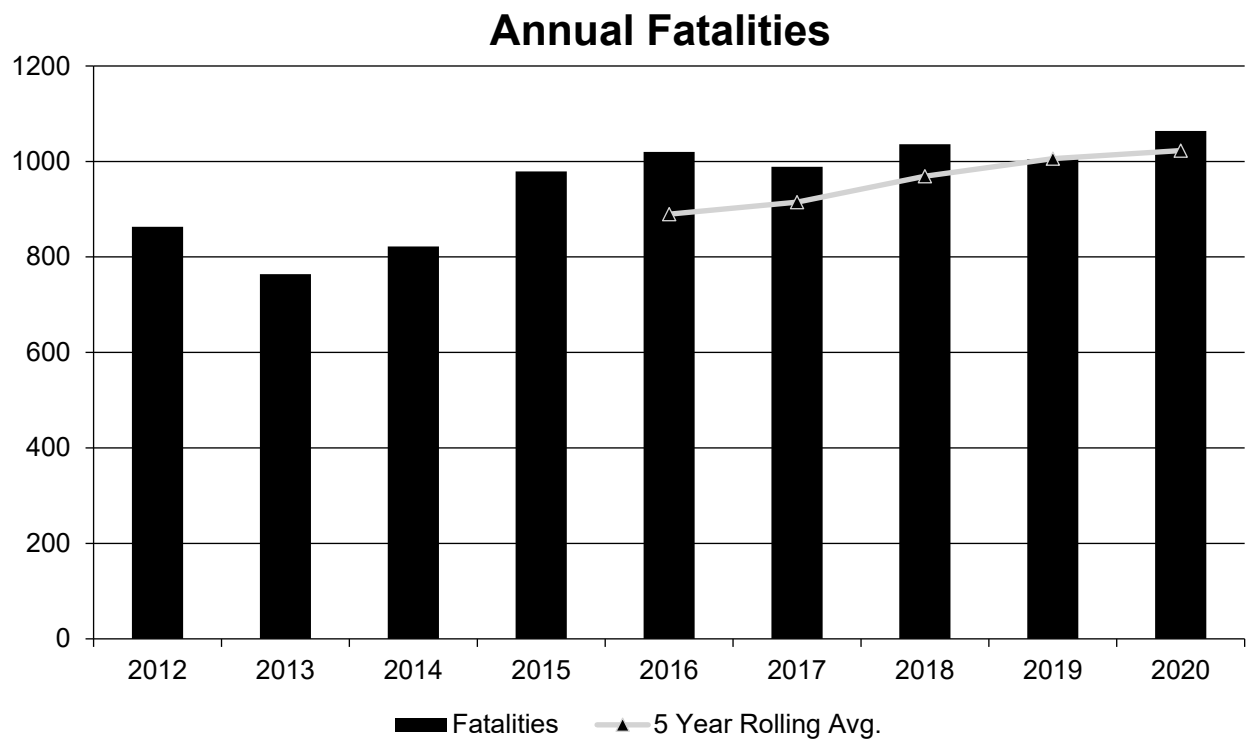
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Interstate Guardrail Project - Dist. 6	Roadside	Barrier- metal			$1605908.84	$1605908.84	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
Interstate Guardrail Project - Dist. 7	Roadside	Barrier- metal			$755840.63	$755840.63	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
2020 Rumble Stripes District 1	Roadway	Rumble strips – edge or shoulder			$412584.06	$412584.06	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2020 Rumble Stripes District 2	Roadway	Rumble strips – edge or shoulder			$1272333.22	$1272333.22	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2020 Rumble Stripes District 4	Roadway	Rumble strips – edge or shoulder			$2823289.15	$2823289.15	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2020 Rumble Stripes District 5	Roadway	Rumble strips – edge or shoulder			$863003.84	$863003.84	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2020 Rumble Stripes District 7	Roadway	Rumble strips – edge or shoulder			$946570.49	$946570.49	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Pedestrian and Bicycle Safety Action Plan (PBSAP)	Miscellaneous	Transportation safety planning			$400000	$400000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2021 Safety Program Administration	Miscellaneous	Transportation safety planning			$450000	$500000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Admin	Administration	
Safety Program Planning Phase FY 2021	Miscellaneous	Transportation safety planning			$450000	$500000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Admin	Administration	

