# SOUTH CAROLINA

# HIGHWAY SAFETY IMPROVEMENT PROGRAM

## 2018 ANNUAL REPORT


U.S. Department of Transportation
**Federal Highway Administration**

Photo source: Federal Highway Administration

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

# Executive Summary

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 96 percent of fatal crashes and the vast majority of severe crashes occur on the state system. This report covers funding obligations from January 1, 2017 to December 31, 2017.

# Introduction

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

# Program Structure

***Program Administration***

**Describe the general structure of the HSIP in the State.**

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

**Where is HSIP staff located within the State DOT?**

Engineering

**Enter additional comments here to clarify your response for this question or add supporting information.**

**How are HSIP funds allocated in a State?**

Other-Central Office through Statewide Screening Process

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

In South Carolina, the vast majority (~96%) 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 recently planned for 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, we will incorporate local roads into our safety funding if a viable need is observed.

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.**

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

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Describe coordination with internal partners.**

Several partners within SCDOT and consultants are involved thoughout the process of HSIP planning. Many of our safety improvements are designed by our Safety Project group within Traffic Engineering and they are involved with project design or oversight on all projects to ensure proper designs. 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.**

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

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Describe coordination with external partners.**

SCDOT has partnered with the SC Department of Public Service to fund a Target Zero enforcement initiative. Through this partnership, a specialized enforcement team comprised of 24 Highway Patrol Troopers has been deployed to focus their full time efforts to the enforcement of traffic laws along high crash corridors in the states. The corridors were identified based upon crashes that involved an impaired driver, speeding or unrestrained motor vehicle occupants.

The SCDOT Traffic Engineering Safety Office also provides annual reports on MPO/COG specific crash statistics, and location specific crash summaries and analyses as needed. Additionally, SCDOT will often partner with MPOs, COGs and LGAs to ensure safety improvements are included in projects.

The Traffic Safety office conducts safety data workshops with MPO's and COGs on a bi-annual basis.

**Have any program administration practices used to implement the HSIP changed since the last reporting period?**

No

**Are there any other aspects of HSIP Administration on which the State would like to elaborate?**

No

***Program Methodology***

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

No

**To upload a copy of the State processes, attach files below.**

File Name:

**Enter additional comments here to clarify your response for this question or add supporting information.**

SCDOT is in the process of developing an HSIP manual. The publication date is not currently set. SCDOT does have engineering directives that outline the project selection/ranking process.

**Select the programs that are administered under the HSIP.**

Other-Safety Program

**Enter additional comments here to clarify your response for this question or add supporting information.**

| | |
|---|---|
| **Program:** | Other-Safety Program |
| **Date of Program Methodology:** | 10/1/2015 |

**What is the justification for this program? [Check all that apply]**

Addresses SHSP priority or emphasis area

**What is the funding approach for this program? [Check one]**

2018 South Carolina Highway Safety Improvement Program

Competes with all projects

**What data types were used in the program methodology? [Check all that apply]**

| Crashes | Exposure | Roadway |
|---|---|---|
| All crashes | Traffic | Median width |
| Fatal crashes only | Volume | Functional classification |
| Fatal and serious injury crashes only | Lane miles | |

**What project identification methodology was used for this program? [Check all that apply]**

Crash frequency
Equivalent property damage only (EPDO Crash frequency)
Relative severity index
Crash rate
Critical rate
Excess expected crash frequency using SPFs

**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

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

**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

**What percentage of HSIP funds address systemic improvements?**

33

**HSIP funds are used to address which of the following systemic improvements? Please check all that apply.**

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

**Enter additional comments here to clarify your response for this question or add supporting information.**

**What process is used to identify potential countermeasures? [Check all that apply]**

Engineering Study
Road Safety Assessment
Crash data analysis

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Does the State HSIP consider connected vehicles and ITS technologies?**

Yes

**Describe how the State HSIP considers connected vehicles and ITS technologies.**

**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.**

**Have any program methodology practices used to implement the HSIP changed since the last reporting period?**

No

**Are there any other aspects of the HSIP methodology on which the State would like to elaborate?**

No

# Project Implementation

***Funds Programmed***

**Reporting period for HSIP funding.**

Calendar Year

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

| FUNDING CATEGORY | PROGRAMMED | OBLIGATED | % OBLIGATED/PROGRAMMED |
|---|---|---|---|
| **HSIP (23 U.S.C. 148)** | $50,280,450 | $30,488,179 | 60.64% |
| **HRRR Special Rule (23 U.S.C. 148(g)(1))** | $0 | $238,437 | 0% |
| **Penalty Funds (23 U.S.C. 154)** | $0 | $0 | 0% |
| **Penalty Funds (23 U.S.C. 164)** | $0 | $0 | 0% |
| **RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))** | $0 | $0 | 0% |
| **Other Federal-aid Funds (i.e. STBG, NHPP)** | $0 | $7,646,537 | 0% |
| **State and Local Funds** | $3,784,550 | $5,188,733 | 137.1% |
| **Totals** | $54,065,000 | $43,561,886 | 80.57% |

**Enter additional comments here to clarify your response for this question or add supporting information.**

**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

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

$0

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

$0

**Enter additional comments here to clarify your response for this question or add supporting information.**

**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

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

None

**Does the State want to elaborate on any other aspects of it’s progress in implementing HSIP projects?**

No

***General Listing of Projects***

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

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| Intersection Improvements - SC 151 Bus. @ S-102 & S-10 & S-1040 | Intersection geometry | Intersection geometry - other | | | $2629849.96 | $2629849.96 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| 2016 Rumble Stripes District 1 | Roadway | Rumble strips - edge or shoulder | | | $1777891.29 | $1777891.29 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Interstate Safety Improvements-Concrete Grooving | Roadway | Pavement surface - miscellaneous | | | $1552942.22 | $1725491.36 | HSIP (23 U.S.C. 148) | Rural Principal Arterial (RPA) - Interstate | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| 2016 Rumble Stripes District 5 | Roadway | Rumble strips - edge or shoulder | | | $1641215.86 | $1641215.86 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| S- 82 INTERSEC. IMPROVEMENT | Intersection geometry | Intersection geometry - other | | | $1609017.69 | $1609017.69 | HSIP (23 U.S.C. 148) | Rural Minor Collector | 0 | | State Highway Agency | Spot | Intersections | |
| 2016 Rumble Stripes District 7 | Roadway | Rumble strips - edge or shoulder | | | $1464589.94 | $1464589.94 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 146 @ SC 417 | Intersection geometry | Intersection geometry - other | | | $1414739.35 | $1414739.35 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| 2017 Safety Program Administration | Non-infrastructure | Transportation safety planning | | | $1260000 | $1400000 | HSIP (23 U.S.C. 148) | 1 | 0 | | State Highway Agency | 1 | 1 | |
| 2016 Rumble Stripes District 2 | Roadway | Rumble strips - edge or shoulder | | | $1294900.31 | $1294900.31 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 146 @ SC 417 | Intersection geometry | Intersection geometry - other | | | $1231729.17 | $1231729.17 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Roadway Departure | |
| US 76 @ S-618 | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $1021862.45 | $1135402.72 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| I-26 at US 601 | Roadway | Superelevation / cross slope | | | $1011620.74 | $1124023.04 | HSIP (23 U.S.C. 148) | Rural Principal Arterial (RPA) - Interstate | 0 | | State Highway Agency | Spot | Roadway Departure | |
| Intersection Improvements - S-377 at S-233 & Beverley Drive | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $927137.27 | $1030152.52 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| 2016 Rumble Stripes District 3 | Roadway | Rumble strips - edge or shoulder | | | $1024880.27 | $1024880.27 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Section/Corridor Improvements - S-49 (Flat Rock Rd) MP 0.00 to MP 9.26 | Shoulder treatments | Pave existing shoulders | | | $784914.86 | $872127.63 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 9 @ S-420 | Intersection geometry | Auxiliary lanes - modify left-turn lane offset | | | $716014.25 | $795571.39 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |

