SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 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 95 percent of fatal crashes and the vast majority of severe crashes occur on the state system.

Based on before and after analysis of HSIP projects with at least 3 years of crash data available after completion, a total Benefit Cost Ratio of 62.4 for all projects listed was obtained. Additionally, Fatal and Serious Injuries (F&SI) were reduced from approximately 2.3 F&SI per year, down to 0.7 F&SI per year, with zero fatalities in the after period for these project locations.

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 four groups: Highway Safety Improvement Program (HSIP), 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 ($30 Million)
    - Interstate Safety Program ($15M)
    - Roadway Departure Mitigation Program ($15M)

- Intersections and Other High Risk Locations ($42 Million)
    - Intersection Safety Program ($20M)
    - Road Safety Assessments Program ($17M)
    - Railroad Safety Projects ($5M)
- Vulnerable Road Users ($10 Million)
- Safety Data Analysis ($3 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 (~95%) 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 being the 23rd most populous state.

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 continually involved in a 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 are currently working together to update the state's Strategic Highway Safety Plan (SHSP) for the years 2025-2029. The updated SHSP will be shared with a number of additional partners for input before it will be finalized. These partners included, but are not limited to, the SC Department of Motor Vehicles, SC Department of Environmental Services (SCDES), SC Department of Public Heath (DPH), 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. This past year the SCDOT has also been working on creating a program so that our partners can gather crash data through the database of AASHTOWare Safety.

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.

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 Vulnerable Road User Safety Project Prioritization Process

Select the programs that are administered under the HSIP.

- HRRR
- Intersection
- Roadway Departure
- Vulnerable Road Users
- Other-Interstates
- Other-Road Safety Assessment

Program: HRRR

Date of Program Methodology:1/1/2020

What is the justification for this program?

- 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		

What project identification methodology was used for this program?

- Crash frequency

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 net benefit:1
Cost Effectiveness:2

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?

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: 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?

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

Available funding:2
Other-Roadway Departure Crashes:1

Program: Vulnerable Road Users

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 VRU 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?

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

Available funding:2
Other-Crash Density :1

Program: Other-Interstates

Date of Program Methodology:1/1/2020

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	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency

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 net benefit:1
Cost Effectiveness:2

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?

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

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

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
- Clear Zone Improvements
- Install/Improve Pavement Marking and/or Delineation

- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips

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. Additionally, the state has fully implemented its new Safety Management System (SMS), which has an HSM analysis tool based on the HSM and SC specific SPFs and Calibration factors. This functionality will allow users to create statewide analysis, lists, and rankings, with HSM as a factor for filtering and ranking to aid in HSIP project selection.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$63,594,330	$42,015,396	66.07%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$4,023,554	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$9,300,000	$8,110,327	87.21%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$19,849,764	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$9,127,580	0%
State and Local Funds	$54,786,670	$20,608,038	37.62%
Totals	$127,681,000	$103,734,659	81.25%

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?

5%

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

5%

Approximately 5% of the HSIP office annual funding goes towards Non-Infrastructure Safety projects. (Planning, Data, RSAs, etc.)

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 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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Section/Corridor Improvements- US 1 - S-1508 to S-741	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.7	Miles	$11912783	$12702161	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Perform Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries
Roundabout safety improvement at S-908/L-745	Intersection geometry	Intersection geometry - other	1	Intersections	$688300	$713300	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Intersection Improvements US 501/L-8968/S-905	Intersection geometry	Intersection geometry - other	1	Intersections	$456480	$507200	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Intersection Improvement SC 183 (Farrs Bridge Rd) / S-55 (Ireland Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$261900	$261900	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Safety Improvements at US 501 (E Hwy 501) / S-132	Intersection geometry	Intersection geometry - other	1	Intersections	$191500	$191500	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Roundabout Intersection Improvement US 21 (Columbia Rd) / SC 172 (Bull Swamp Rd)/SC 6 (Caw Caw Hwy)	Intersection geometry	Intersection geometry - other	1	Intersections	$255400	$255400	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Roundabout Intersection Improvement SC 6	Intersection geometry	Intersection geometry - other	1	Intersections	$281600	$281600	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
(Highway 6) / S-65 Meadowfield Rd)/L-65 (Jim Spence Rd)															Geometric Design Improvement
Roundabout Intersection Improvement S-279 (Boiling Springs Rd)/S-627 (Bethany Church Rd)/Redmond Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$90300	$90300	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Safety intersection improvement to add concrete median and island along with an extended merge lane at US 17 (N Hwy 17 BP) and L-537 (67th Ave N)	Intersection geometry	Intersection geometry - other	1	Intersections	$1506500	$1673888	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
US 21 with S-195 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
SC 20 with S-260 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US 52 with S-13 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
US 21 with S-94 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
US 276 with S-3 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
S-29 with S-167 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US 123 with SC 124 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
SC 81 with S-149 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
S-33 with S-1677 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
S-12 with S-92 Intersection Operational Improvements	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
I-77 Safety Improvements MM 0 - MM 30	Roadway	Roadway - other	30	Miles	$300000	$300000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Provide for Safe Recovery