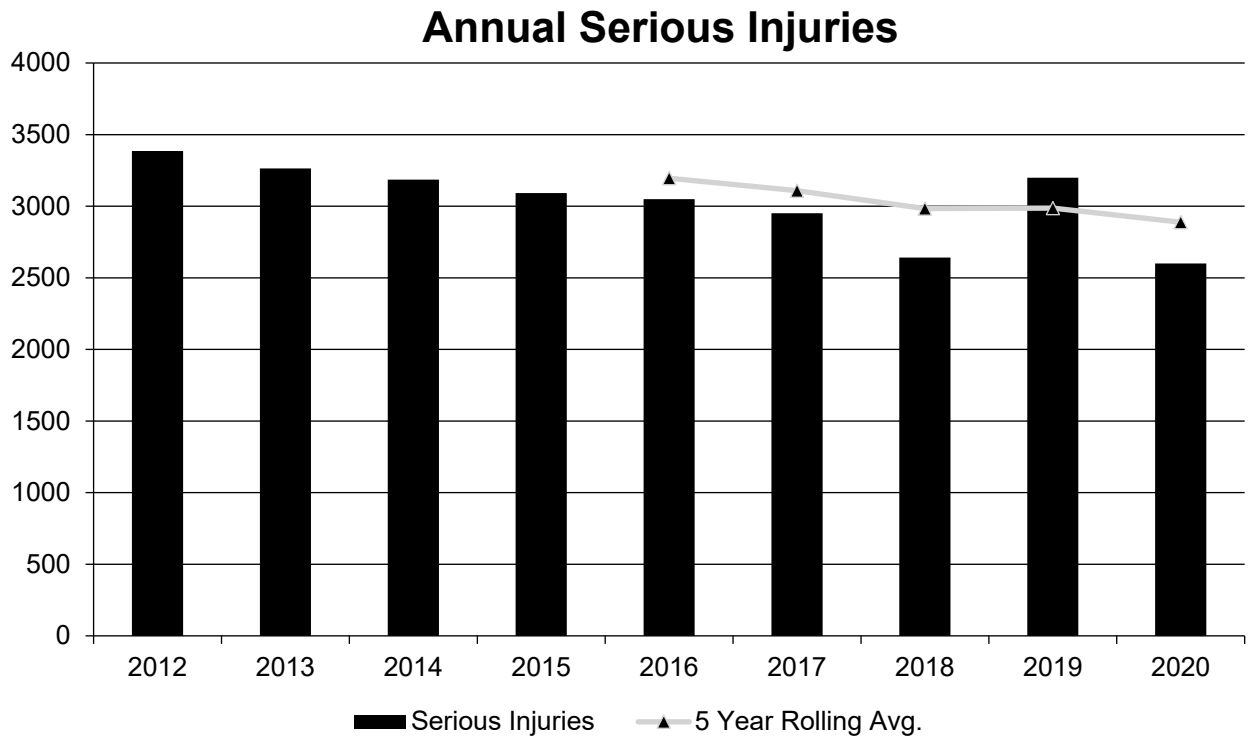
Safety Performance

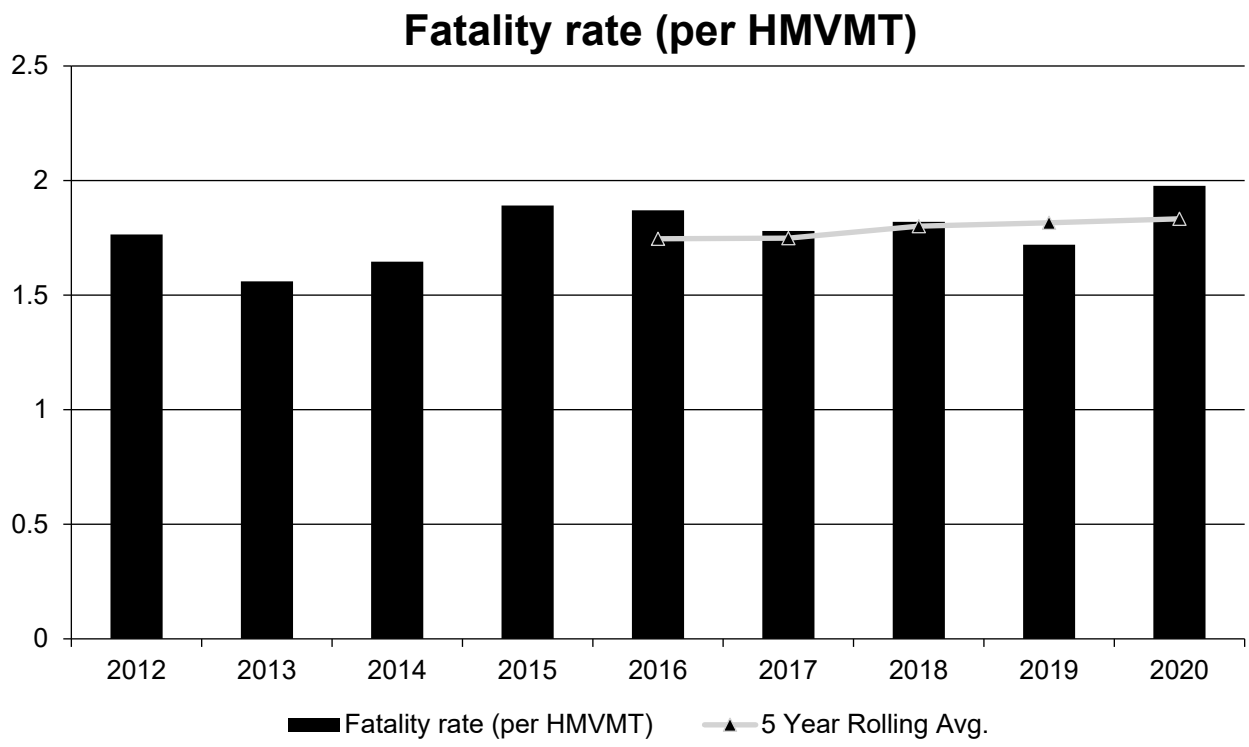
General Highway Safety Trends

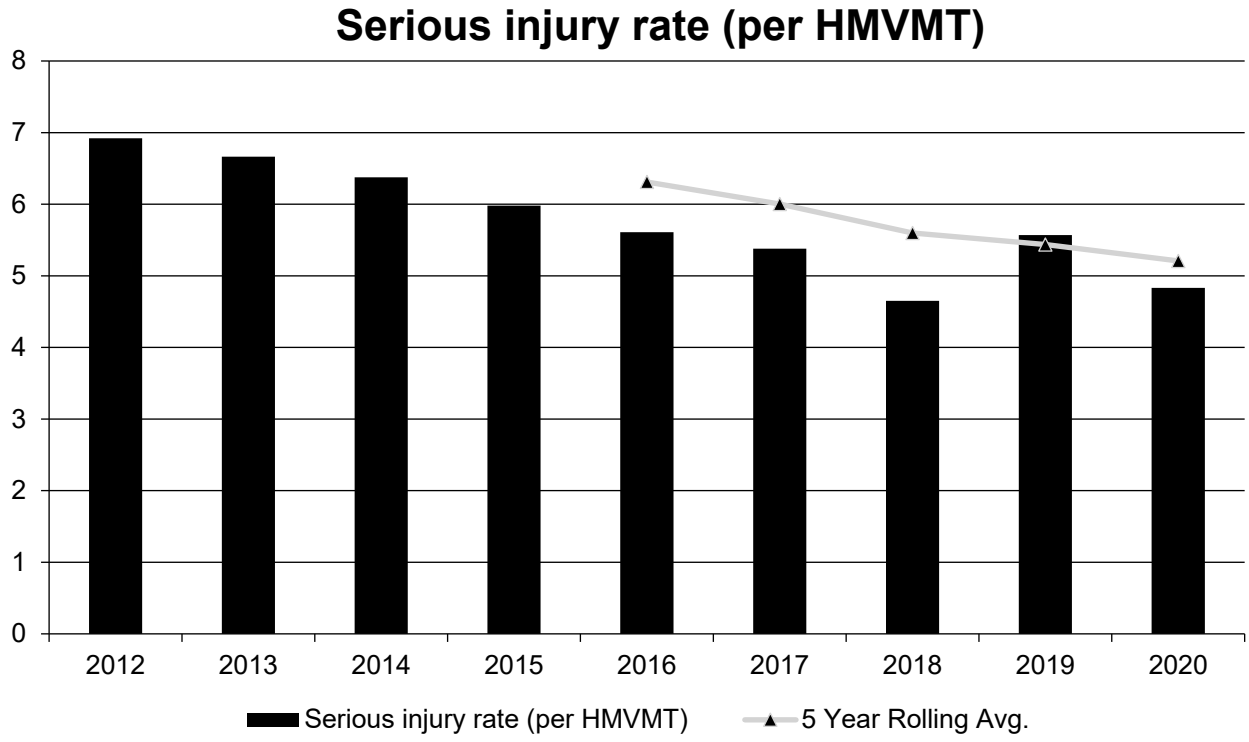
Present data showing the general highway safety trends in the State for the past five years.

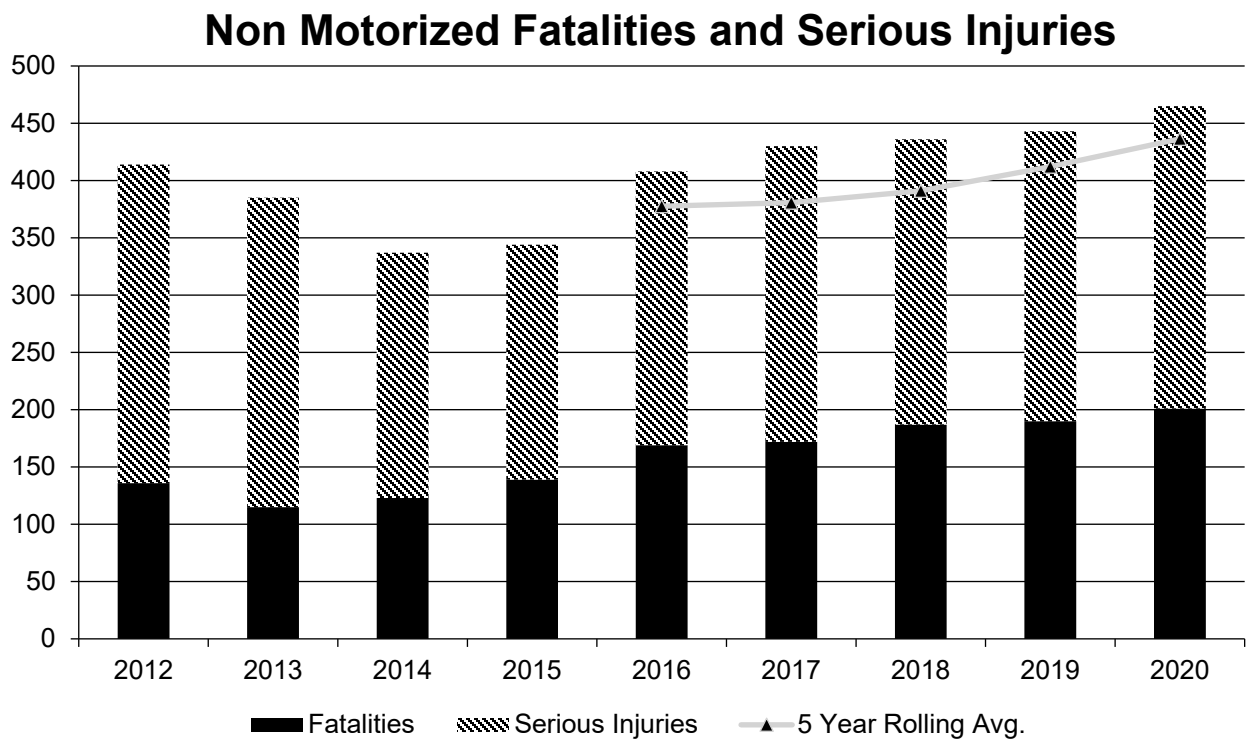
PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	863	764	822	979	1,020	989	1,036	1,005	1,064
Serious Injuries	3,386	3,264	3,185	3,092	3,049	2,951	2,642	3,199	2,600
Fatality rate (per HMVMT)	1.765	1.560	1.646	1.891	1.870	1.780	1.820	1.720	1.977
Serious injury rate (per HMVMT)	6.920	6.663	6.376	5.980	5.610	5.380	4.650	5.570	4.831
Number non-motorized fatalities	136	115	123	139	169	172	187	190	201
Number of non-motorized serious injuries	278	270	214	205	239	258	249	253	264


Annual Fatalities
1200
1000
800
600
400
200
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2020