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| US 21 @ S-499 | Intersection geometry | Intersection geometry - other | | | $660612.28 | $734013.64 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - Signal Upgrades | Intersection traffic control | Modify traffic signal - miscellaneous/other/unspecified | | | $566028.61 | $628920.68 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| 2018 Safety Program Administration | Non-infrastructure | Transportation safety planning | | | $540000 | $600000 | HSIP (23 U.S.C. 148) | 1 | 0 | | State Highway Agency | 1 | 1 | |
| S-34 (Pea Bridge Road) | Shoulder treatments | Pave existing shoulders | | | $506834.35 | $563149.27 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| INTERSECTION IMPROVEMENT PACKAGE (DB) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $461148.01 | $512386.62 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvement - S-65 WITH S-663/S-1471 (ROUND TREE DR/MEADOWFIELD) | Intersection geometry | Intersection geometry - other | | | $471380.28 | $471380.28 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| 2016 Safety Program Administration | Non-infrastructure | Transportation safety planning | | | $405000 | $450000 | HSIP (23 U.S.C. 148) | 1 | 0 | | State Highway Agency | 1 | 1 | |
| S-196 (Harrison Grove Rd) | Shoulder treatments | Pave existing shoulders | | | $391113.04 | $434570.04 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| US 21/S-52 Intersection Improvement | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $390072.13 | $433413.47 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Section/Corridor Improvements - US 278 - Near Jasper Co. Line to S-79 (Spanish Wells Rd) | Shoulder treatments | Pave existing shoulders | | | $378000 | $420000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Statewide Section/Corridor Improvements | Shoulder treatments | Pave existing shoulders | | | $359786.7 | $399762.99 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Statewide Section/Corridor Improvements - S-51 (Amicks Ferry Rd) | Shoulder treatments | Pave existing shoulders | | | $341513.63 | $379459.58 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| S-29 (Riverside Rd) | Shoulder treatments | Pave existing shoulders | | | $283177.61 | $357647.74 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvements - SC 9 at SC 905 | Intersection geometry | Auxiliary lanes - modify left-turn lane offset | | | $280000 | $350000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 38 at S-329 | Intersection geometry | Intersection geometry - other | | | $340098.15 | $340098.15 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| S-25/S-522 Intersection Improvement | Intersection geometry | Intersection geometry - other | | | $331902.3 | $331902.3 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| S-537 (Old Manning Road) | Shoulder treatments | Pave existing shoulders | | | $296636.05 | $329595.61 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| S-105 (Mayo Rd) | Shoulder treatments | Pave existing shoulders | | | $288280.87 | $320312.07 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 9/ Flag Patch Road | Shoulder treatments | Pave existing shoulders | | | $279011.56 | $310012.84 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| S-955 (Kelly Mill Rd) | Shoulder treatments | Pave existing shoulders | | | $239238.91 | $265821.01 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvement – SC 6 (S. Lake Dr) and S-627 (Bethany Church Road/Pleasant View Drive) | Intersection geometry | Intersection geometry - other | | | $215120.97 | $239023.3 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| I-26 Cable Guardrail Project (from near MM 168 to near MM 199) (Phase II) | Roadside | Barrier - cable | | | $214200 | $238000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial (RPA) - Interstate | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 118/S-105 INTERSEC. IMPROVEMENTS | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $213591.59 | $237323.99 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Section/Corridor Improvements – SC 153 east and west of the SC 81 Intersection | Shoulder treatments | Pave existing shoulders | | | $211500 | $235000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| S-816 (Chime Bell Church Road) | Shoulder treatments | Pave existing shoulders | | | $202257.25 | $224730.27 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 418 (Fountain Inn Rd) | Shoulder treatments | Pave existing shoulders | | | $196841.36 | $218712.63 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvements - S-63 (Alpine Rd) & S-1026 (Old Percival Rd) | Intersection geometry | Intersection geometry - other | | | $193045.79 | $214495.32 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| INTERSECTION IMPROVEMENT PACKAGE (DB) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $190653.38 | $211837.06 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Statewide Section/Corridor Improvements - S-187 (Bethel Road) | Shoulder treatments | Pave existing shoulders | | | $190067.26 | $211185.84 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| I-26 (Near MM 172 to near MM 182) (EB/WB) & I-95 (Near MM 69 to near MM 86) (NB/SB) | Roadway | Pavement surface - miscellaneous | | | $184005.81 | $204450.9 | HSIP (23 U.S.C. 148) | Rural Principal Arterial (RPA) - Interstate | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvements - S-28 | Intersection geometry | Intersection geometry - other | | | $202596.5 | $202596.5 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| (Camp Rd) With S-53 (Riverland) | | | | | | | | | | | | | | |
| S-781 (Beech Island Ave.) | Shoulder treatments | Pave existing shoulders | | | $174810.85 | $194234.27 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Statewide Section/Corridor Improvements | Shoulder treatments | Pave existing shoulders | | | $144757.44 | $160841.6 | HSIP (23 U.S.C. 148) | Urban Minor Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC9/S-664 | Intersection geometry | Auxiliary lanes - modify left-turn lane offset | | | $143592.66 | $159547.39 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Section/Corridor Improvements - SC 642 - S-373 (State Park Rd) to S-259 (Near Parlor Dr) | Shoulder treatments | Pave existing shoulders | | | $135000 | $150000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvements - S-112 (N. Ebenezer Rd/Pisgah Rd) at S-193 (N. Ebenezer Rd/ W. Sumter) | Intersection geometry | Intersection geometrics - realignment to increase cross street offset | | | $131220 | $145800 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Singleton Ridge Road at Technology Park - Conway | Intersection geometry | Intersection geometry - other | | | $126000 | $140000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| S-347 (John Everall Rd) | Shoulder treatments | Pave existing shoulders | | | $121735.47 | $135261.62 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvements - SC 292 at S-77 | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $116100 | $129000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| US 501 INTERSEC. IMPROVEMENT | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $114904.71 | $127671.92 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 118 (University Parkway) and S-1303 (Croft Mill Rd/Hudson Rd) | Intersection traffic control | Systemic improvements - signal-controlled | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 178 (Liberty Highway) and SC 88 (Old Greenville Highway) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 301 (N Jones Rd) and SC 403 (N Bethel Rd) | Intersection geometry | Intersection geometry - other | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC | Intersection geometry | Intersection geometrics - realignment to align offset cross streets | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| 702 (Hwy 702) and SC 246 (Hwy 246 S) | | | | | | | | | | | | | | |
| Intersection Improvements - SC 522 (Rocky River Rd) and S-123 (Taxahaw Rd) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Urban Minor Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 76 and S-72 (Trinity Church Rd/Dial Pl) | Intersection geometry | Intersection geometry - other | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - S-73 (Fish Hatchery Rd) and S-719 (Busbee Rd) | Intersection geometry | Intersection geometry - other | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 11 (Highway 11 W) and S-58 (Parris Ridge Rd) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $112500 | $125000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 9 (Pageland Hwy) at S-36 (Potter Rd) | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $108103.91 | $120115.46 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 763 at S-507 (Wedgefield Rd) | Intersection geometry | Intersection geometry - other | | | $100000 | $100000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 29 @ US 29 Bus & S-232 | Intersection geometry | Intersection geometrics - realignment to align offset cross streets | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 17 Byp at Tadlock Dr. Murrells Inlet/Garden City (unincorporated) | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Rural Minor Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Statewide Interstate Safety - I-95 MP 0.00 to MP 33.90 | Roadside | Removal of roadside objects (trees, poles, etc.) | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Rural Principal Arterial (RPA) - Interstate | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvements - US 29 (Highway 29 N)and S-904 (Snow Rd) | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $80000 | $100000 | HSIP (23 U.S.C. 148) | Rural Minor Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 378 and S-134 | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Urban Minor Collector | 0 | | State Highway Agency | Spot | Intersections | |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| Intersection Improvements - SC 9 and SC 410 (Green Sea Hwy) | Intersection geometry | Auxiliary lanes - modify left-turn lane offset | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 555 (Farrow Rd) and S-1274 (N Brickyard Rd) | Intersection traffic control | Systemic improvements - signal-controlled | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 76 (Garners Ferry Rd) and SC 263 (Vanboklen Rd) | Intersection geometry | Intersection geometrics - realignment to increase cross street offset | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Section/Corridor Improvements - US 176 - S-728 (Old Monks Corner Rd) to US 52 | Shoulder treatments | Pave existing shoulders | | | $90000 | $100000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 86 @ S-1147 | Intersection geometry | Auxiliary lanes - modify turn lane taper | | | $87927.3 | $97696.97 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 9 at Foster Rd | Intersection geometry | Intersection geometry - other | | | $82440 | $91600 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 17 Bypass at 76th Avenue N | Intersection traffic control | Pavement markings - miscellaneous/other/unspecified | | | $74880 | $83200 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| INTERSECTION IMPROVEMENT PACKAGE (DB) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $71746.26 | $79718.06 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| SC 186 (Dacusville Rd) | Shoulder treatments | Pave existing shoulders | | | $71300.55 | $79222.84 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| INTERSECTION IMPROVEMENT PACKAGE (DB) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $69183.23 | $76870.26 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 521 (Charlotte Hwy) & S-755 (North Corner Road) | Intersection geometry | Auxiliary lanes - modify right-turn lane offset | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvement - US 1 (Jefferson Davis Hwy) @ SC 118 (Hitchcock Pkwy/Robert M. Bell Pkwy) | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 1 | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| (Richland Ave W.) at SC 421 (Augusta Rd) | | | | | | | | | | | | | | |
| Intersection Improvements - US 76 and S-1125/Destination Blvd | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Urban Minor Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 281 (Ribaut Rd) and Reynolds St | Intersection traffic control | Modify traffic signal - miscellaneous/other/unspecified | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 291 (N Pleasantburg Dr) and White Oak Dr | Intersection geometry | Splitter island - install on one or more approaches | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 12 (Percival Rd) and S-1196 (E Boundary Rd) | Intersection geometry | Intersection geometrics - modify skew angle | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 9 (Boiling Springs Rd) and Candlenut Ln | Intersection geometry | Splitter island - remove from one or more approaches | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Section/Corridor Improvements - S-279 (Reid School Rd) MP 2.60 to MP 3.10 | Shoulder treatments | Pave existing shoulders | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Rural Minor Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Intersection Improvements - I-85 and SC 290 (E Main St) | Intersection traffic control | Modify traffic signal - miscellaneous/other/unspecified | | | $67500 | $75000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd) | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $58230 | $64700 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| S-507 (Old Dibble Rd) | Shoulder treatments | Pave existing shoulders | | | $56849.99 | $63166.65 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| SC 302 INTERSEC. IMPROVEMENT | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $51214.5 | $56905 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| INTERSECTION IMPROVEMENT PACKAGE (DB) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $48637.59 | $54041.71 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 21 at SC 121 | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $45000 | $50000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| SC 6/S-624 INTERSEC. IMPROVEMENTS | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $45000 | $50000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 17A (South Live Oak Dr) and US 176 (State Rd) | Intersection traffic control | Modify traffic signal - miscellaneous/other/unspecified | | | $45000 | $50000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 9 (Boiling Springs Rd) and Rocky Branch Rd | Intersection geometry | Splitter island - install on one or more approaches | | | $45000 | $50000 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - S-87 at S-488 | Intersection geometry | Intersection geometry - other | | | $45000 | $45000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| SC 6 with S-156 (Dreher Shoals Road) | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $36000 | $40000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| INTERSECTION IMPROVEMENT PACKAGE (DB) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $24781.44 | $27534.93 | HSIP (23 U.S.C. 148) | Rural Minor Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 601 (McCords Ferry Rd) at SC 263 (Vanboklen Rd) | Intersection geometry | Intersection geometry - other | | | $22500 | $25000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - US 521 (Thomas Sumter Hwy) @ S-1342 (Camden Hwy) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $22410 | $24900 | HSIP (23 U.S.C. 148) | Urban Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| SC 261 OTHER | Shoulder treatments | Pave existing shoulders | | | $17238.96 | $19154.4 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| Signalize and construct left turn lanes on S-204 (Pisgah Church/Long Pond) and S-77 (Barr Road) | Intersection geometry | Auxiliary lanes - add left-turn lane | | | $13680 | $15200 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| Intersection Improvements - SC 3 (Capital Way/Whetstone Rd) at SC 394 (Salley Rd) | Intersection geometry | Intersection geometry - other | | | $14000 | $14000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |
| S-370/539 Safety Section Project | Shoulder treatments | Pave existing shoulders | | | $7200 | $8000 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Systemic | Roadway Departure | |
| S- 362 WIDENING | Roadway | Roadway widening - add lane(s) along segment | | | $6765.26 | $7516.96 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | 1 | |

