SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT

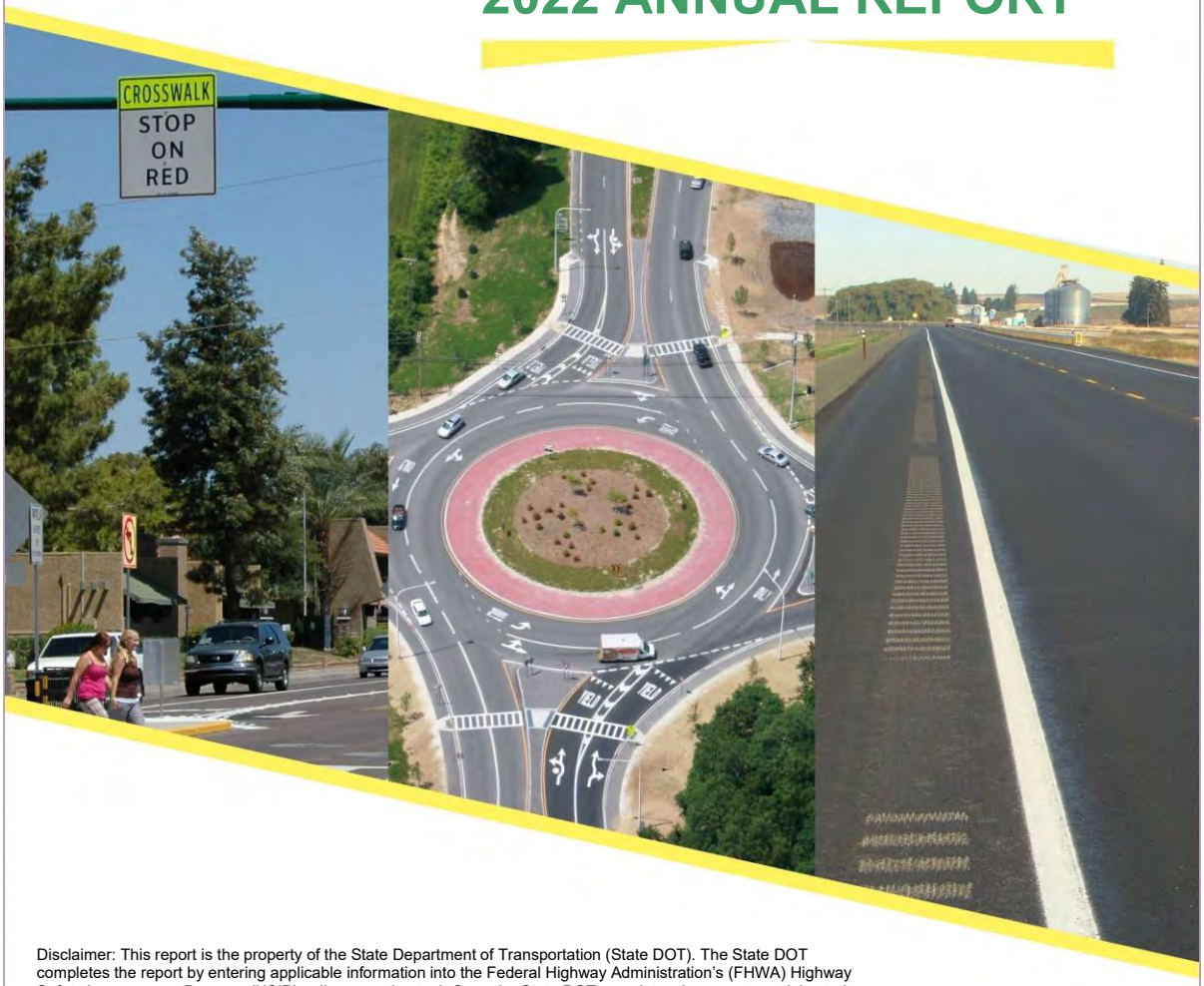

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Table of Contents

Disclaimer

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. 407 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. Previous HSIP annual reports were reported on a calendar year basis. As of this report, the HSIP office has decided to revise the reporting period of the HSIP Annual Report to be more aligned with the state's HSIP Implementation Plan report. This report will now document crash data on a calendar year basis (January 1, 2021 to December 31, 2021), but will show funding obligations based on Federal Fiscal Year (FFY) from October 1, 2021 to September 31, 2022.

Based on before and after analysis of HSIP projects with at least 3 years of crash data available after completion, the state has averaged a B/C ratio of 5.7 from these locations with a 34.7% reduction in all F&SI crashes.

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 housed and implemented through the Traffic Engineering-Traffic Safety Office located at SCDOT headquarters. This office is composed of five groups: Highway Safety Improvement Program (HSIP), Railroad/Research, Safety Program Administration, Safety Project Development, and Strategic Highway Safety Planning & Research group. 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)
  - Roadway Departure Mitigation Program ($9M)

- Intersections and Other High Risk Locations ($18 Million)
  - Intersection Safety Program ($13M)
  - Road Safety Assessments Program ($5M)
- Non-Motorized Users ($5 Million)
- Safety Data Analysis ($2 Million)

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data
- 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. The Traffic-Safety office and HSIP office staff also make themselves available to assist when requested by our local partners (MPO, COGS, Counties, Cities, etc.) with reviews and recommendations regarding safety performance and potential improvements for local projects.

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 throughout 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. In South Carolina, the Governors Highway Safety Office is located in the SCDPS under the title ‘Office of Highway Safety and Justice Programs (OHSJP)'.

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.

As part of implementing the state's SHSP, SCDOT assisted SCDPS in extensive data analysis to identify locations throughout the state that had high occurrences of traffic collisions that could be corrected with increased enforcement activity.

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 completed the state's first Pedestrian and Bicycle Safety Action Plan (PBSAP). A stakeholder team was formed to assist the team in developing a comprehensive plan. This team included members from a variety of external partners and stakeholders.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

SCDOT utilizes Engineering Directives (ED) and internal staff memos that outline the project selection/ranking process. Typically projects that require commission approval use Engineering Directives while projects that do not require approval from the SCDOT Commission use internal staff memos.

ED-71 Safety Intersection Project Prioritization Process

ED-72 Rural Road Safety Project Prioritization Process (State Funded)

ED-73 Interstate Safety Project Selection

ED-74 Road Safety Assessment Project Selection

ED-75 Non-Motorized User Safety Project Selection (Bike/Ped)

Select the programs that are administered under the HSIP.

- Intersection
- Roadway Departure
- Other-Interstates
- Other-Vulnerable Road User

- Other-Road Safety Assessment

Program: Intersection

Date of Program Methodology:4/13/2017

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

Roadway

- Functional classification

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?

No

Describe the methodology used to identify local road projects as part of this program.

If a state maintained roadway/intersection is identified for safety improvements, but the intersecting roadway is a locally owned road, we will coordinate our intersection improvements with the local agency.