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	69	117.2	0.85	1.43
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.2	2.2	0.74	0.76
Rural Principal Arterial (RPA) - Other	87.6	182.2	1.99	4.12
Rural Minor Arterial	128.8	257	3.02	6.01
Rural Minor Collector	12.2	31	4.6	11.77
Rural Major Collector	186.4	396.8	3.9	8.3

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	63.8	178.4	2.11	5.91
Urban Principal Arterial (UPA) - Interstate	48.2	115.6	0.63	1.51
Urban Principal Arterial (UPA) - Other Freeways and Expressways	7.8	22.8	0.95	2.78
Urban Principal Arterial (UPA) - Other	167.2	519.8	2	6.2
Urban Minor Arterial	118.4	406.4	1.67	5.71
Urban Minor Collector	0.6	3	0	7.8
Urban Major Collector	72.2	262.4	1.79	6.48
Urban Local Road or Street	43.6	194	1.8	7.93

Year 2019

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency				
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:1061.0

Describe the basis for established target, including how it supports SHSP goals.

The target of 1061.0 traffic fatalities was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2021 data,

then using this projection the state was able to determine a reasonable target for the five year period ending in 2022. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease from the increasing trend in the number of traffic fatalities during calendar year 2022. This target supports the SHSP goal of eliminating traffic fatalities in SC.

Number of Serious Injuries:2850.0

Describe the basis for established target, including how it supports SHSP goals.

A target of 2850.0 serious injuries was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2021 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2022. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease in from the increasing trend in the number serious injuries during calendar year 2022. This target supports the SHSP goal of reducing serious injuries that resulted from a traffic collision.

Fatality Rate:1.820

Describe the basis for established target, including how it supports SHSP goals.

The target of 1.820 as the fatality rate was established by using the projected fatality number in 2022 along with an expected 2% increase in vehicle miles traveled during that year. As part of the SHSP, reducing the fatality rate remains a valuable target for the state.

Serious Injury Rate:4.892

Describe the basis for established target, including how it supports SHSP goals.

The target of 4.892 as the serious injury rate was established by using the projected serious injury number in 2022 along with an expected 2% increase in vehicle miles traveled during that year. As part of the SHSP, reducing the serious injury rate remains a valuable target for the state.

Total Number of Non-Motorized Fatalities and Serious Injuries:500.0

Describe the basis for established target, including how it supports SHSP goals.

The target of 500.0 non-motorized fatalities and serious injuries was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2021 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2022. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease in the decreasing trend in the number in fatalities and serious injuries involving pedestrians and bicyclists during calendar year 2022.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

South Carolina established a coordinating group comprised of highway safety professionals from the SC Department of Transportation (SCDOT) and the SC Department of Public Safety, which houses the State Highway Safety Office. This group meets to discuss the historical and current trends as well projections related to the five safety performance areas.

Staff from SCDOT is available to provide any information related to the safety targets, including baseline data, to all MPOs. Additionally the SCDOT Planning Office distributes individual MPO baseline data to all MPOs for their information. Statewide baseline and targets are also provided to MPOs.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1011.0	1022.8
Number of Serious Injuries	2781.0	2888.2
Fatality Rate	1.819	1.833
Serious Injury Rate	4.979	5.208
Non-Motorized Fatalities and Serious Injuries	380.0	436.4

The state anticipates meeting two of the five safety performance targets for 2016-2020. The preliminary five year averages for each measure are shown below. The target is shown in parenthesis after each target figure.

Fatalities: 1022.8 (1011.0)

Fatality Rate: 1.833 (1.819)

Serious Injuries: 2888.2 (2781.0) *better than baseline*

Serious Injury Rate: 5.208 (4.979) *better than baseline*

Non-motorized user fatalities and serious injuries combined: 436.4 (380.0)

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	100	109	113	127	159	135	129

PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Serious Injuries	211	224	222	214	263	256	188

The older driver special rule applies to SC in the 2021 HSIP Annual Report. Older [Mature] Drivers are an Emphasis Area in the state's current SHSP.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Selected projects have produced an average B/C ratio of 10.3

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- HSIP Obligations
- Increased awareness of safety and data-driven process
- Other-Increased use of alternative intersections statewide
- Other-DDSA Final Report