| | | | | | | | | | | | | | RELATIONSHIP TO SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NAME** | **IMPROVEMENT CATEGORY** | **SUBCATEGORY** | **OUTPUTS** | **OUTPUT TYPE** | **HSIP PROJECT COST($)** | **TOTAL PROJECT COST($)** | **FUNDING CATEGORY** | **FUNCTIONAL CLASSIFICATION** | **AADT** | **SPEED** | **OWNERSHIP** | **METHOD FOR SITE SELECTION** | **EMPHASIS AREA** | **STRATEGY** |
| INTERSECTION IMPROVEMENT PACKAGE (DB) | Intersection geometry | Intersection geometrics - miscellaneous/other/unspecified | | | $6372.19 | $7080.21000000002 | HSIP (23 U.S.C. 148) | Rural Major Collector | 0 | | State Highway Agency | Spot | Intersections | |

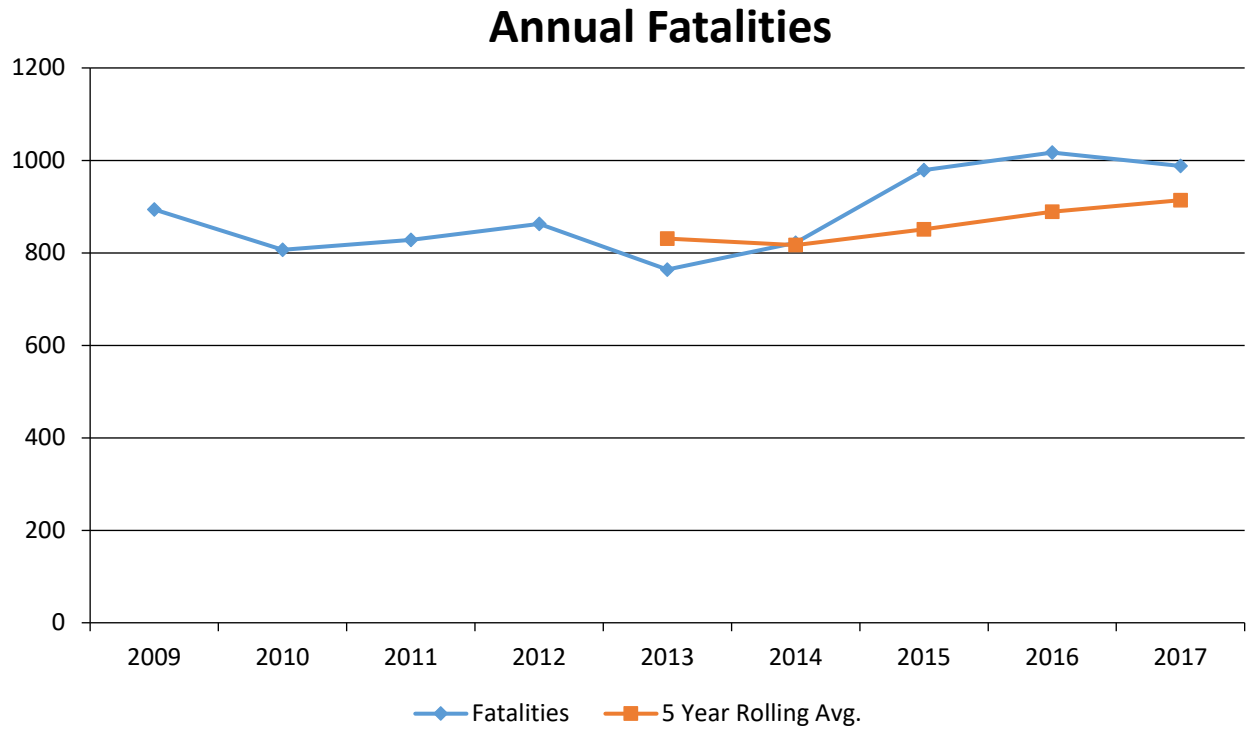
**Enter additional comments here to clarify your response for this question or add supporting information.**