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: Roadway Departure

Date of Program Methodology:1/1/2020

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 and serious injury crashes only
- Other-Roadway Departure Percentage

Exposure

- Lane miles

Roadway

- Functional classification
- Other-Number of Travel Lanes

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Roadway Departure Crash Percentage
- Other-Roadway Departure F&SI Crashes
- Relative severity index

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?

- 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

Available funding:2
Other-Roadway Departure Crashes:1

Program: Other-Interstates

Date of Program Methodology:7/25/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Lane miles

Roadway

- Median width
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Relative severity index

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?

- 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:1
Available funding:2
Cost Effectiveness:2

While Interstates themselves are not a specific priority or emphasis area in the state SHSP, SCDOT's guiding document (ED-73) for HSIP Interstate project screening, ranking, and selection is based on roadway departure crashes, which is an emphasis area for the state. Additionally, by making targeted improvements to the interstate, these can potentially help reduce crashes and severity regarding other SHSP emphasis areas.

Program: Other-Vulnerable Road User

Date of Program Methodology:7/25/2018

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	Exposure	Roadway
• Other-All Vulnerable Road User (Bike/Ped) Crashes		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

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?

- 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

Available funding:2
Other-Crash Density (Bike/Ped):1

The office of Traffic Safety has recently completed the states first Pedestrian and Bicycle Safety Action Plan (PBSAP) in early 2022 as recommended from the 2020 SHSP. From this report, locations for potential improvements for pedestrians and bicyclists were created based on both crash history and roadway conditions. This approach will allow the Traffic Safety office along with other agencies, such as counties, MPO's, and COG's, to not only react to locations with existing crash history but also take a pro-active approach to implement systemic improvements to locations identified as 'high-risk' based on the roadway environment and surrounding social conditions. As of this report, the first round of Bike-Ped RSA's as identified from the PBSAP, are commission approved and in the beginning phases of scoping and contract negotiations. It is anticipated that the first round of RSA's should be completed by early 2023.

Program: Other-Road Safety Assessment

Date of Program Methodology:7/25/2018

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	Exposure	Roadway
• Fatal and serious injury crashes only	• Lane miles	• Median width • Functional classification • Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Relative severity index

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?

- 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

Available funding:3
Cost Effectiveness:2
Other-Total F&SI:1

Once HSIP eligible project locations are identified, SCDOT utilizes its robust RSA program to aid in progressing the projects forward. The office of traffic safety utilizes roadway, intersection, and vulnerable roadway user (Bike & Pedestrian) focused RSA's based on the type of project, project location, or the crash data used to identify the project. The RSA reports are used at as a planning level document to aid in decisions as the projects are advanced from planning, design and ultimately construction.

What percentage of HSIP funds address systemic improvements?

60

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

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
- SHSP/Local road safety plan
- 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.

As locations are identified and reviewed for project implementation, select projects may use HSM analysis (Crash predictions, CMF's, etc) to review safety performance along with potential countermeasures and design alternatives to help drive project decisions.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

As of this report, the HSIP office has decided to revise the reporting period of the HSIP Annual Report (HSIP-AR) to be more aligned with the state's HSIP Implementation Plan. This 2022 HSIP-AR will continue to document crash data on a calendar year basis (January 1, 2021 to December 31, 2021), but will report funding obligations based on current Federal Fiscal Year (FFY) from October 1, 2021 to September 31, 2022.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$56,271,117	$39,163,457	69.6%
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	$13,839,840	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$4,562,523	$216,069	4.74%
Totals	$60,833,640	$53,219,366	87.48%

Data is current as of 8/28/2022. The reporting period is FY2022. SCDOT projects obligating an additional $6,000,000 in HSIP funds prior to the end of the FY2022 reporting period. This would mean that the amount of Total HSIP funds obligated would be $59,219,365.91, or 97% of the FY2022 Programmed HSIP funds.

Note that the obligation amounts are for projects Authorized in FY2022, it does not include any obligations or de-obligations to older projects or any conversions of Advanced Construction to real funds. We believe that this is a more accurate representation of the SCDOT HSIP program funding.

The Programmed amount is taken from the SCDOT eSTIP. The SCDOT has one category for Highway Safety Program and does not designate a difference in the STIP between HSIP funds and Section 164 Penalty funds.

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?

4%

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

4%

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?

50%

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

None reportable at this time.

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
Flashing Yellow Arrow District 5 Construction	Intersection traffic control	Modify traffic signal – add flashing yellow arrow			$602893	$602893	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
S-145 (Stormbranch Road) MP 0.877 to MP 10.426 - Aiken County	Roadway	Roadway - other			$3191363	$3207432	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-46 (Smallwood Road) MP 0 to MP 6.57 - Fairfield County	Roadway	Roadway - other			$2195383	$2195383	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-29 (Armenia Road) MP 0 to MP 6.89 - Chester County	Roadway	Roadway - other			$2972037	$2972037	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
US 321 (Columbia Road) MP 3.650 to MP 8.815 - Chester County	Roadway	Roadway - other			$3368142	$3368142	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Roadway Departure	
S-18 (Salem Road) MP 1.443 to 6.450 - Marlboro County	Roadway	Roadway - other			$1760652	$1760652	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-98 (Cainhoy Road) MP 0 to MP 8.21 - Berkeley County	Roadway	Roadway - other			$1882844	$1882844	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
SC 45 (French Santee Road) MP 44.8 to MP 49.8 - Berkeley County	Roadway	Roadway - other			$2682872	$2682872	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
Interstate Guardrail Project - Statewide	Roadway	Roadway - other			$497014	$497014	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	
Intersections Improvement US 378 (Hwy 378) with S-35 (Walker Rd)/SC 67 (Callison Hwy)	Intersection geometry	Intersection geometry - other			$150000	$150000	Penalty Funds (23 U.S.C. 164)	Rural	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 US 21 (Columbia Rd) / SC 172 (Bull Swamp Rd)/SC 6 (Caw Caw Hwy)	Intersection geometry	Intersection geometry - other			$200000	$200000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 389 (John Nunn Hwy) / SC 394 (Salley Rd)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 81 (Anderson Rd) / L-183 (McNeely Rd)	Intersection geometry	Intersection geometry - other			$150000	$150000	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 290 (Locust Hill Rd) / S-173 (Tigerville Rd)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 9 (Jonesville Lockhart Hwy) / SC 114 (Bob Little Rd)	Intersection geometry	Intersection geometry - other			$2500000	$2500000	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 200 (Monroe Hwy) / S-28 (Shiloh Unity Rd)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 81 (Anderson Rd) / L-912 (Cely Ln)	Intersection geometry	Intersection geometry - other			$150000	$150000	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersections Improvement S-31 (Red Bluff Rd) / S-66 (Hwy 66)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 116 (Laurel Bay Rd) / S-597 (Stanley Farm Rd)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Urban	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
Intersections Improvement US 178 (Liberty Hwy) / S-73 (Baugh Rd) / S-27 (Ruhmah Rd)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 6 (Highway 6) / S-65 Meadowfield Rd)/L-65 (Jim Spence Rd)	Intersection geometry	Intersection geometry - other			$200000	$200000	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersections Improvement SC 183 (Farrs Bridge Rd) / S-55 (Ireland Rd)	Intersection geometry	Intersection geometry - other			$150000	$150000	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
Intersections Improvement US 278 (Independence Blvd) / S-442 (Argent Blvd)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersections Improvement US 378 (Myrtle Beach Hwy) / SC 527 (S Brick Church Rd)	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersections Improvement US 25 / US 25 Conn	Intersection geometry	Intersection geometry - other			$250000	$250000	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
Intersections Improvement US 501 (E Hwy 501) / S-132 (WM Nobles Rd)/Ridge Rd	Intersection geometry	Intersection geometry - other			$150000	$150000	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
S-34 (Pond Branch Road) MP 0.09 to MP 5.69 and MP 8.77 to 8.89 - Lexington County	Roadway	Roadway - other			$1627481	$1627481	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
Work Zone LE Scheduling Software	Miscellaneous	Work zone enforcement			$900000	$1000000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Work Zone data analysis	Data	