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Section/Corridor Improvement - Robert M. Grissom Pkwy. MP 1.15 - MP 1.74 Vulnerable Road User Eligible	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.2	Miles	$300000	$300000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries
Section/Corridor Improvements - US 17 (Kings Hwy) MP 33.47 - MP 33.84 Vulnerable Roads User Safety Eligible	Pedestrians and bicyclists	Pedestrians and bicyclists – other	.37	Miles	$300000	$300000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries
Section/Corridor Improvements - US 17 (Kings Hwy) MP 26.04 - MP 28.61 Vulnerable Road User Safety Eligible	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.6	Miles	$350000	$350000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries
Section/Corridor Improvement - US 17 BUS MP 13 - MP 19 Roadway Safety Audit (RSA)	Roadway	Roadway - other	6	Miles	$350000	$350000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries
Section/Corridor Improvements - SC 707 (Socastee Blvd) MP 9.39 - MO 10.16 Vulnerable Roads User Safety Eligible	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.8	Miles	$300000	$300000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Section/Corridor Improvement - SC 171 (Folly Rd) MP 3 - MP 8. Roadway Safety Audit (RSA) Project - Vulnerable Road User Special Rule Eligible	Pedestrians and bicyclists	Pedestrians and bicyclists – other	5	Miles	$350000	$350000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries
Roadway Departure Mitigation at S-77 (N. Ham Road) MP 0.409 - MP 2.38	Roadway	Roadway - other	2.0	Miles	$1595039	$1595039	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles on the Roadway
Hydro demolition and latex overlay of the US 25 NB & SB Bridges over N. Saluda River & S-119	Roadway	Roadway - other	1	Bridge	$23982462	$50510647	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles on the Roadway
S-881(Lincolnville Road) Roadway Departure Mitigation Safety	Roadway	Roadway - other	3.6	Miles	$2465193	$2465193	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles on the Roadway
Installation of I-77 Cable Barrier within the median at MPs 21.3 - 60.0	Miscellaneous	Miscellaneous - other	38.7	Miles	$3666570	$3666570	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles from Encroaching into Opposite Lane
Install cable barrier in the median of I-26 from MP 149 - MP 168	Miscellaneous	Miscellaneous - other	19	Miles	$1370317	$1370317	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles from Encroaching into Opposite Lane
S-265 (Roseida Road) Beaufort County Roadway Departure Mitigation	Roadway	Roadway - other	1.2	Miles	$919110	$919110	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles on the Roadway
I-20 Safety Improvements MM 0 - MM 51 Roadway Departure Mitigation	Roadway	Roadway - other	51	Miles	$1847329	$1847329	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Provide for Safe Recovery

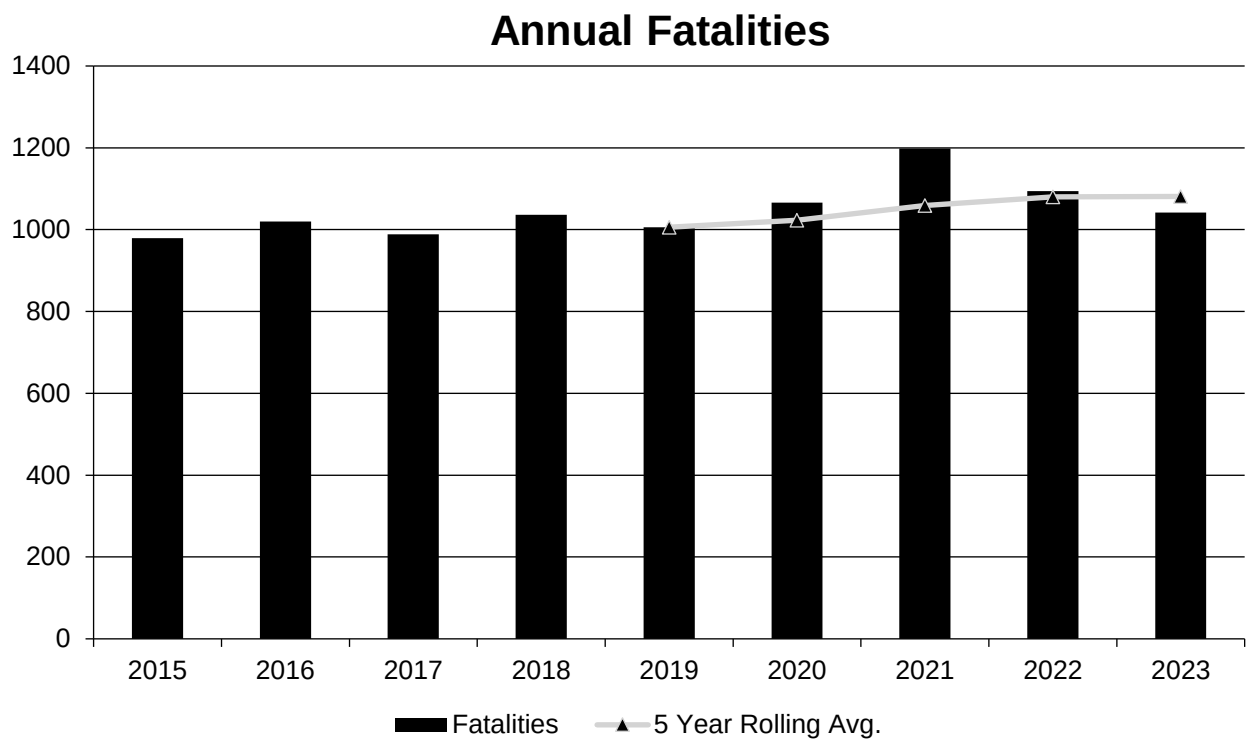
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Roadway Departure Mitigation at S-413 (Black Tom Road) Berkeley County	Roadway	Roadway - other	1.9	Miles	$1152181	$1152181	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles on the Roadway
VRU improvements and Intersection improvements at Red Bank Road and Henry Brown Blvd	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Intersections	$4291535	$7279366	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Consider pedestrian facilities
RSA Project and Pedestrians Safety Improvements/RSA S-75 (MP 0 - 2.269) Safety Improvements / RSA S-62 (MP 0 - 1.82)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.3	Miles	$8371277	$9301419	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Road Safety Audits at locations identified as having a high occurrence of pedestrian fatalities and injuries