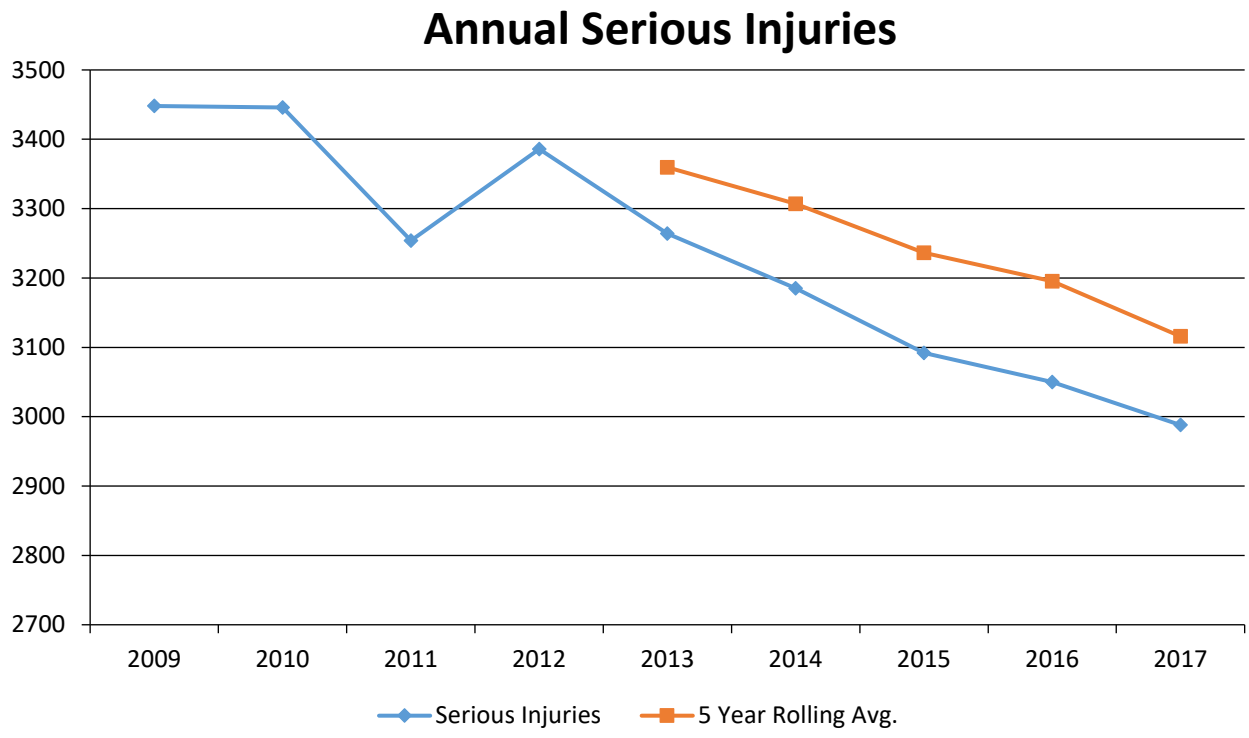
# Safety Performance

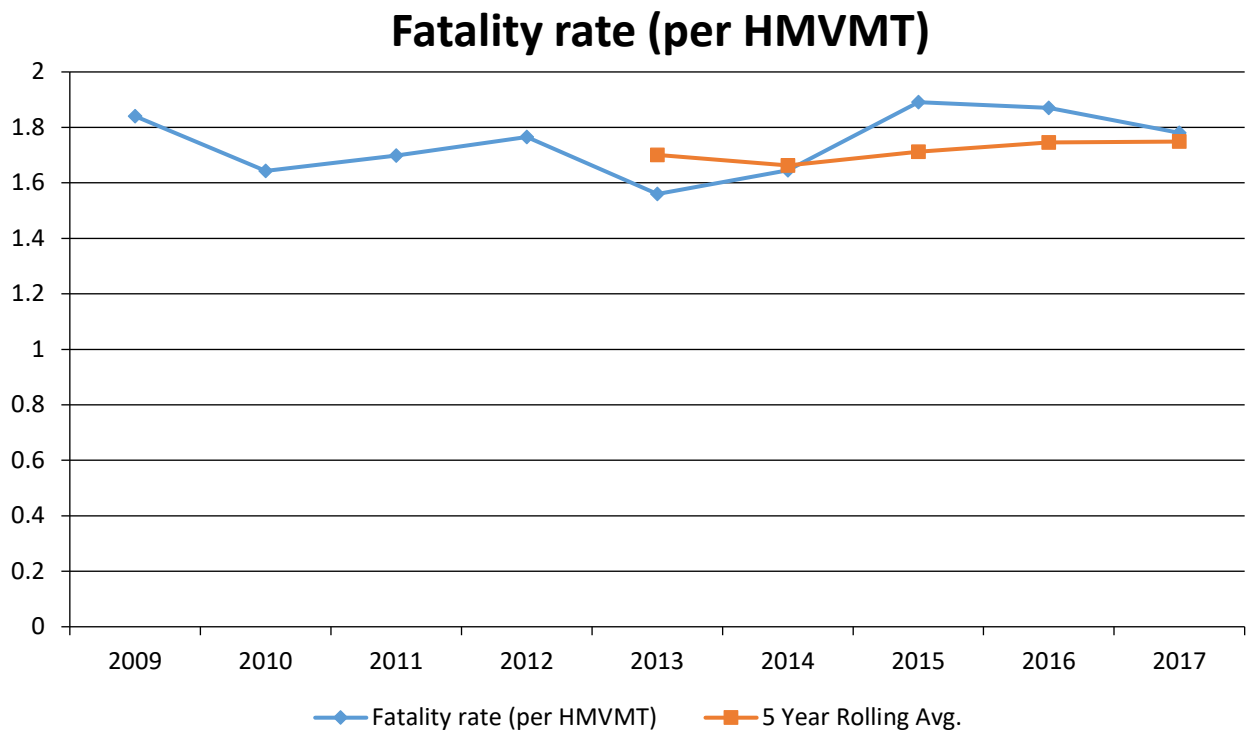
***General Highway Safety Trends***

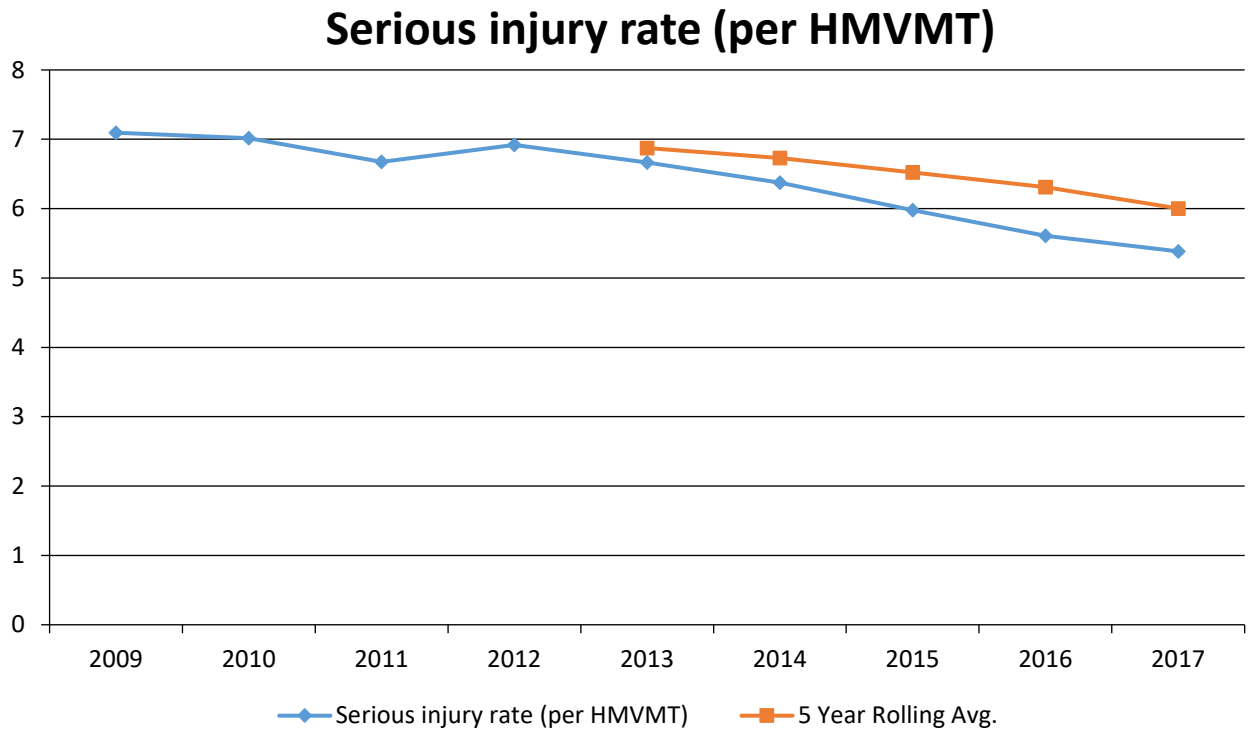
**Present data showing the general highway safety trends in the State for the past five years.**

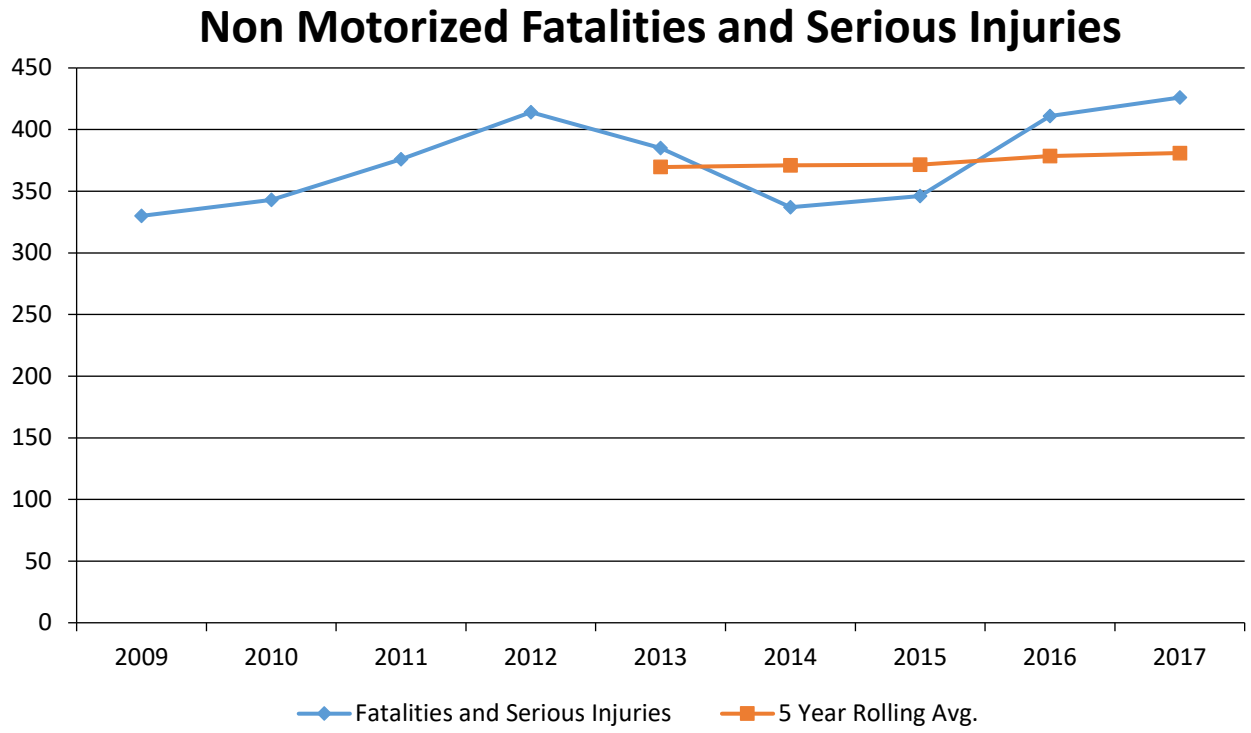
| PERFORMANCE MEASURES | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|---|---|---|---|---|---|---|---|---|---|
| Fatalities | 894 | 807 | 828 | 863 | 764 | 822 | 979 | 1,017 | 988 |
| Serious Injuries | 3,448 | 3,446 | 3,254 | 3,386 | 3,264 | 3,185 | 3,092 | 3,050 | 2,988 |
| Fatality rate (per HMVMT) | 1.840 | 1.643 | 1.699 | 1.765 | 1.560 | 1.646 | 1.891 | 1.870 | 1.780 |
| Serious injury rate (per HMVMT) | 7.095 | 7.015 | 6.675 | 6.920 | 6.663 | 6.376 | 5.980 | 5.610 | 5.384 |
| Number non-motorized fatalities | 101 | 104 | 128 | 136 | 115 | 123 | 141 | 173 | 174 |
| Number of non-motorized serious injuries | 229 | 239 | 248 | 278 | 270 | 214 | 205 | 238 | 252 |


Annual Fatalities
1200
1000
800
600
400
200
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3400
3300
3200
3100
3000
2900
2800
2700
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.