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
2022 Center Line Milled in Rumble Stripes District 1	Roadway	Rumble strips – edge or shoulder			$836868	$836868	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2022 Center Line Milled in Rumble Stripes District 2	Roadway	Rumble strips – edge or shoulder			$2760237	$2760237	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2022 Center Line Milled in Rumble Stripes District 3	Roadway	Rumble strips – edge or shoulder			$1763396	$1763396	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2022 Center Line Milled in Rumble Stripes District 4	Roadway	Rumble strips – edge or shoulder			$1838438	$1838438	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2022 Center Line Milled in Rumble Stripes District 5	Roadway	Rumble strips – edge or shoulder			$3433745	$3433745	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2022 Center Line Milled in Rumble Stripes District 6	Roadway	Rumble strips – edge or shoulder			$2943083	$2943083	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2022 Center Line Milled in Rumble Stripes District 7	Roadway	Rumble strips – edge or shoulder			$2940929	$2940929	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
FY 22 Preliminary Engineering phase for RDM Program	Miscellaneous	Transportation safety planning			$100000	$100000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
District 6 RDM Improvements on selected routes FY 22	Roadway	Rumble strips – edge or shoulder			$1267044	$1267044	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
S-40 (N Saint Pauls Church Road) MP 0.00 to MP 4.10 - Sumter County	Roadway	Roadway - other			$1280642	$1280642	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	
S-144/S-385 (Turner Hill Road) - Pickens/Anderson Counties	Intersection geometry	Intersection geometry - other			$1794092	$1794092	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		State Highway Agency	Spot	Intersections	
S-50 (New Market Street) MP 0.00 to MP 2.54 - Greenwood County	Roadway	Roadway - other			$744000	$744000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	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
S-278 (Mt Lebanon Church Road) MP 0.00 to MP 3.08 - Greenville County	Roadway	Roadway - other			$2215350	$2215350	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-52 (Piedmont Road) MP 0.997 to MP 2.40 - Anderson County	Roadway	Roadway - other			$2037163	$2037163	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		State Highway Agency	Spot	Roadway Departure	
S-53 (Old River Road) MP 0.00 to MP 3.92 - Anderson County	Roadway	Roadway - other			$817630	$817630	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
2023 Safety Transportation safety planning	Miscellaneous	Transportation safety planning			$900000	$1000000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Planning phase crash data analysis	Safety Program Admin.	

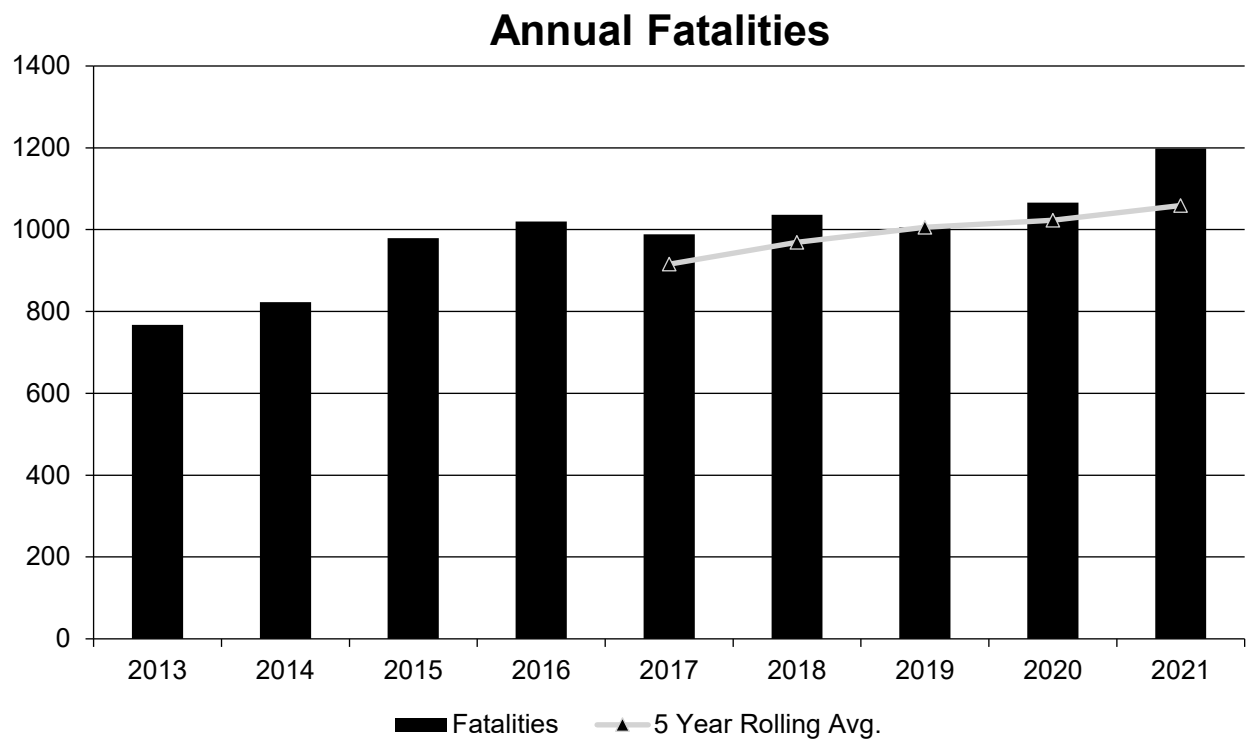
Data is current as of 8/28/2022. The reporting period is FY2022. SCDOT projects obligating an additional $6,000,000 in HSIP funds prior to the end of the reporting period.