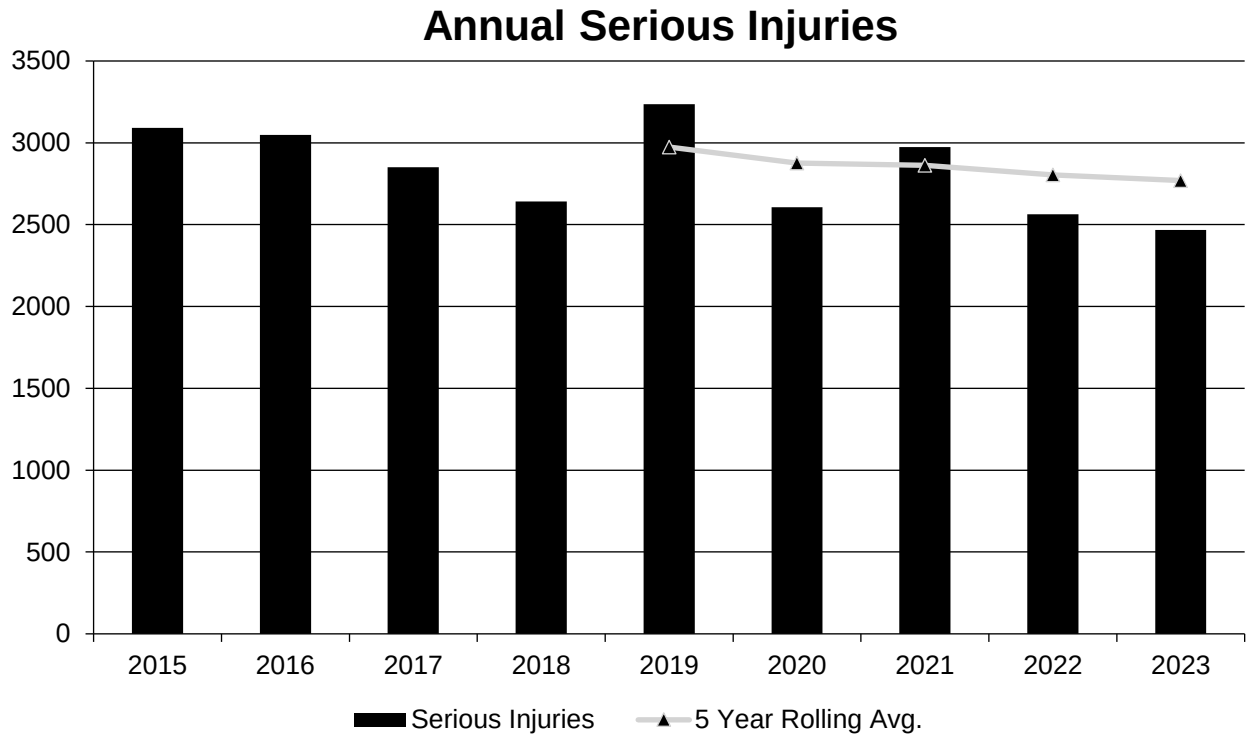
Safety Performance

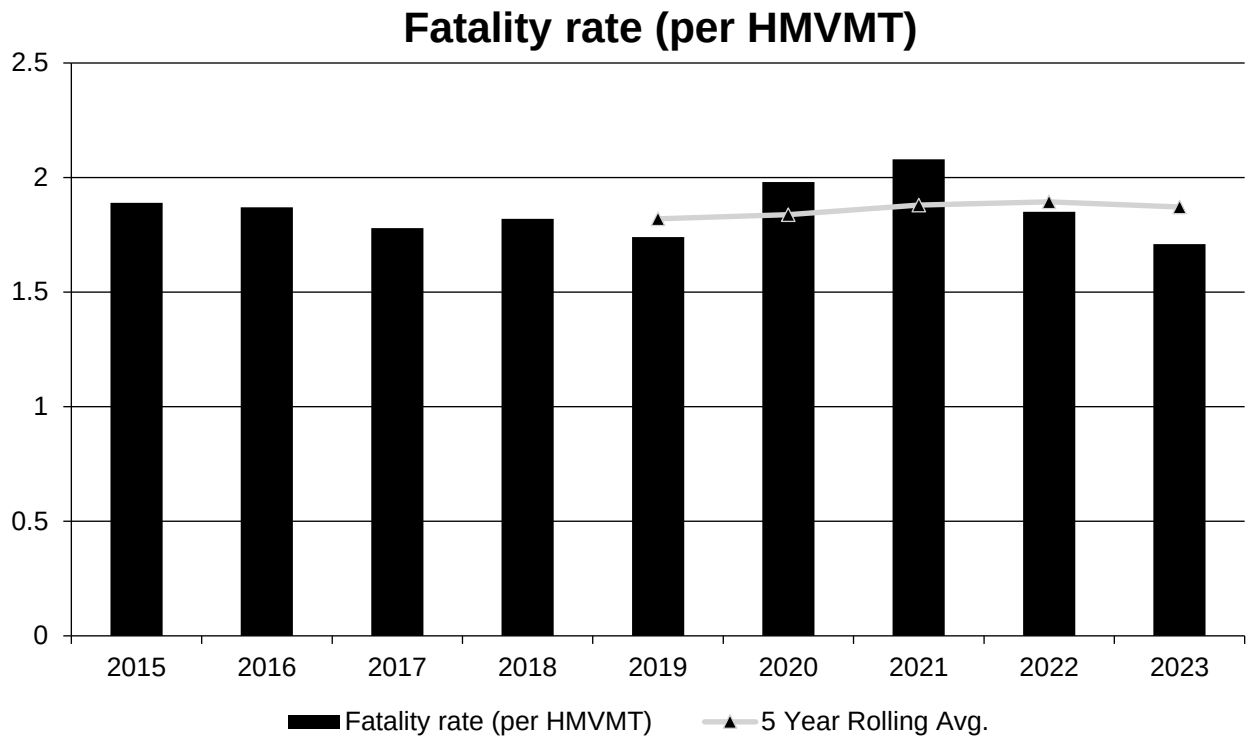
General Highway Safety Trends