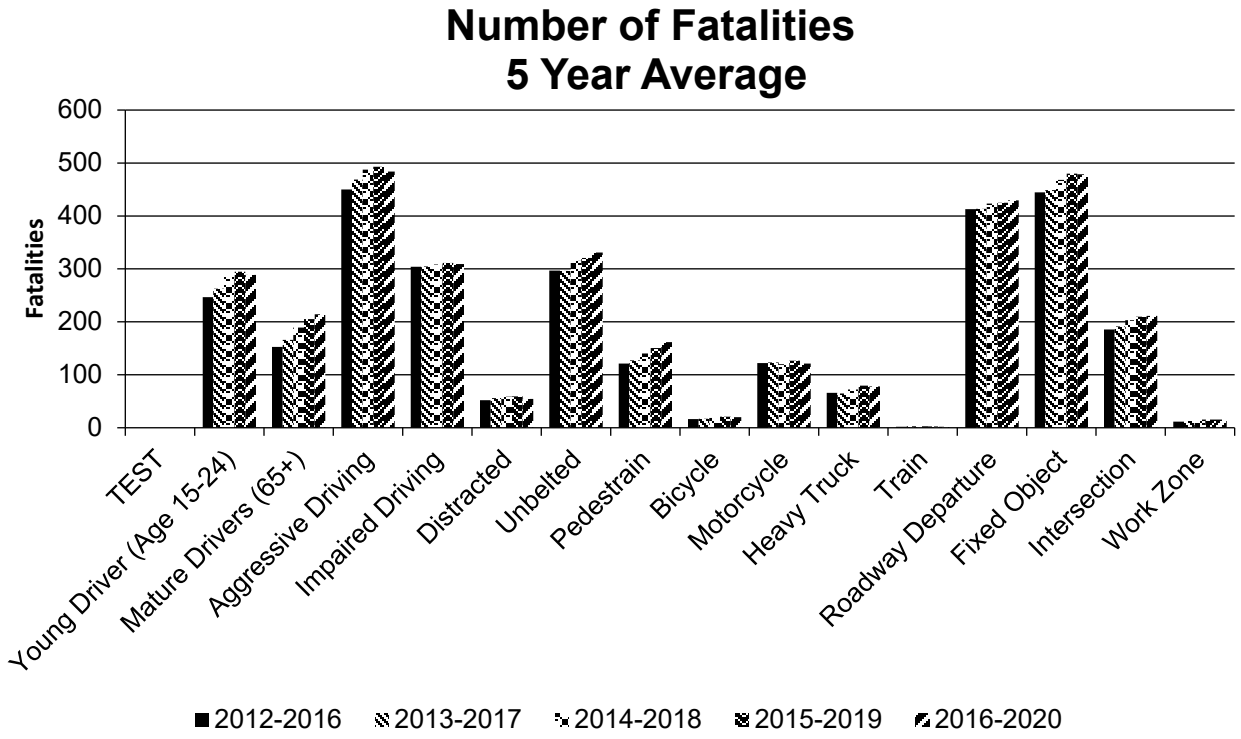
Effectiveness of Groupings or Similar Types of Improvements

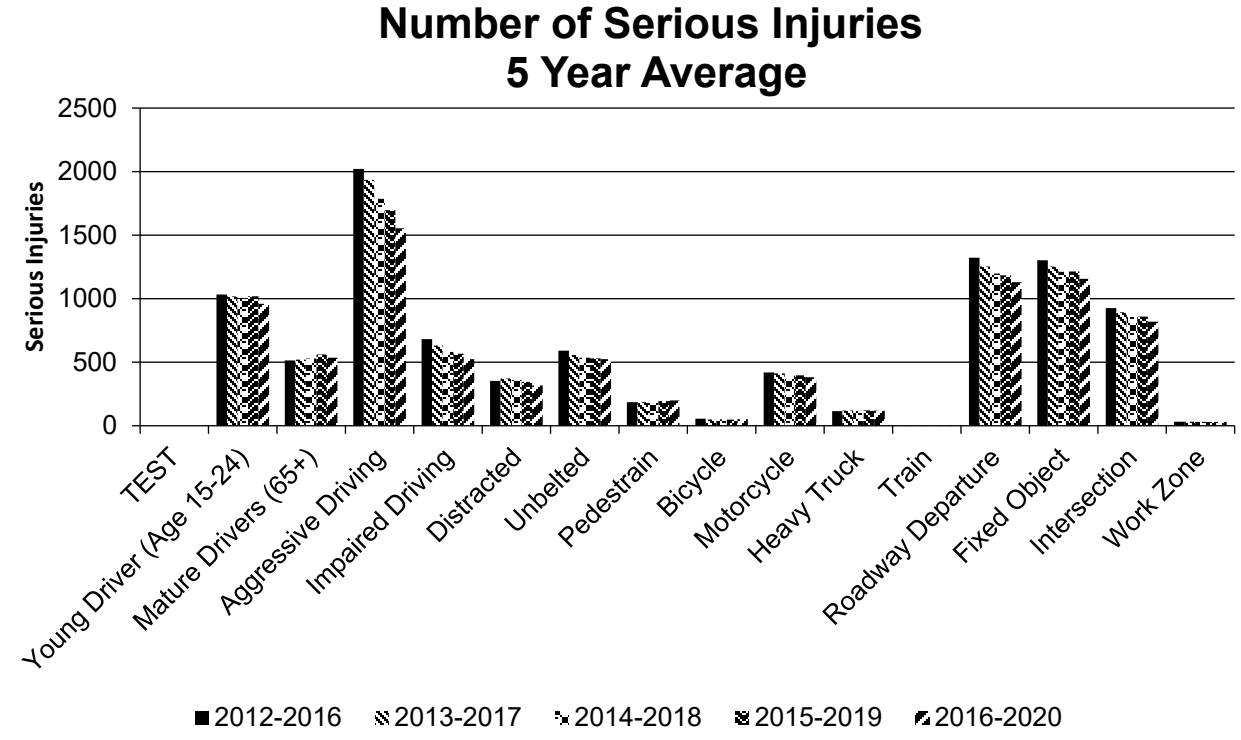
Present and describe trends in SHSP emphasis area performance measures.