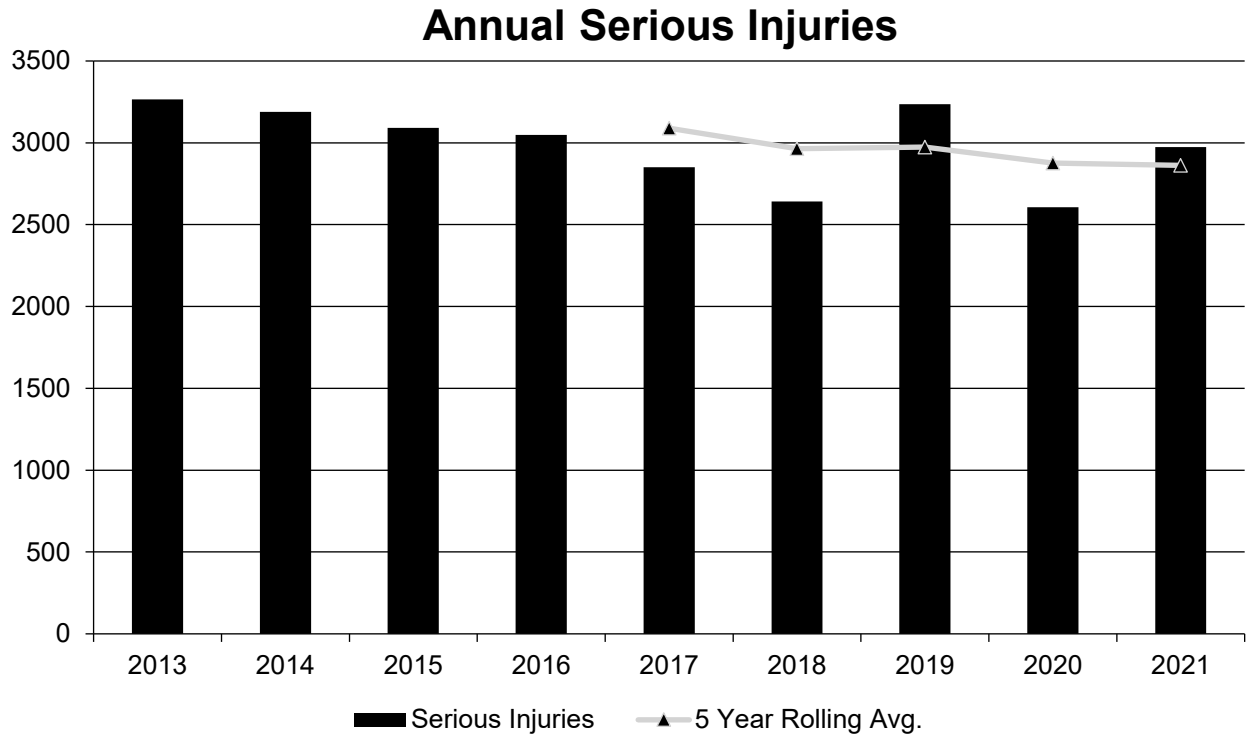
Safety Performance

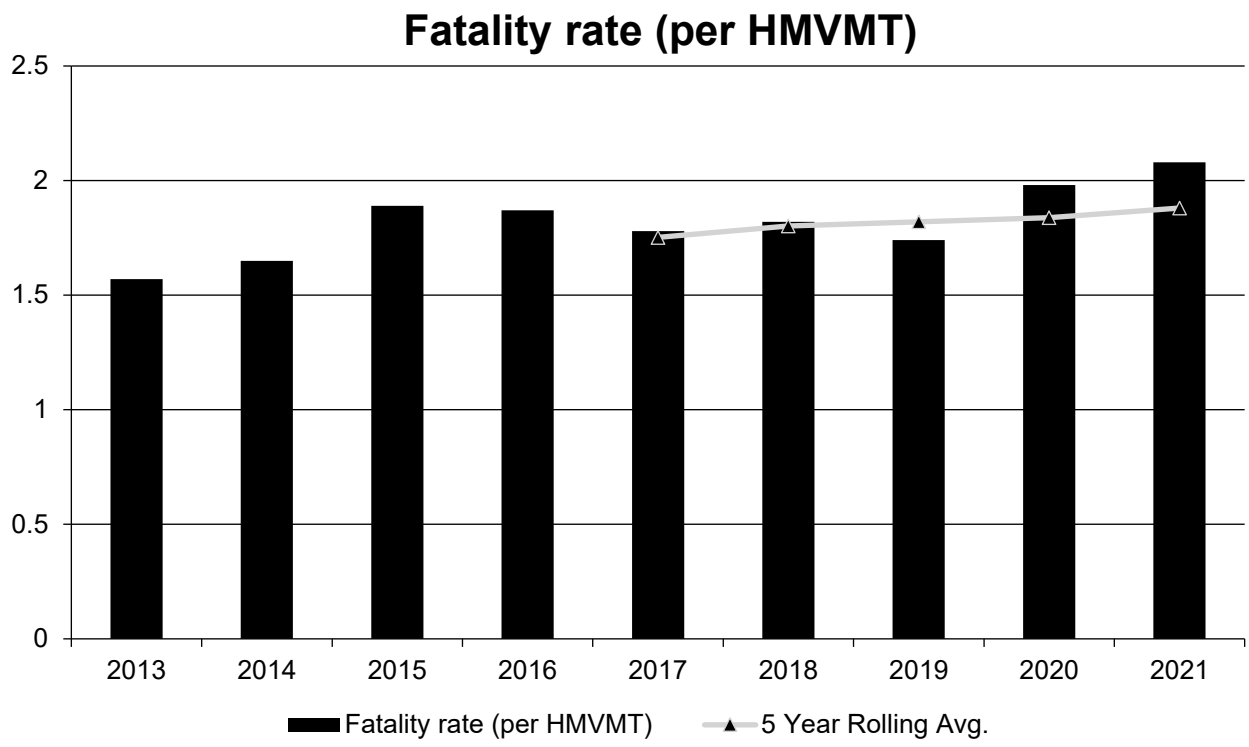
General Highway Safety Trends

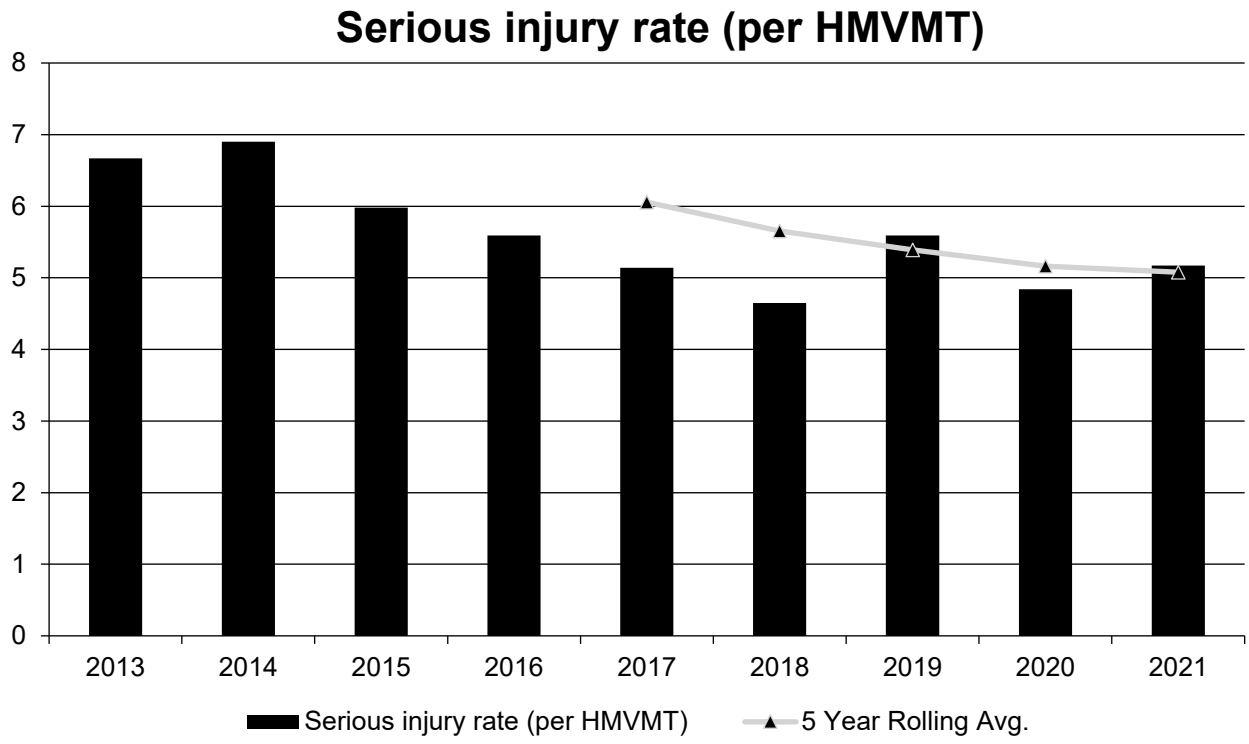
Present data showing the general highway safety trends in the State for the past five years.

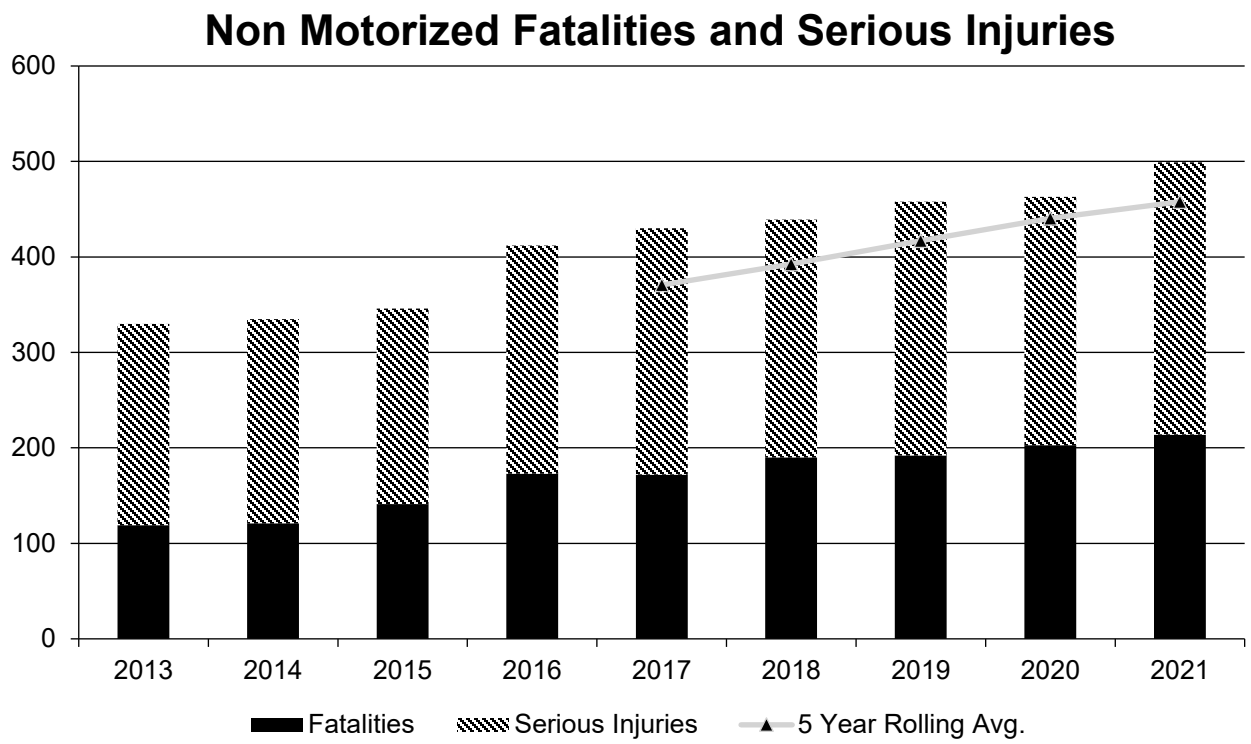
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	767	823	979	1,020	989	1,036	1,006	1,066	1,198
Serious Injuries	3,266	3,189	3,092	3,049	2,851	2,642	3,237	2,607	2,974
Fatality rate (per HMVMT)	1.570	1.650	1.890	1.870	1.780	1.820	1.740	1.980	2.080
Serious injury rate (per HMVMT)	6.670	6.900	5.980	5.590	5.140	4.650	5.590	4.840	5.170
Number non-motorized fatalities	119	121	141	173	172	190	192	203	214
Number of non-motorized serious injuries	211	214	205	239	258	249	266	260	285


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Updates to previous years were included to reflect the most recent performance measure data available.

Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2021

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	74	118.6	0.89	1.43
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.2	3.6	0.69	1.14
Rural Principal Arterial (RPA) - Other	89.6	384.8	2.02	4.15
Rural Minor Arterial	129.6	259.8	3.01	6.02
Rural Minor Collector	13	29.2	4.82	10.92
Rural Major Collector	196.6	390.6	4.07	8.08

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	67.2	172.4	2.23	5.7
Urban Principal Arterial (UPA) - Interstate	51.6	118.6	0.67	1.54
Urban Principal Arterial (UPA) - Other Freeways and Expressways	8	24	0.95	2.82
Urban Principal Arterial (UPA) - Other	175.8	545.4	2.07	6.41
Urban Minor Arterial	120.6	432	1.68	6.02
Urban Minor Collector	0.6	2.8	0	6.91
Urban Major Collector	74.4	271.6	1.83	6.69
Urban Local Road or Street	38.6	188.6	1.52	7.43

Year 2021

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	1,059	2,862.2	1.88	5.08
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 2023 Targets *

Number of Fatalities:1119.0

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

The target of 1,119.0 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 2022 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2023. 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 2023. This target supports the SHSP goal of reducing traffic fatalities in SC.

Number of Serious Injuries:2868.0

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

A target of 2,868.0 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 2022 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2023. 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 2023. This target supports the SHSP goal of reducing serious injuries that resulted from a traffic collision.

Fatality Rate:1.940

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

The target of 1.940 as the fatality rate was established by using the projected fatality number in 2023 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:4.960

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

The target of 4.960 as the serious injury rate was established by using the projected serious injury number in 2023 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:485.0

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

The target of 485.0 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 2022 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2023. 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 2023.