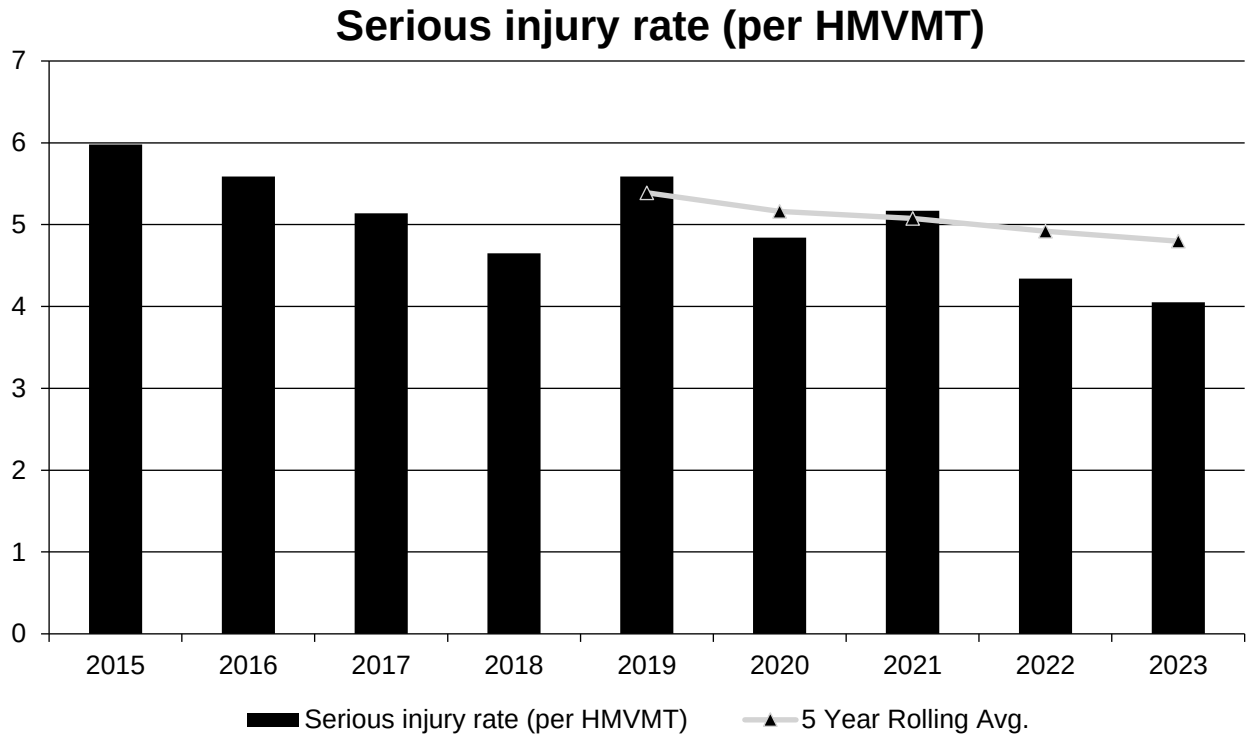
Present data showing the general highway safety trends in the State for the past five years.