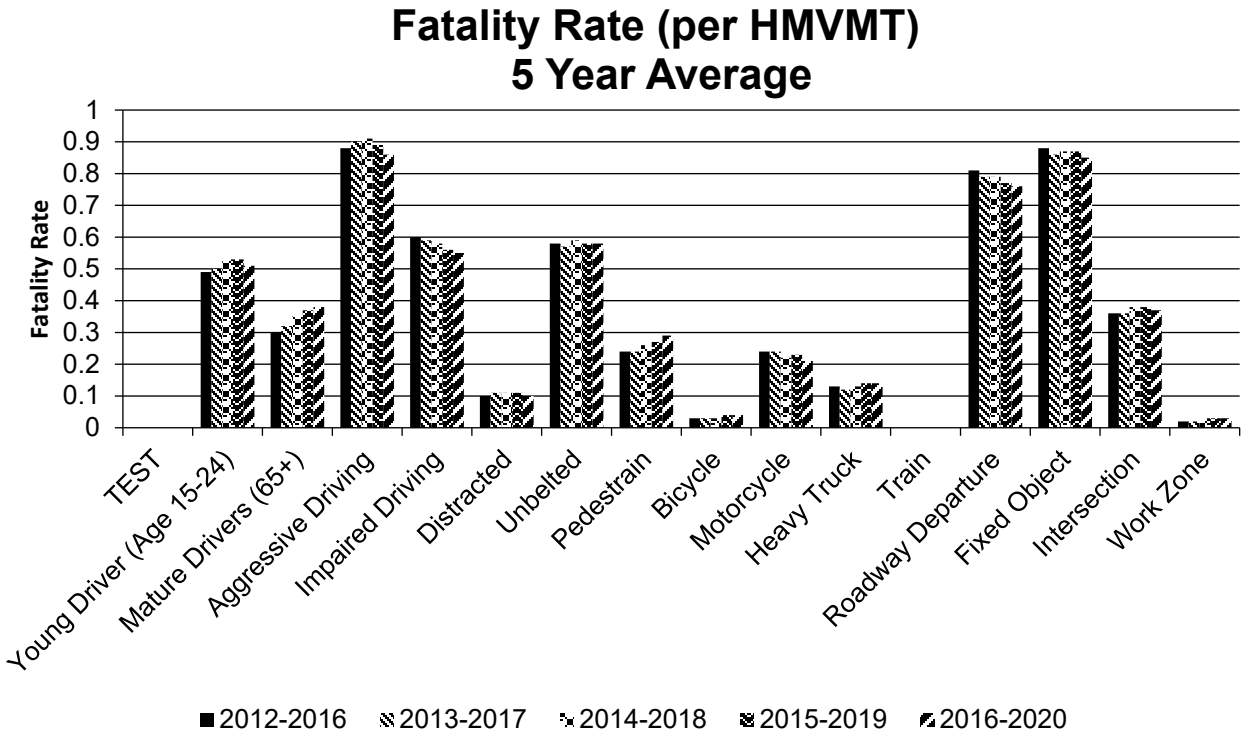
Year 2020

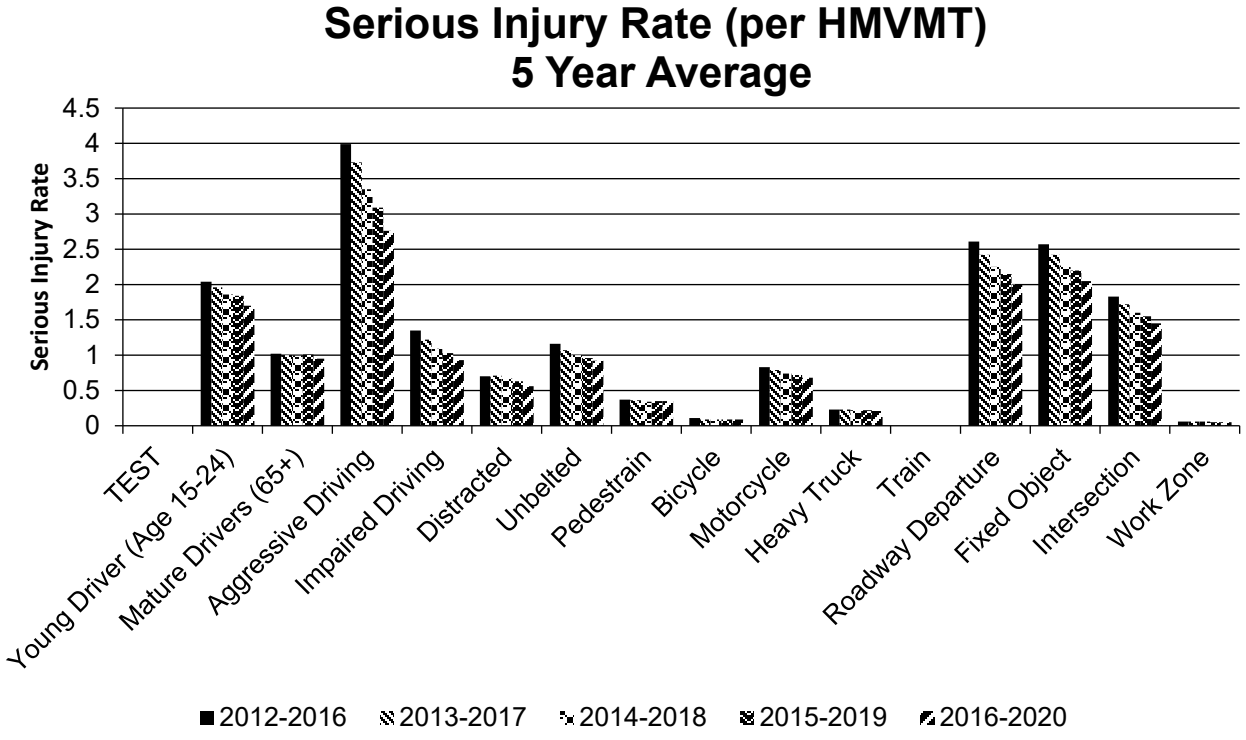
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
TEST								
Young Driver (Age 15-24)		288.8	959.8	0.51	1.7	0	0	0
Mature Drivers (65+)		214.2	534.8	0.38	0.95	0	0	0
Aggressive Driving		483.8	1,554	0.86	2.76	0	0	0
Impaired Driving		309.2	524.6	0.55	0.93	0	0	0
Distracted		54.4	317	0.1	0.56	0	0	0
Unbelted		331	523.8	0.58	0.92	0	0	0
Pedestrain		161.8	199.6	0.29	0.35	0	0	0
Bicycle		20	51.8	0.04	0.09	0	0	0