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 as 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 2022 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	1005.0	1059.0
Number of Serious Injuries	2950.0	2862.2
Fatality Rate	1.760	1.880
Serious Injury Rate	5.350	5.078
Non-Motorized Fatalities and Serious Injuries	440.0	457.8

The South Carolina Department of Transportation along with the office of Traffic Safety, the HSIP office, and all other offices and partners continue to strive towards the goal of reducing all crashes with a focused emphasis on reducing fatal and serious injury crashes for all roadway users. From the currently available data, the state exceeded two of the five targets. The state continues to review and assess the current data and resources available to guide not only project level decisions, but also policy guidance and systemic countermeasures statewide. Additionally, as of the writing of this report, the state along with national partners are reviewing what effects of the Covid-19 pandemic and subsequent lockdowns and eventual re-opening of schools, businesses, and government offices had on travel demand, crashes and crash rates.

Regarding Safety Performance Targets not met:

Number of Fatalities and Fatality Rate; The state continues to focus 100% of the apportioned amounts of HSIP funds towards projects and programs that use both crash data and injury severity to guide funding allocations for project locations, rankings, and countermeasures. Additionally, the state continues to provide state funding for its Rural Road Safety projects to aid in preventing rural run-off the road crashes which statistically have high rates of fatal and serious injuries.

Non-Motorized Fatalities and Serious Injuries; As a part of the 2020 SHSP guidance, a statewide Pedestrian and Bicycle Safety Action Plan (PBSAP) was written and adopted by the SCDOT. As a part of the final report, two lists were created. One was a list of potential project locations based on bike and pedestrian crash history.

The other is a list of locations based on the roadway characteristics of crash locations that allows the state to rank roadways for potential systemic improvements based on those roadway characteristics that were more often present in previous bike or pedestrian crashes. These lists are guiding the HSIP office for future project locations, and this information is also available for use by MPO, COGs, and County government for their consideration of local vulnerable roadway user projects. The first round of Roadway Safety Audits for locations identified from the PBSAP are currently in the scoping process and scheduled to be started in the fall of 2022.

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	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	104	112	133	148	128	135	144
Number of Older Driver and Pedestrian Serious Injuries	220	221	215	23	261	206	238

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries

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

Based on an evaluation of projects with at least 3 years of crash data available after completion, the state has averaged a B/C ratio of 5.7 from these locations evaluated.

In addition to the B/C ratio, the state has achieved a 34.7% reduction in all F&SI crashes at the same project locations evaluated.

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

- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Other-Increased use of alternative intersections statewide

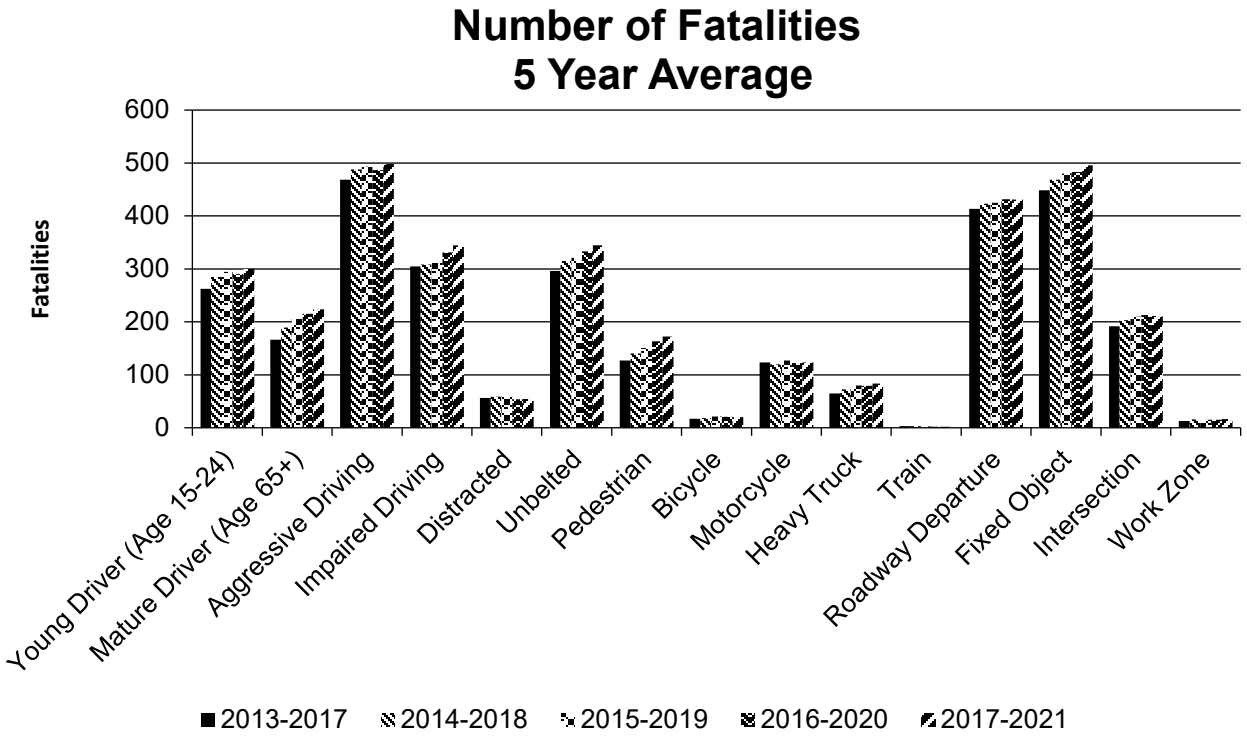
Effectiveness of Groupings or Similar Types of Improvements