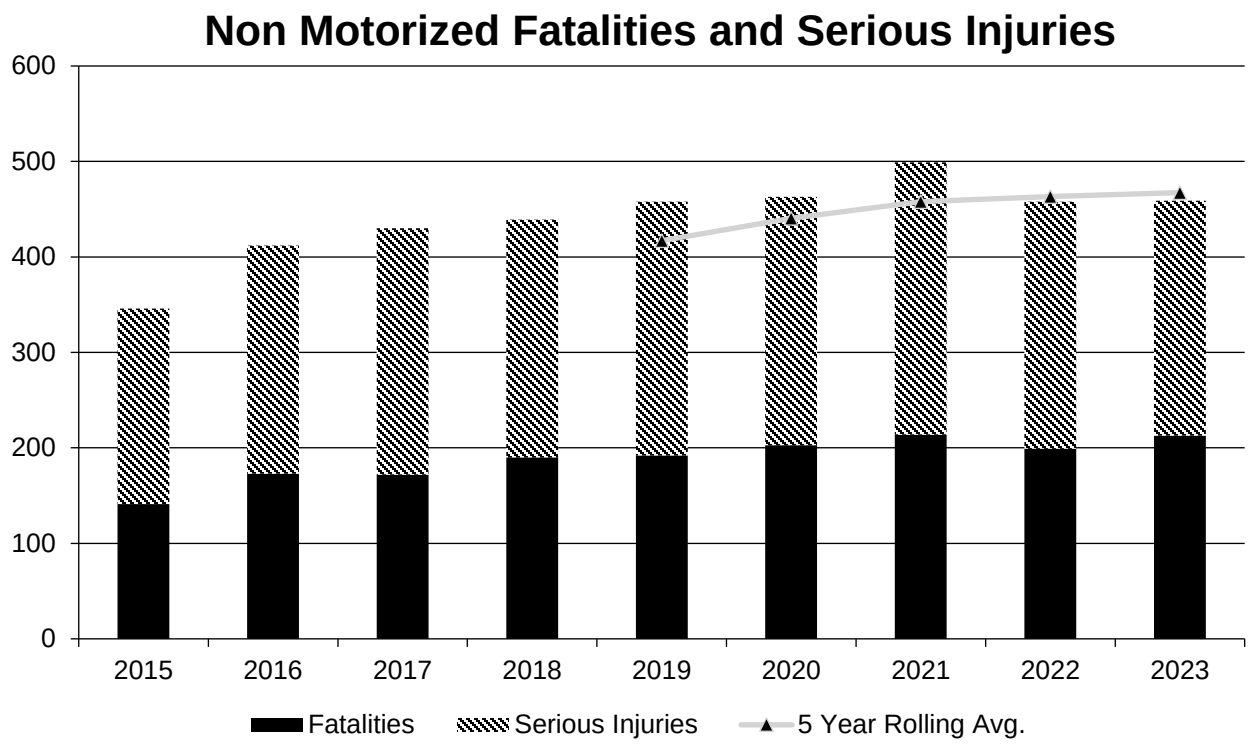
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	979	1,020	989	1,036	1,006	1,066	1,198	1,094	1,042
Serious Injuries	3,092	3,049	2,851	2,642	3,237	2,607	2,974	2,563	2,467
Fatality rate (per HMVMT)	1.890	1.870	1.780	1.820	1.740	1.980	2.080	1.850	1.710
Serious injury rate (per HMVMT)	5.980	5.590	5.140	4.650	5.590	4.840	5.170	4.340	4.050
Number non-motorized fatalities	141	173	172	190	192	203	214	199	213
Number of non-motorized serious injuries	205	239	258	249	266	260	285	259	246


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
7
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2023

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	68.6	97.6	0.84	1.19
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.6	3.4	0.77	0.98
Rural Principal Arterial (RPA) - Other	99.8	380.2	2.28	4.12
Rural Minor Arterial	129.4	243.2	3.02	5.66
Rural Minor Collector	13.2	26.6	4.91	9.87
Rural Major Collector	187.8	361	3.94	7.57
Rural Local Road or Street	71.4	150.6	2.4	5.05
Urban Principal Arterial (UPA) - Interstate	51.6	112	0.63	1.39
Urban Principal Arterial (UPA) - Other Freeways and Expressways	9.4	27	1.01	2.89
Urban Principal Arterial (UPA) - Other	178.4	571.4	2	6.39
Urban Minor Arterial	126.6	464.8	1.71	6.27
Urban Minor Collector	1.2	3.2	0.72	5.55
Urban Major Collector	86.8	277.2	2.01	6.46
Urban Local Road or Street	42.2	192.4	1.48	6.91

Year 2023

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	1,070	2,734.6	1.85	4.74
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 2025 Targets *

Number of Fatalities:1080.0

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

The target of 1,080.0 traffic fatalities was established after thorough discussions, analysis of historical data, and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine a projected increase in the number of fatalities when compared to the baseline. SC wanted to show constant or improved performance therefore the 2018 - 2022 baseline was adopted as the target. This target supports the SHSP goal of eliminating traffic fatalities in SC.

Number of Serious Injuries:2764.0

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

A target of 2,764.0 serious injuries was established after analyzing historical data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2024 data, then using this projection the state was able to decide on a reasonable target for the five year period ending in 2025. 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 number of serious injuries during the calendar year 2025. This target supports the SHSP goal of reducing serious injuries that result from a traffic collision.

Fatality Rate:1.782

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

The target of 1.782 as the fatality rate was established by using the projected fatality number in 2025 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:4.561

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

The target of 4.561 as the serious injury rate was established by using the projected serious injury number in 2025 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:453.4

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

The target of 453.4 non-motorized fatalities and serious injuries was established after a thorough analysis of historical data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to

determine projected 2024 data, then using this projection the state was able to decide on a reasonable target for the five year period ending in 2025. 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 number in fatalities and serious injuries involving pedestrians and bicyclists during calendar year 2025.

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. SCDOT also aids MPOs and COGs with crash data and project ranking tools using a newly implemented online safety data portal through AASHTOware Safety and Numetrics. This online program will aid the MPO and COGs in their safety programs.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2023 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	1119.0	1081.2
Number of Serious Injuries	2868.0	2769.6
Fatality Rate	1.940	1.872
Serious Injury Rate	4.960	4.798
Non-Motorized Fatalities and Serious Injuries	485.0	467.4

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. 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, SCDOT is in the process of reviewing and updating the state's SHSP in partnership with SCDPS for 2025-2029, where past performance will be reviewed and used to guide the future SHSP.

Applicability of Special Rules

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

Yes

Our program already incorporates the HRRR special rule requirements.

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

Our program already incorporates the VRU special rule requirement.

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	133	148	128	135	152	127	166
Number of Older Driver and Pedestrian Serious Injuries	215	23	261	206	241	238	239

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Economic Effectiveness (cost per crash reduced)

Each HSIP project is reviewed for it's final B/C, change in fatal and serious injury crashes, and the change in SC crash severity cost compared to the before condition.

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

SCDOT uses 3 years of after data to establish a program wide B/C ratio to gauge effectiveness of projects. With the currently available data, SCDOT achieved a average BC of 62.4. This includes a reduction in total crashes of 43.5%; 33.3% serious injuries; and a 100% reduction of fatal crashes at SCDOT Safety Office project locations evaluated with 3 years of after data.