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Motorcycle		121.2	381.6	0.21	0.68	0	0	0
Heavy Truck		78	118.6	0.14	0.21	0	0	0
Train		1.8	2.4	0	0	0	0	0
Roadway Departure		429.6	1,129.2	0.76	2	0	0	0
Fixed Object		478.6	1,156.2	0.85	2.05	0	0	0
Intersection		211.2	818.4	0.37	1.45	0	0	0
Work Zone		15.4	31	0.03	0.05	0	0	0


Number of Fatalities
5 Year Average
Fatalities
600
500
400
300
200
100
0
TEST
Young Driver (Age 15-24)
Mature Drivers (65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrain
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Number of Serious Injuries
5 Year Average
Serious Injuries
2500
2000
1500
1000
500
0
TEST
Young Driver (Age 15-24)
Mature Drivers (65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrain
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
TEST
Young Driver (Age 15-24)
Mature Drivers (65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrain
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
TEST
Young Driver (Age 15-24)
Mature Drivers (65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrain
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
US 78 & SC 27	Rural Major Collector	Intersection geometry	Add/modify auxiliary lanes	11.00	11.00					3.00	2.00	14.00	13.00	.61
S-86 & S-164 & S-729	Rural Major Collector	Roadway	Superelevation / cross slope	6.00						4.00		10.00		2.97
SC 146 & SC 417	Urban Minor Arterial	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	11.00	4.00			2.00		2.00		15.00	4.00	5.05
S-15 & S-264	Urban Major Collector	Intersection geometry	Add/modify auxiliary lanes	16.00	2.00					7.00	3.00	23.00	5.00	3.50
SC 9 & S-420	Rural Principal Arterial (RPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1.00	3.00	1.00		2.00		3.00	1.00	7.00	4.00	34.52
SC 9 & Flag Patch Rd	Rural Principal Arterial (RPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	4.00	1.00			2.00		2.00	2.00	8.00	3.00	5.73
SC 9 & S-664	Rural Principal Arterial (RPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	4.00		1.00				8.00	1.00	13.00	1.00	67.83
S-30 & S-106	Urban Major Collector	Intersection geometry	Add/modify auxiliary lanes	23.00	9.00					5.00	2.00	28.00	11.00	1.44
SC 24 & SC 59	Rural Minor Arterial	Intersection geometry	Intersection realignment	16.00	6.00	1.00			2.00	2.00	1.00	19.00	9.00	31.35
I 26 MP 144.85 - 145.75	Rural Principal Arterial (RPA) - Interstate	Interchange design	Interchange design - other	21.00	8.00			4.00		9.00	1.00	34.00	9.00	3.01
US 21 & S-52	Urban Minor Arterial	Intersection geometry	Add/modify auxiliary lanes	13.00	10.00				1.00	3.00	2.00	16.00	13.00	.51
SC 146 & SC 417	Urban Minor Arterial	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	12.00	13.00			1.00		1.00	1.00	14.00	14.00	-1.67
S-25 & S-522	Urban Major Collector	Intersection geometry	Innovative Intersection (e.g.	19.00	8.00					7.00		26.00	8.00	3.05

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
			MUT, RCUT, QR)											
S-34 (MP 0.87 - 2.15)	Rural Minor Collector	Roadway	Roadway - other	6.00	13.00		1.00		2.00	4.00	6.00	10.00	22.00	-4.45
S-158 (MP 2.24 - 6.74)	Rural Major Collector	Roadway	Roadway - other	23.00	17.00		1.00	1.00		20.00	9.00	44.00	27.00	5.42
S-507 (MP 0.0 - 3.04)	Rural Major Collector	Roadway	Roadway - other	11.00	6.00					2.00	2.00	13.00	8.00	5.25
S-781 (MP 0.0 - 2.31)	Rural Major Collector	Roadway	Roadway - other	10.00	11.00					2.00	1.00	12.00	12.00	10.89
S-816 (MP 0.0 - 4.34)	Rural Major Collector	Roadway	Roadway - other	12.00	15.00			1.00	1.00	3.00	7.00	16.00	23.00	-5.39
S-485 (MP 0.0 - 6.34)	Rural Major Collector	Roadway	Roadway - other	16.00	25.00			2.00		8.00	3.00	26.00	28.00	-.69
I 85 (MP 88.6 - 89.5)	Urban Principal Arterial (UPA) - Interstate	Roadway	Roadway - other	48.00	67.00	1.00				20.00	17.00	69.00	84.00	-1.69
US 21 (MP 20 - 21)	Rural Major Collector	Roadway	Roadway - other	4.00		2.00		3.00		3.00		12.00		151.21
S-24 (MP 5.6 - 7.75)	Rural Major Collector	Roadway	Roadway - other	8.00	8.00	1.00		2.00		2.00		13.00	8.00	63.03
S-179 (MP 2.73 - 5.66)	Rural Major Collector	Roadway	Roadway - other	25.00	23.00	2.00				13.00	9.00	40.00	32.00	97.27
S-13 (MP 9.85 - 19.67)	Rural Major Collector	Roadway	Roadway - other	46.00	50.00	3.00	3.00	1.00	1.00	16.00	22.00	66.00	76.00	31.83
SC 186 (MP 0.0 - 4.36)	Rural Major Collector	Roadway	Roadway - other	19.00	16.00	1.00	2.00	1.00	2.00	10.00	7.00	31.00	27.00	8.50
S-29 (MP 3.33 - 5.18)	Rural Major Collector	Roadway	Roadway - other	10.00	6.00				3.00	2.00		12.00	9.00	0.34
SC 34 (MP 2.95 - 4.7)	Rural Minor Collector	Roadway	Roadway - other	13.00	5.00	1.00	1.00	2.00	2.00	5.00	6.00	21.00	14.00	32.52
SC 462 (MP 0 - 12.77)	Rural Major Collector	Roadway	Roadway - other	113.00	96.00	1.00	3.00	5.00	4.00	28.00	44.00	147.00	147.00	22.87
S-47 (MP 3.89 - 8.35)	Rural Major Collector	Roadway	Roadway - other	5.00				1.00		2.00	4.00	8.00	4.00	-3.72