**Enter additional comments here to clarify your response for this question or add supporting information.**

**Describe fatality data source.**

FARS

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

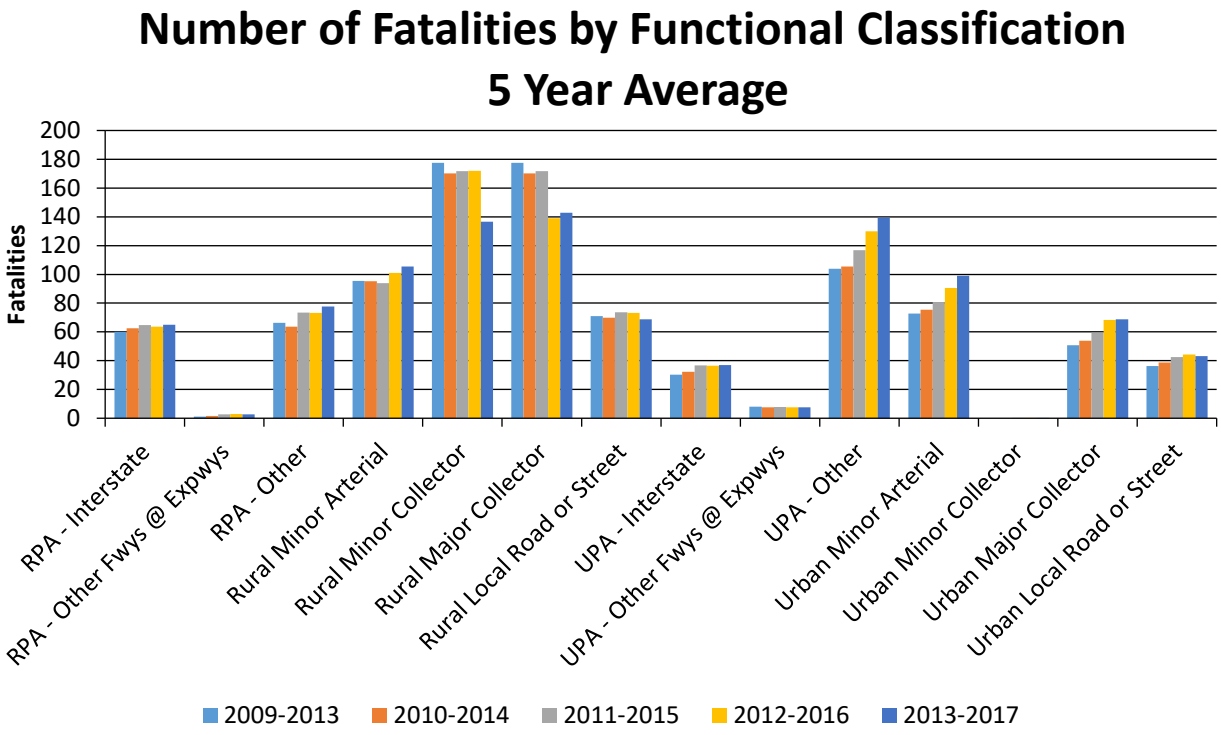
**Year 2017**

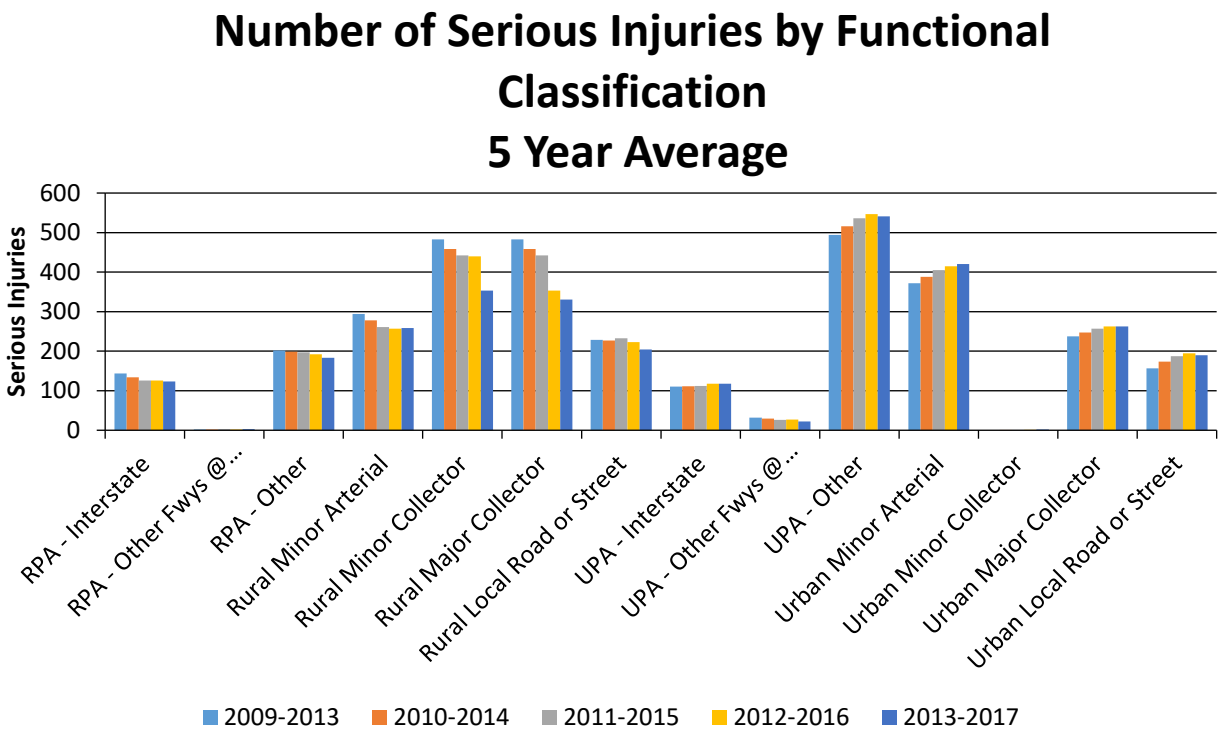
| Functional Classification | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|
| Rural Principal Arterial (RPA) - Interstate | 65 | 123 | 0.83 | 1.58 |
| Rural Principal Arterial (RPA) - Other Freeways and Expressways | 2.6 | 2.4 | 1 | 0.77 |
| Rural Principal Arterial (RPA) - Other | 77.6 | 183.4 | 1.82 | 4.3 |
| Rural Minor Arterial | 105.4 | 258.4 | 2.63 | 6.5 |
| Rural Minor Collector | 136.6 | 353.4 | 3.47 | 9.81 |
| Rural Major Collector | 142.8 | 330.6 | 3.15 | 7.3 |