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

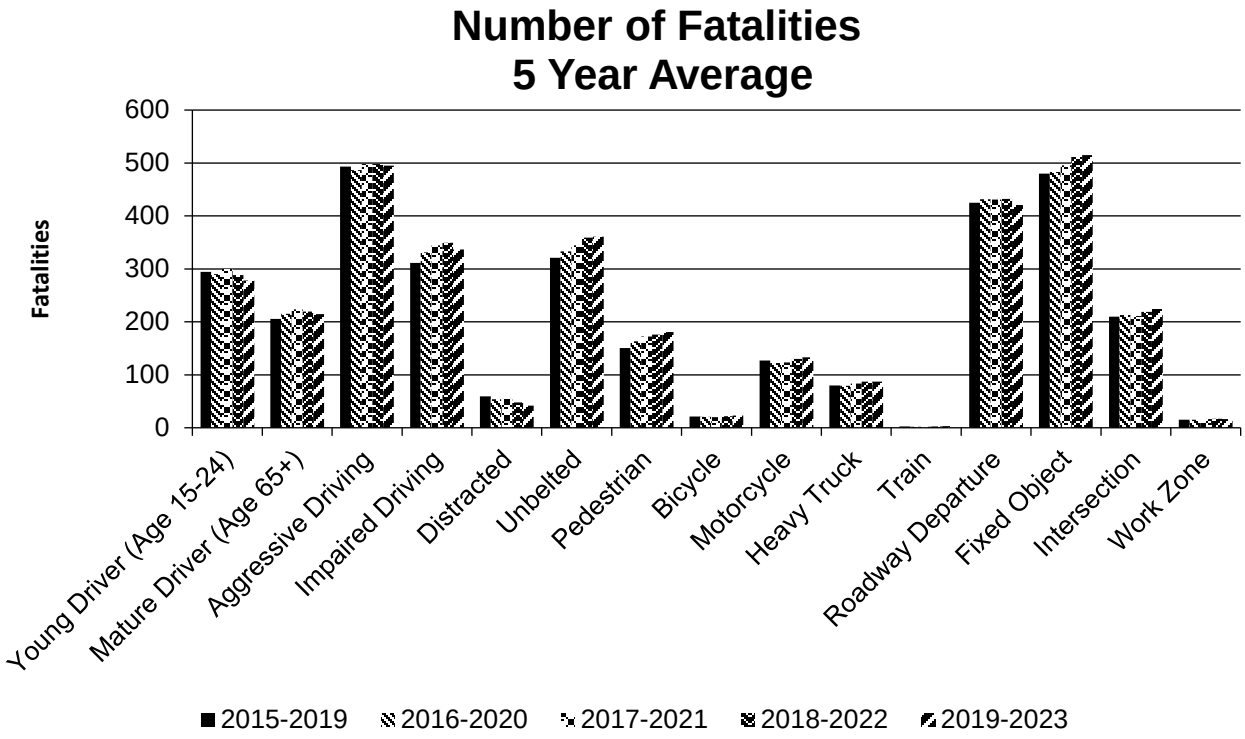
- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- More systemic programs
- Other-Increased use of alternative intersections statewide

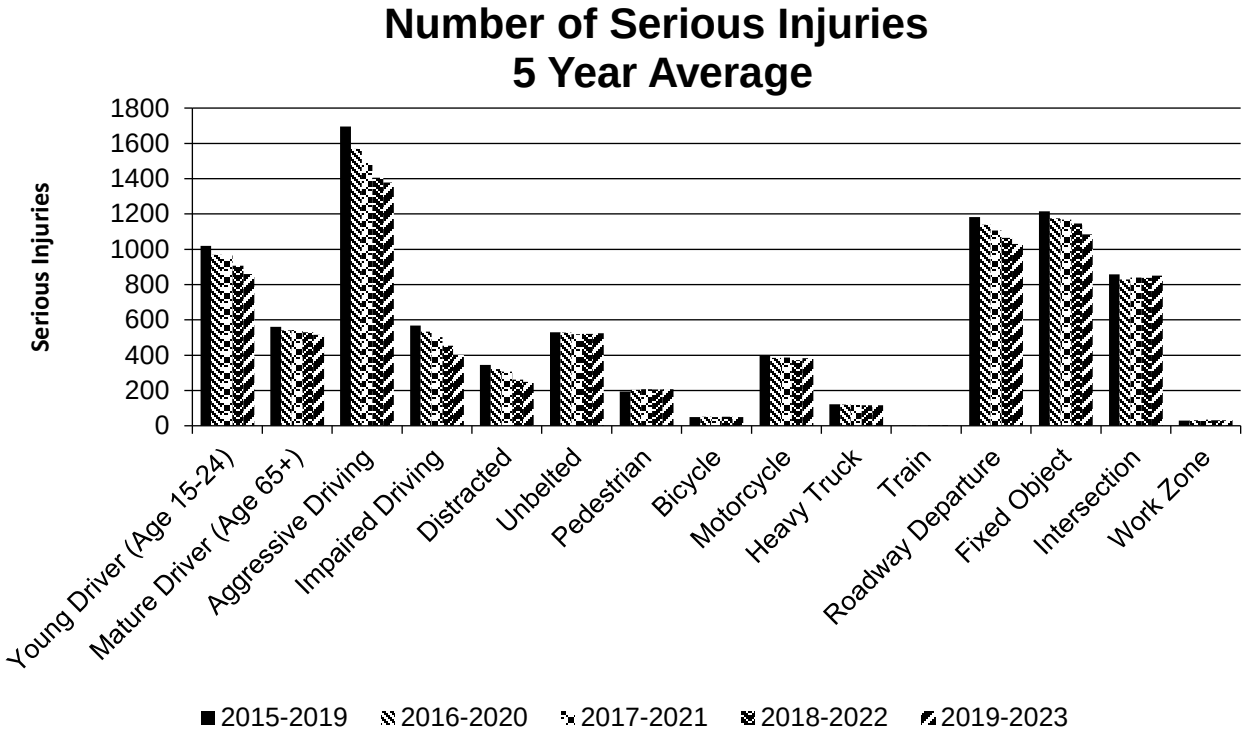
Effectiveness of Groupings or Similar Types of Improvements