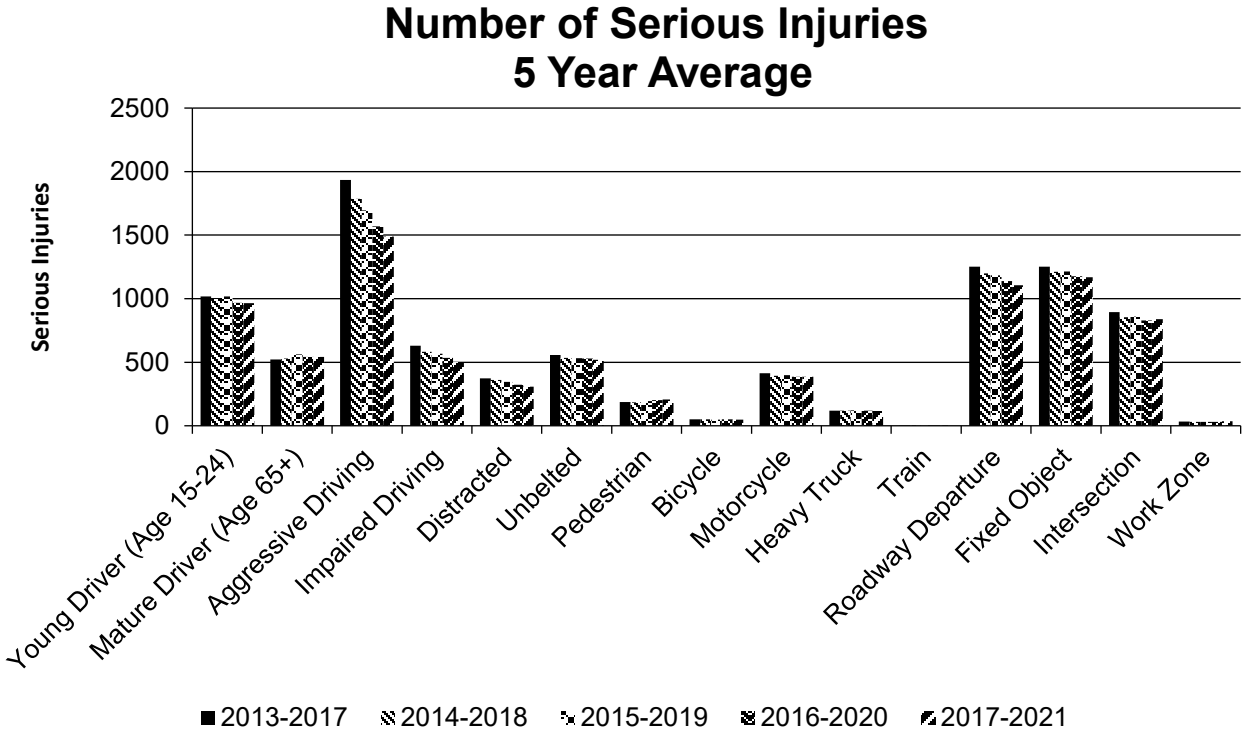
Present and describe trends in SHSP emphasis area performance measures.

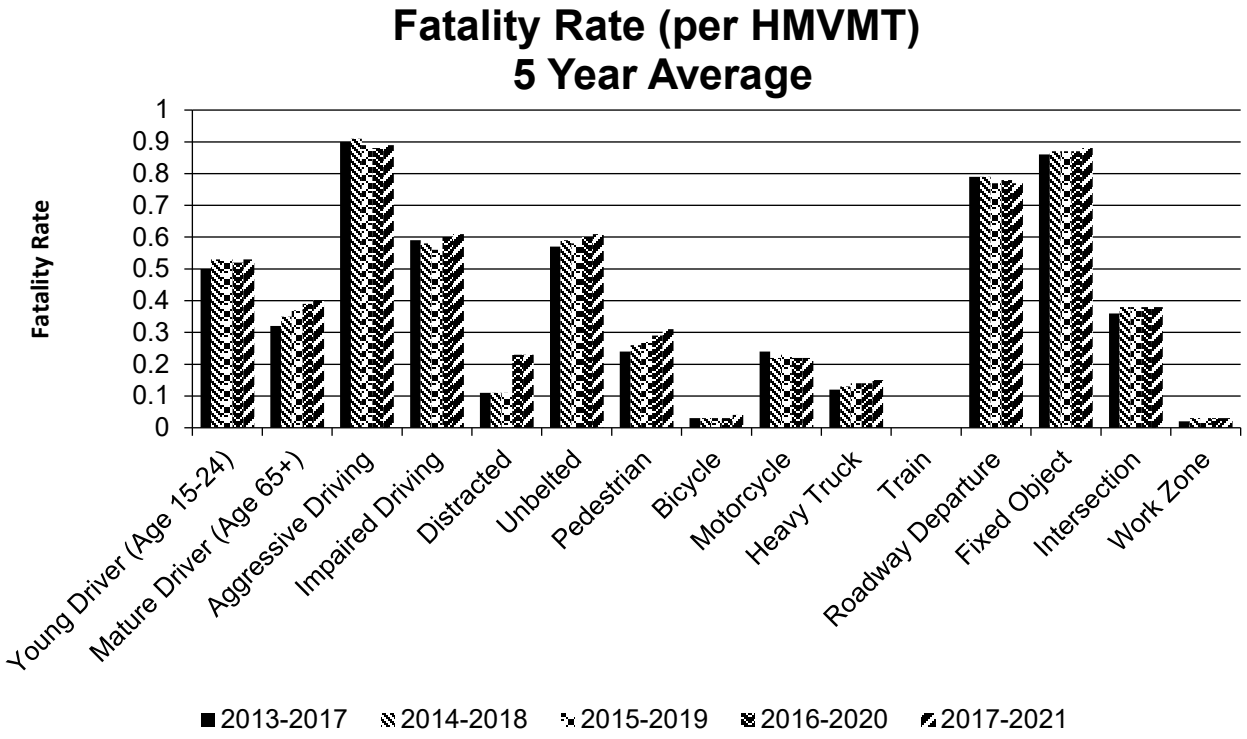
Year 2021

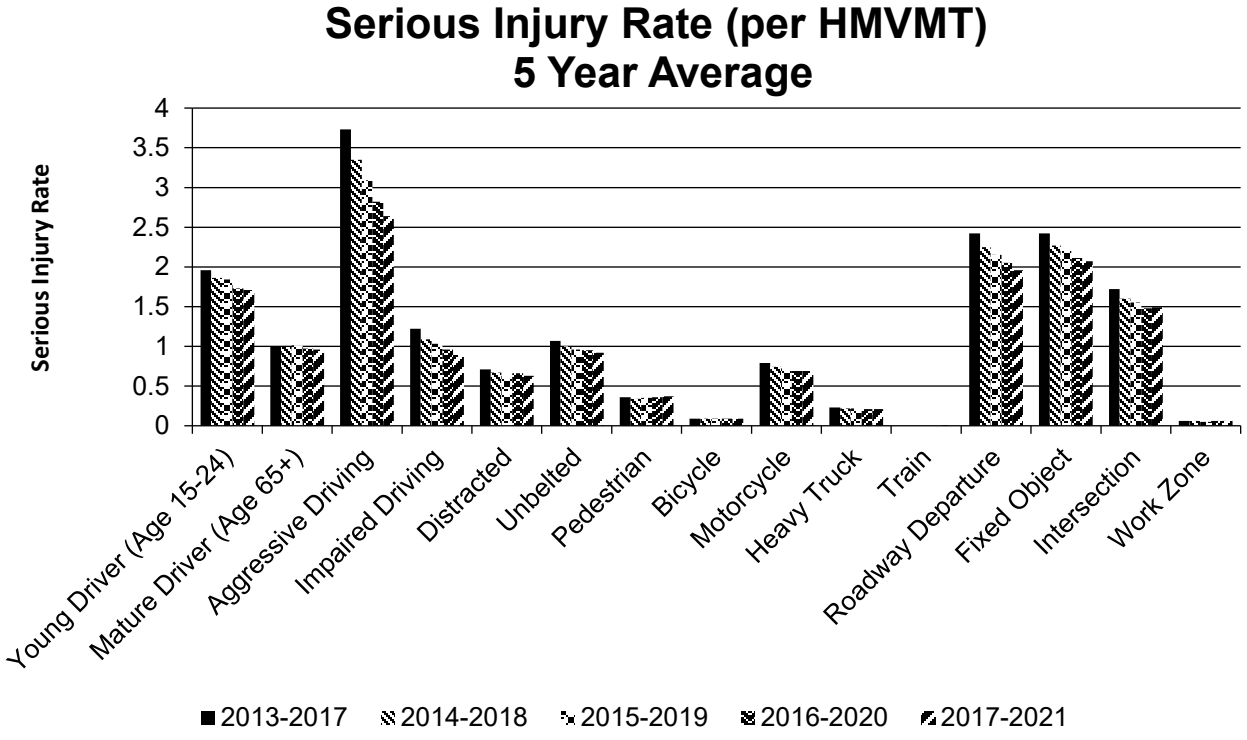
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Young Driver (Age 15-24)		299.8	965.4	0.53	1.71
Mature Driver (Age 65+)		223.8	542	0.4	0.96
Aggressive Driving		498.2	1,489	0.89	2.64
Impaired Driving		344.8	501.8	0.61	0.89
Distracted		54.4	306.8	0.23	0.63
Unbelted		344.8	518.8	0.61	0.92
Pedestrian		172.2	206.4	0.31	0.37