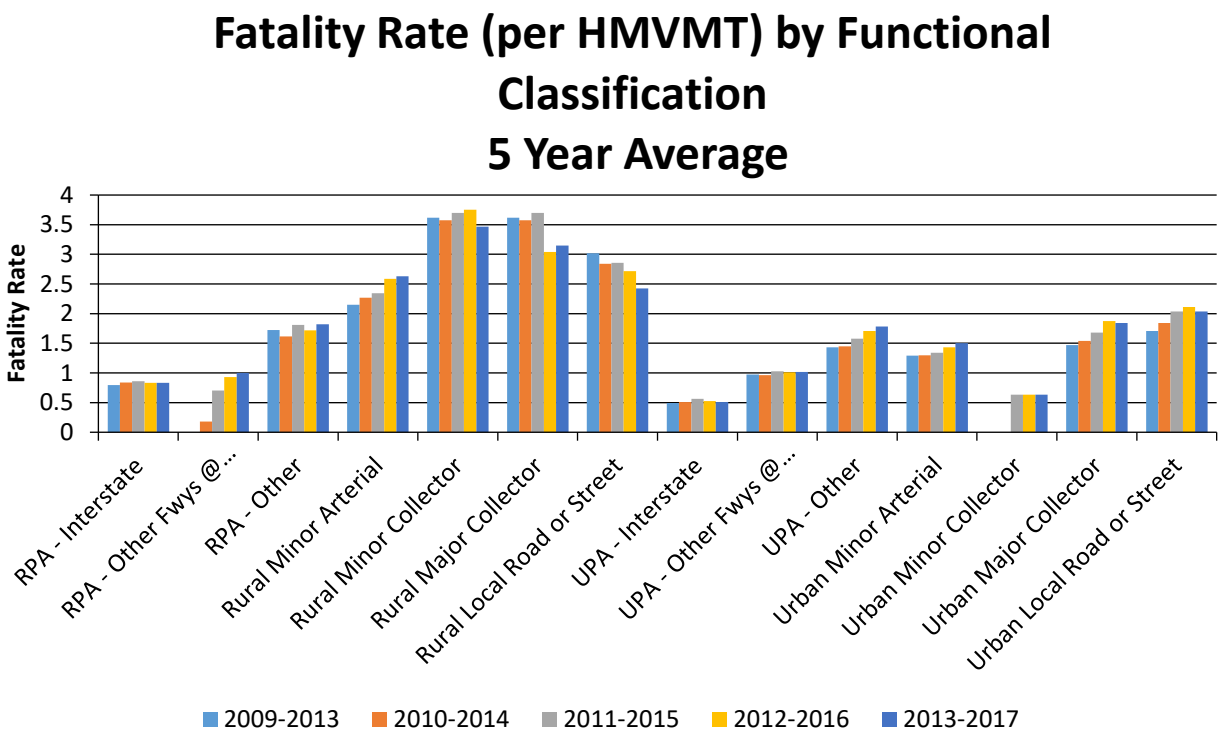
| Functional Classification | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|
| Rural Local Road or Street | 68.8 | 204.6 | 2.43 | 7.26 |
| Urban Principal Arterial (UPA) - Interstate | 37 | 117.6 | 0.51 | 1.66 |
| Urban Principal Arterial (UPA) - Other Freeways and Expressways | 7.6 | 22.4 | 1.02 | 3 |
| Urban Principal Arterial (UPA) - Other | 139.4 | 541.4 | 1.78 | 6.99 |
| Urban Minor Arterial | 99 | 420.8 | 1.5 | 6.45 |
| Urban Minor Collector | 0.2 | 2.2 | 0.63 | 6.18 |
| Urban Major Collector | 68.8 | 262.8 | 1.84 | 7.08 |
| Urban Local Road or Street | 43.2 | 189.8 | 2.04 | 8.94 |

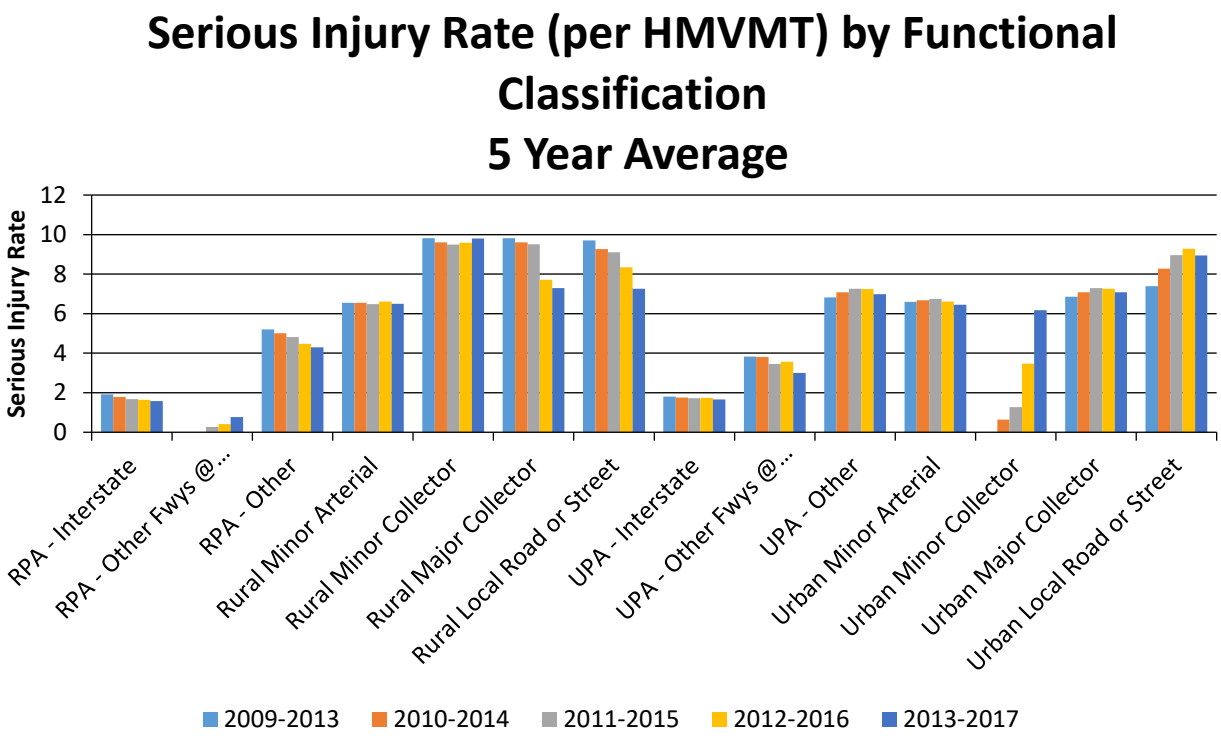
## Year 2016

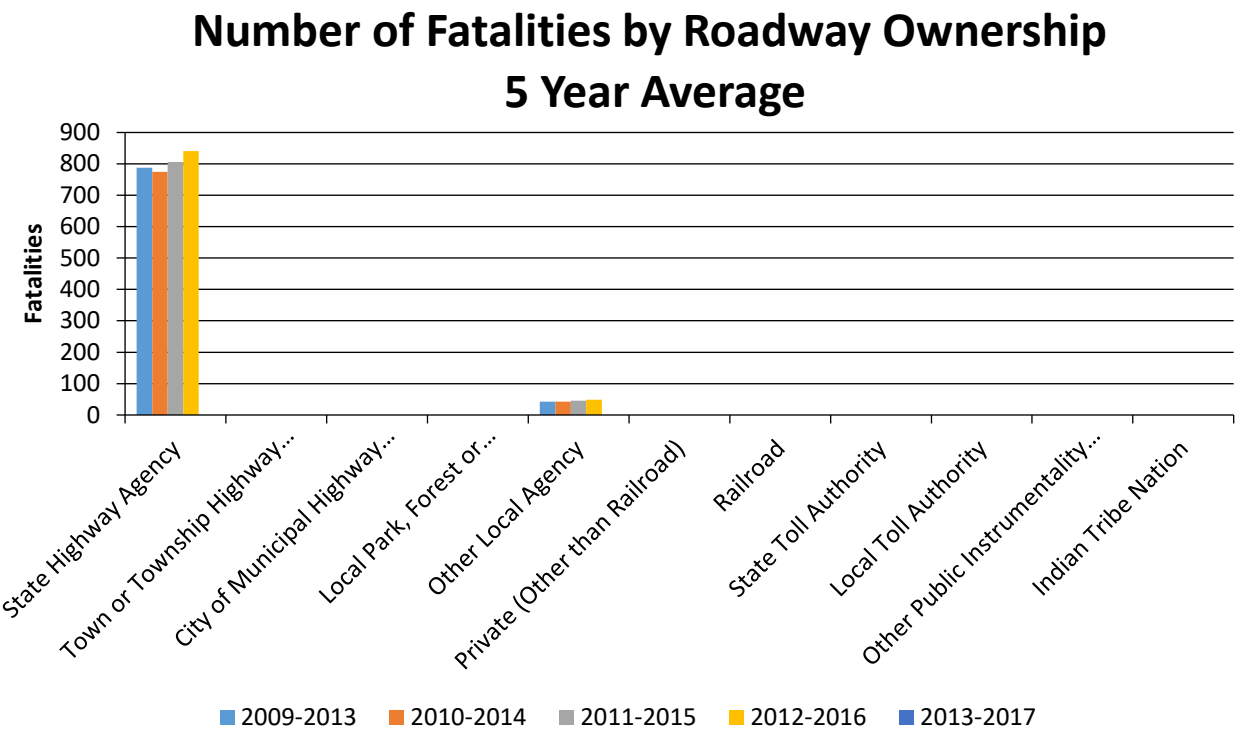
| Roadways | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|
| State Highway Agency | 840.4 | 2,945.2 | 1.73 | 6.08 |
| County Highway Agency | | | | |
| Town or Township Highway Agency | | | | |
| City of Municipal Highway Agency | | | | |
| State Park, Forest, or Reservation Agency | | | | |
| Local Park, Forest or Reservation Agency | | | | |
| Other State Agency | | | | |
| Other Local Agency | 48.6 | 250.2 | 2.32 | 12.04 |
| Private (Other than Railroad) | | | | |
| Railroad | | | | |
| State Toll Authority | | | | |
| Local Toll Authority | | | | |
| Other Public Instrumentality (e.g. Airport, School, University) | | | | |
| Indian Tribe Nation | | | | |