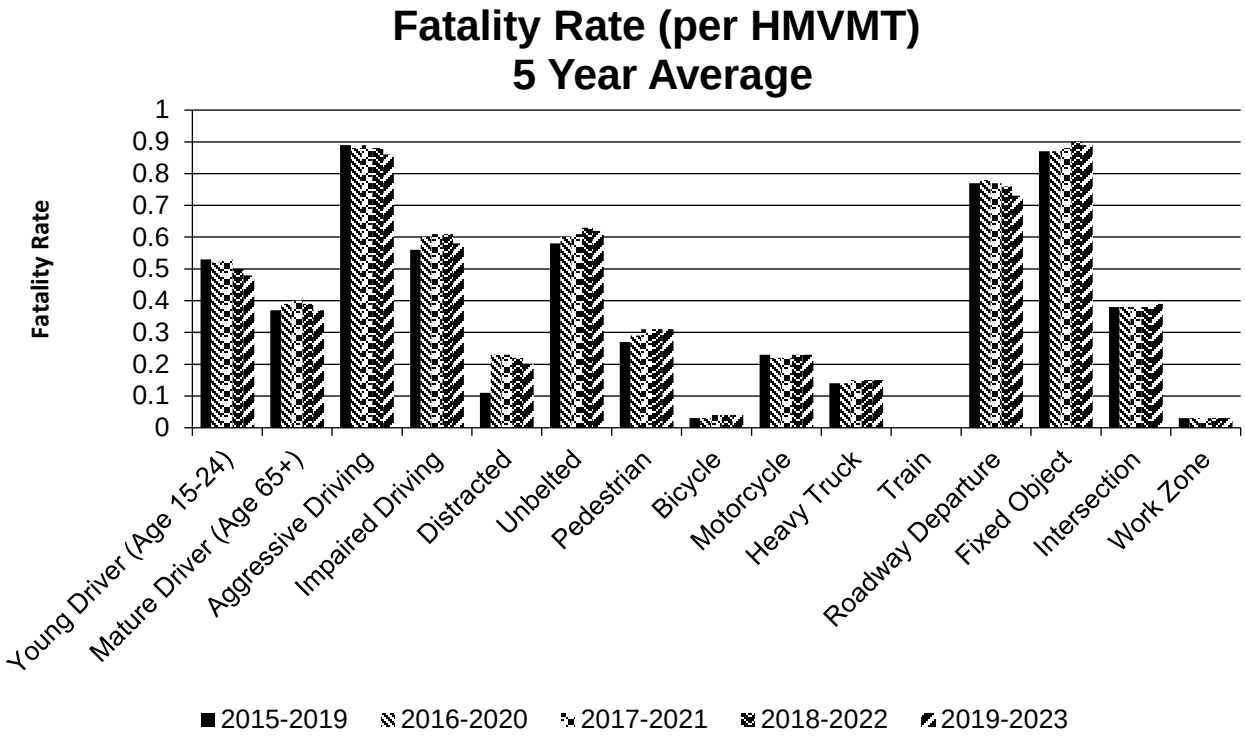
Present and describe trends in SHSP emphasis area performance measures.