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)
Bicycle		20.2	49.4	0.04	0.09
Motorcycle		123.4	386.8	0.22	0.69
Heavy Truck		83.6	117.2	0.15	0.21
Train		1.6	3	0	0.01
Roadway Departure		431.2	1,106.4	0.77	1.96
Fixed Object		495.8	1,168.6	0.88	2.07
Intersection		211.2	839	0.38	1.49
Work Zone		16.6	34.4	0.03	0.06


Number of Fatalities
5 Year Average
Fatalities
600
500
400
300
200
100
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
2500
2000
1500
1000
500
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


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
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021

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)
S-1121 & L-5157 & L-6153	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	15.00	15.00					6.00	6.00	21.00	21.00	-2.21
SC 6 & S-627	Rural Minor Arterial	Advanced technology and ITS	Intersection Conflict Warning System (ICWS)	19.00	5.00					8.00	5.00	27.00	10.00	2.01
US 521 & S-1342	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	10.00	16.00				1.00	5.00	6.00	15.00	23.00	-2.71
SC 38 & S-329	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	9.00	2.00					5.00		14.00	2.00	1.72
US 78 & S-22	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Modify control – new traffic signal	13.00	4.00	1.00		3.00		5.00	7.00	22.00	11.00	42.03
SC 9 & S-36	Rural Major Collector	Intersection geometry	Add/modify auxiliary lanes	11.00						11.00	8.00	22.00	8.00	1.64
S-920 & Old Greer Town RD	Urban Minor Arterial	Roadway	Roadway widening - curve	8.00	2.00					1.00	2.00	9.00	4.00	1.36
SC 72 MP 0 - 26.65	Rural Principal Arterial (RPA) - Other	Roadway	Roadway - other	104.00	126.00	2.00	3.00	9.00	8.00	62.00	65.00	177.00	202.00	-8.52
SC 99 MP 2.5 - 3.5	Rural Major Collector	Roadway	Roadway - other	1.00	7.00	3.00		1.00			1.00	5.00	8.00	-81.72
S-60 MP 0 - 3.76	Rural Major Collector	Roadway	Roadway - other	11.00	10.00			3.00	1.00	3.00	6.00	17.00	17.00	0.00
S-159 MP 0 - 2.64	Rural Major Collector	Roadway	Roadway - other	13.00	13.00		1.00			4.00	2.00	17.00	16.00	0.19
S-14 MP 1.45 - 10.08	Rural Major Collector	Roadway	Roadway - other	38.00	47.00		3.00	4.00	3.00	27.00	27.00	69.00	80.00	-5.10
S-20 MP 0 - 4.16	Rural Major Collector	Roadway	Roadway - other	14.00	12.00		1.00	1.00		9.00	7.00	24.00	20.00	1.75
S-198 MP 1.65 - 2.95	Rural Major Collector	Roadway	Roadway - other	4.00	6.00	1.00	1.00			6.00		11.00	7.00	60.94

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)
SC 70 MP 0 - 10.01	Rural Minor Arterial	Roadway	Roadway - other	41.00	36.00	1.00		3.00	1.00	16.00	23.00	61.00	60.00	0.39
S-367 MP 0 - 3.38	Rural Major Collector	Roadway	Roadway - other	8.00	10.00		1.00	3.00		4.00	4.00	15.00	15.00	0.00
S-270 MP 0 - 1.91	Rural Major Collector	Roadway	Roadway - other	8.00	2.00				1.00	3.00	2.00	11.00	5.00	3.13
S-162 MP 3.27 - 6.4	Rural Local Road or Street	Roadway	Roadway - other	16.00	10.00					3.00	1.00	19.00	11.00	6.58
S-49 MP 0 - 9.2	Rural Major Collector	Roadway	Roadway - other	26.00	23.00	2.00		2.00	3.00	21.00	16.00	51.00	42.00	29.34
S-12 MP 1.64 - 3.84	Rural Major Collector	Roadway	Roadway - other	8.00	10.00	1.00				3.00	2.00	12.00	12.00	0.00
S-20 MP 0 - 1.88	Rural Local Road or Street	Roadway	Roadway - other	6.00	5.00	1.00				5.00		12.00	5.00	38.44
S-543 MP 1.27 - 4.36	Rural Major Collector	Roadway	Roadway - other	18.00	10.00	1.00		3.00	2.00	15.00	6.00	37.00	18.00	48.65
S-132 MP 0 - 3.96	Rural Major Collector	Roadway	Roadway - other	9.00	8.00		1.00	2.00	1.00	6.00	3.00	17.00	13.00	3.11
S-356 MP 0 - 2.53	Rural Local Road or Street	Roadway	Roadway - other	5.00	6.00	1.00		1.00		2.00	3.00	9.00	9.00	0.00
S-537 MP 0 - 4.08	Rural Local Road or Street	Roadway	Roadway - other	8.00	7.00					6.00	5.00	14.00	12.00	1.53

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 91%, missing only three elements: Median Type, Intersection/Junction Geometry, and Intersection/Junction Traffic Control.

The SCDOT Traffic Safety Office and Roadway Inventory Division have been working together to prioritize the collection of the remaining MIRE FDE elements and also to identify collection methods. The most efficient method will be to utilize the contracting services of company that is familiar with this type of data collection effort. The state anticipates opening a solicitation for proposals in 2022.

Optional Attachments

Program Structure:

ED-71 Safety Intersection Project Prioritization Process.pdf
ED-72 Rural Road Safety Project Prioritization Process for.pdf
ED-73-Interstate Safety project selection- 25JUL18.pdf
ED-74-Road Safety Assessment (RSA) project selection- 25JUL18.pdf
ED-75 Non-motorized user safety project selection - 25JUL18.pdf
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.