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
S-347 (MP 0.0 - 3.05)	Rural Major Collector	Roadway	Roadway - other	10.00	10.00			1.00		10.00	6.00	21.00	16.00	3.6
S-29 (MP 0.0 - 9.73)	Rural Major Collector	Roadway	Roadway - other	24.00	31.00	3.00	1.00	1.00		23.00	18.00	51.00	50.00	24.99
S-187 (MP 0.0 - 3.47)	Rural Major Collector	Roadway	Roadway - other	16.00	5.00			1.00		7.00	4.00	24.00	9.00	5.31
S-51 (MP 0.0 - 11.7)	Rural Major Collector	Roadway	Roadway - other	22.00	32.00	1.00		4.00	2.00	17.00	16.00	44.00	50.00	-69.25
S-51 (MP 0.0 - 6.48)	Rural Major Collector	Roadway	Roadway - other	46.00	52.00	1.00				17.00	18.00	64.00	70.00	-11.24
S-627 (MP 0.0 - 6.34)	Rural Major Collector	Roadway	Roadway - other	17.00	21.00	1.00		1.00	1.00	8.00	14.00	27.00	36.00	13.55
S-60 (MP 0.0 2.839)	Rural Major Collector	Roadway	Roadway - other	11.00	9.00		1.00			9.00	3.00	20.00	13.00	0.59
US 178 (MP 0.0 - 16.77)	Rural Major Collector	Roadway	Roadway - other	44.00	40.00	2.00	2.00	6.00	4.00	35.00	14.00	87.00	60.00	17.39
S-1041 (MP 4.75 - 5.5)	Urban Major Collector	Roadway	Roadway - other	10.00	3.00			1.00		9.00	1.00	20.00	4.00	6.83
US 321 (MP 12.29 - 19.29)	Rural Minor Arterial	Roadway	Roadway - other	19.00	33.00	3.00		2.00		14.00	20.00	38.00	53.00	-72.41
S-955 (MP 0.0 - 3.87)	Urban Major Collector	Roadway	Roadway - other	28.00	28.00	1.00		1.00		6.00	7.00	36.00	35.00	1.71
S-223 (MP 0.0 - 4.77)	Rural Major Collector	Roadway	Roadway - other	19.00	19.00		1.00	2.00		18.00	5.00	39.00	25.00	4.74
S-222 (MP 3.43 - 6.68)	Rural Major Collector	Roadway	Roadway - other	20.00	20.00				4.00	10.00	11.00	30.00	35.00	-0.15
S-37 (MP 0.0 5.83)	Rural Major Collector	Roadway	Roadway - other	33.00	40.00	1.00	1.00		1.00	11.00	14.00	45.00	56.00	-14.28
S-196 (MP 0.1 - 3.32)	Rural Local Road or Street	Roadway	Roadway - other	17.00	16.00					5.00	2.00	22.00	18.00	0.8
SC 418 (MP 0.0 - 3.34)	Rural Major Collector	Roadway	Roadway - other	8.00	16.00		1.00	3.00		5.00	6.00	16.00	23.00	1.06
S-105 (MP 0.0 - 3.76)	Rural Major Collector	Roadway	Roadway - other	15.00	13.00				2.00	8.00	7.00	23.00	22.00	1.82
S-458 (MP 0.0 - 4.4)	Rural Major Collector	Roadway	Roadway - other	12.00	12.00					9.00	5.00	21.00	17.00	7.62

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
S-528 (MP 2.47 - 4.91)	Rural Major Collector	Roadway	Roadway - other	14.00	9.00			1.00	1.00	4.00	3.00	19.00	13.00	1.62
S-25 (MP 0.0 - 5.57)	Rural Major Collector	Roadway	Roadway - other	23.00	13.00		1.00	2.00	3.00	11.00	7.00	36.00	24.00	9.36

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

12/09/2020

What are the years being covered by the current SHSP?

From: 2020 To: 2024

When does the State anticipate completing it's next SHSP update?

2025

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	95	100	95
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	95		
	Surface Type (23) [24]	100	100					100	95		
	Begin Point Segment Descriptor (10) [10]	100	100					100	95	100	95
	End Point Segment Descriptor (11) [11]	100	100					100	95	100	95
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	95	100	95

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	95		
	Average Annual Daily Traffic (79) [81]	100	100					100	95		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	95	100	95
INTERSECTION	Unique Junction Identifier (120) [110]			100	95						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	95						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	95						
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					95	95				
	Year of Ramp AADT (192) [182]					95	95				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**75.00**	**73.13**	**99.09**	**99.09**	**100.00**	**95.00**	**100.00**	**95.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. Of the 33 unique MIRE FDE identified, the South Carolina Department of Transportation currently has access to 87.9%, missing only four elements. The state has identified and prioritized the collection of the remaining MIRE FDE. Several projects in the state's Traffic Records Strategic Plan address improvements to the collection of MIRE FDE. Specifically, Collision Report Form Revision, Intersections with Traffic Signals Database, Local Agency Data Collection for Road Location Coding, Rural/Urban Designation and Roadway Surface Type Database, Horizontal Roadway Curve Identification, Roadway Shoulder/Width Data Cleansing, Traffic Records Dashboard, and Posted Speed Limit Project. SCDOT's Roadway Inventory Division is coordinating with the Traffic Records Coordinating Committee on the projects listed above. Data elements that are not planned for as part of these projects will be collected through SCDOT efforts directed by the Roadway Inventory Division.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.