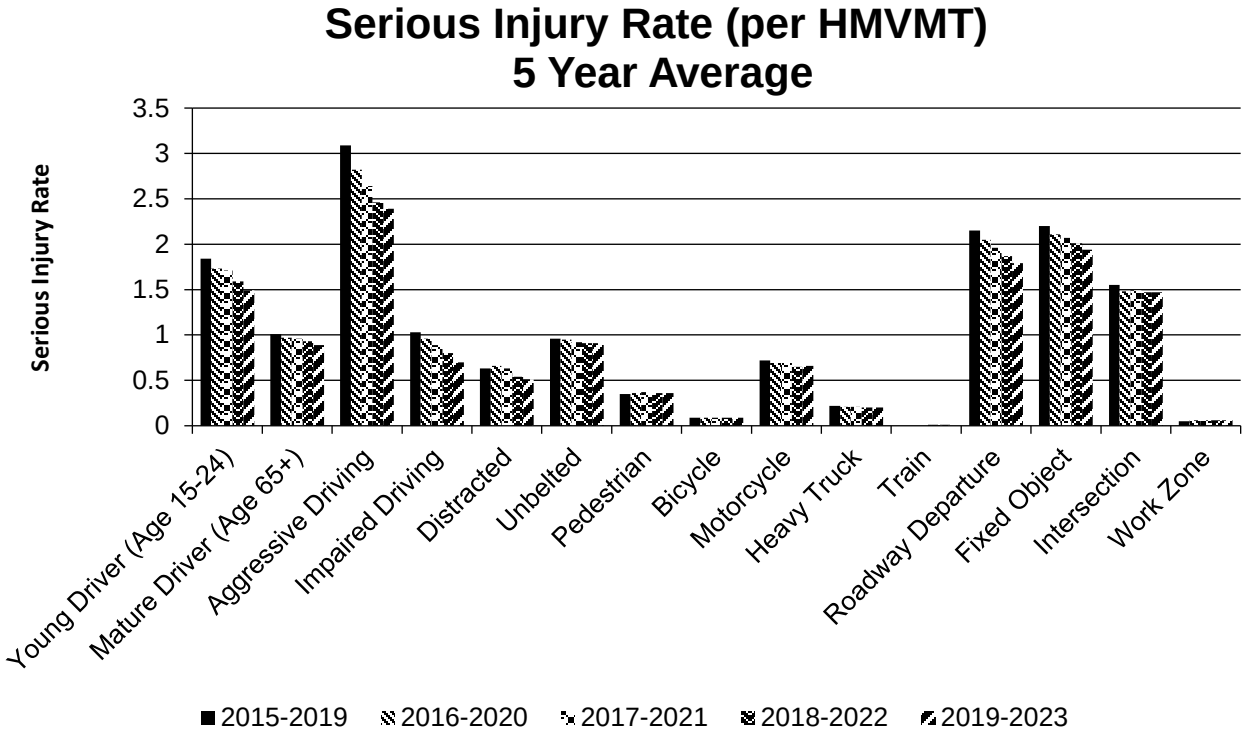
Year 2023

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)	All	278	860.2	0.48	1.49
Mature Driver (Age 65+)	All	214.6	514.4	0.37	0.89
Aggressive Driving	All	494.8	1,377.8	0.86	2.39
Impaired Driving	All	336.6	400.8	0.58	0.7
Distracted	All	42	248.6	0.2	0.51
Unbelted	All	361	524	0.62	0.91
Pedestrian	Vehicle/pedestrian	180.6	206.4	0.31	0.36
Bicycle	Vehicle/bicycle	22.8	48.6	0.04	0.09
Motorcycle	All	133	382.2	0.23	0.66
Heavy Truck	Truck-related	86.8	115.8	0.15	0.2
Train	Angle	3	4.2	0	0.01
Roadway Departure	Run-off-road	420.8	1,030.4	0.73	1.79
Fixed Object	Run-off-road	515.2	1,084.2	0.89	1.94
Intersection	Intersections	224	849.8	0.39	1.47
Work Zone	Speed-related	16.2	31.6	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
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
1800
1600
1400
1200
1000
800
600
400
200
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
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


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
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
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
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023

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 76 & S-64 P029009	Rural Principal Arterial (RPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	10.00	2.00	1.00				6.00		17.00	2.00	17.43
US 601 & SC 263 P027625	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Modify control – Modern Roundabout	9.00	6.00					7.00	2.00	16.00	8.00	2.01
SC 9 & L-985 P027623	Rural Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	11.00	6.00					2.00	1.00	13.00	7.00	.10
S-28 & S-53 P041072	Urban Major Collector	Intersection traffic control	Modify control – Modern Roundabout	15.00	5.00					5.00	3.00	20.00	8.00	.38
US 521 & S-755 P029007	Urban Principal Arterial (UPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	4.00	2.00					7.00		11.00	2.00	1.33
US 29 & S-904 P030230	Rural Principal Arterial (RPA) - Other	Intersection geometry	Intersection geometry - other	15.00	3.00			1.00		8.00	4.00	24.00	7.00	4.42
S-22 & S-58 P027566	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	34.00	25.00				1.00	7.00	1.00	41.00	27.00	0.01
US 378 & S-134 P030238	Rural Principal Arterial (RPA) - Other	Intersection geometry	Intersection geometry - other	21.00	5.00	1.00				2.00	3.00	24.00	8.00	37.92
S-65 & S-145 P042131	Urban Major Collector	Intersection traffic control	Modify control – Modern Roundabout	14.00	9.00					6.00		20.00	9.00	1.72
S-62/S-75 & L-1844 0043011	Urban Minor Arterial	Access management	Raised island - install new	14.00	17.00	2.00			1.00	8.00	6.00	24.00	24.00	680.24
US 17 ALT & S-1258 P042912	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	37.00	38.00			1.00		17.00	6.00	55.00	44.00	110.58
S-77 & S-204 P028835	Urban Minor Arterial	Intersection traffic control	Modify control – new traffic signal	21.00	21.00					1.00	1.00	22.00	21.00	0.00

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-604 P030885	Urban Local Road or Street	Roadway	Roadway - other	10.00	5.00			1.00		2.00	3.00	13.00	8.00	5.23
US 21 & SC 5-US 21 & S-1544 P041082	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection realignment	49.00	25.00					14.00	5.00	63.00	30.00	12.07

The project locations were reviewed based on 3 years of before and after data for both project and program effectiveness.

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 its 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
	Median Type (54) [55]	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
	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]			5	5						
	Intersection/Junction Traffic Control (131) [131]			5	5						
	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 Beginning of Ramp Terminal (197) [187]					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
	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**	**76.25**	**74.38**	**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]

We have a vendor that is currently collecting data for us in support of MIRE such as median types, widths etc. They started their field collecting in SC in Jan. of this year and expect to have that completed before the end of this year. SCDOT will begin to QA/QC that data starting in September 2024 and plan to have all of the data verified and loaded into our State's database early 2025.

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.

The vendor started their field collecting of SC MIRE data for our Agency in January 2024 and expect to have that completed before the end of this year. Our agency will begin to QA/QC that data starting next month and anticipate to have all of the data (once verified) loaded into our state's database early 2025.

Optional Attachments

Program Structure:

ED-75 Vulnerable Road User Safety Project Prioritization Process.pdf
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
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.