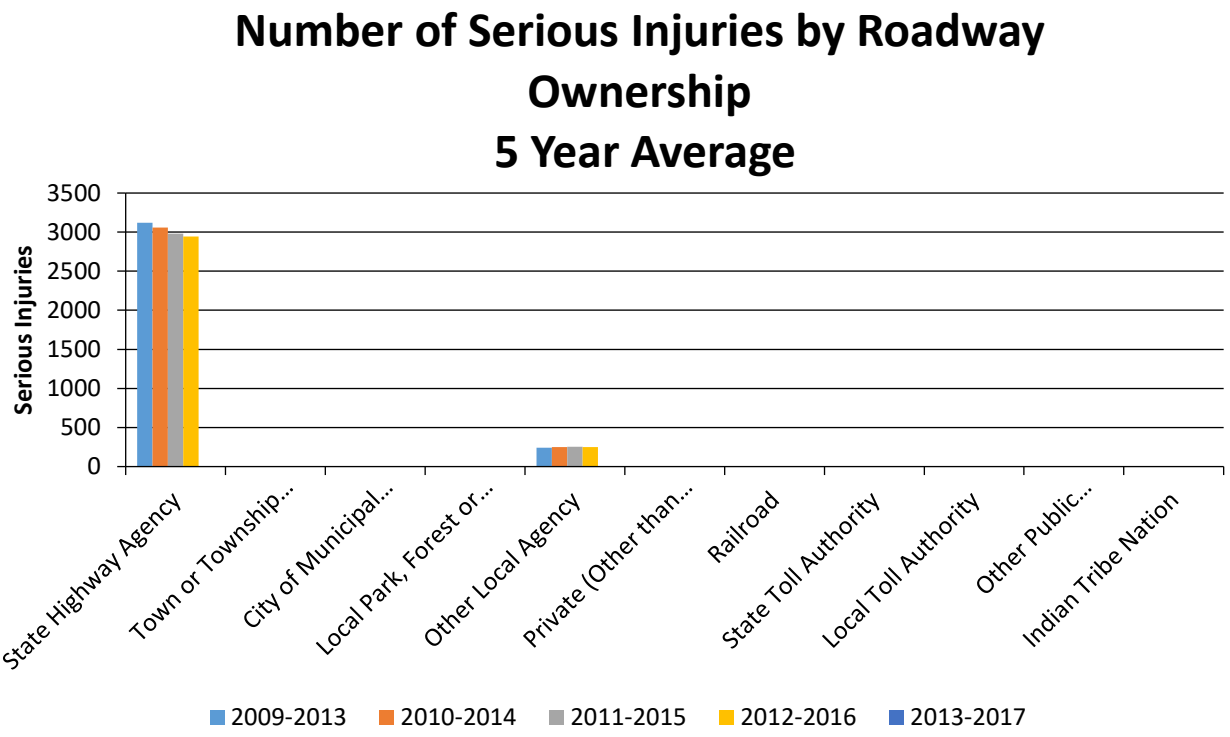

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
200
180
160
140
120
100
80
60
40
20
0
RPA - Interstate
RPA - Other Fwys @ Expwys
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

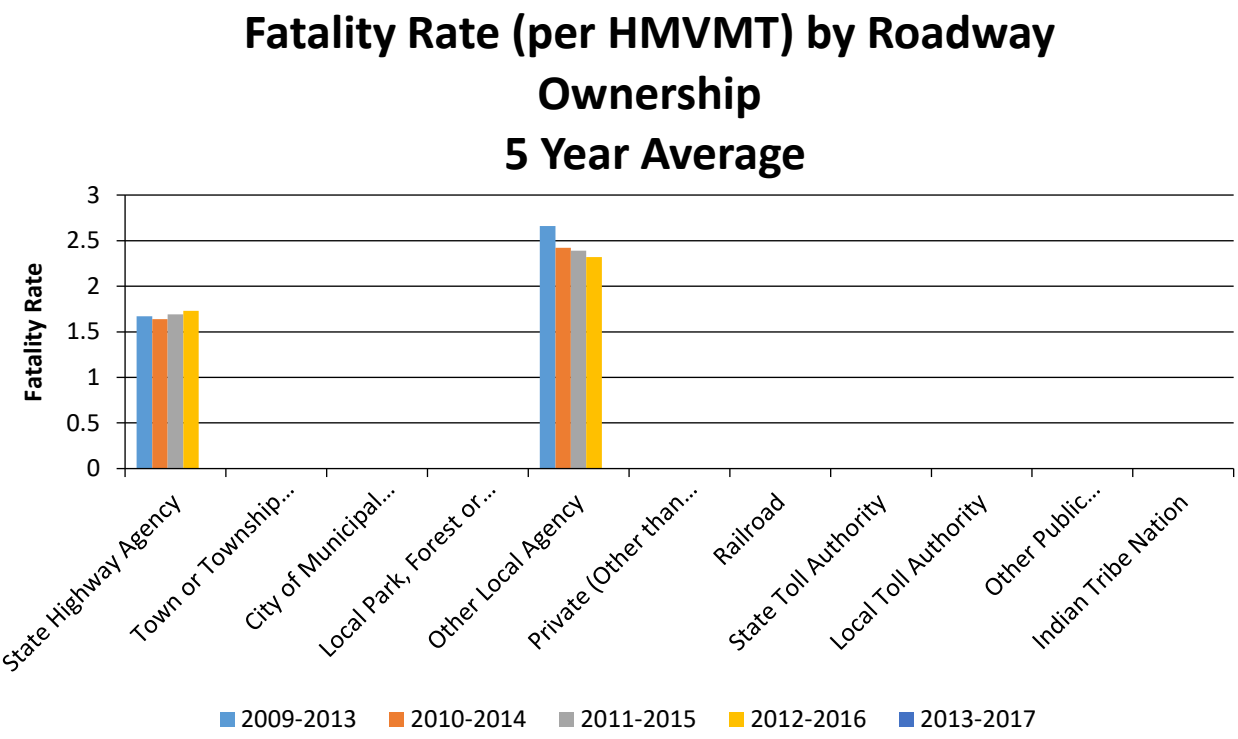

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
600
500
400
300
200
100
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

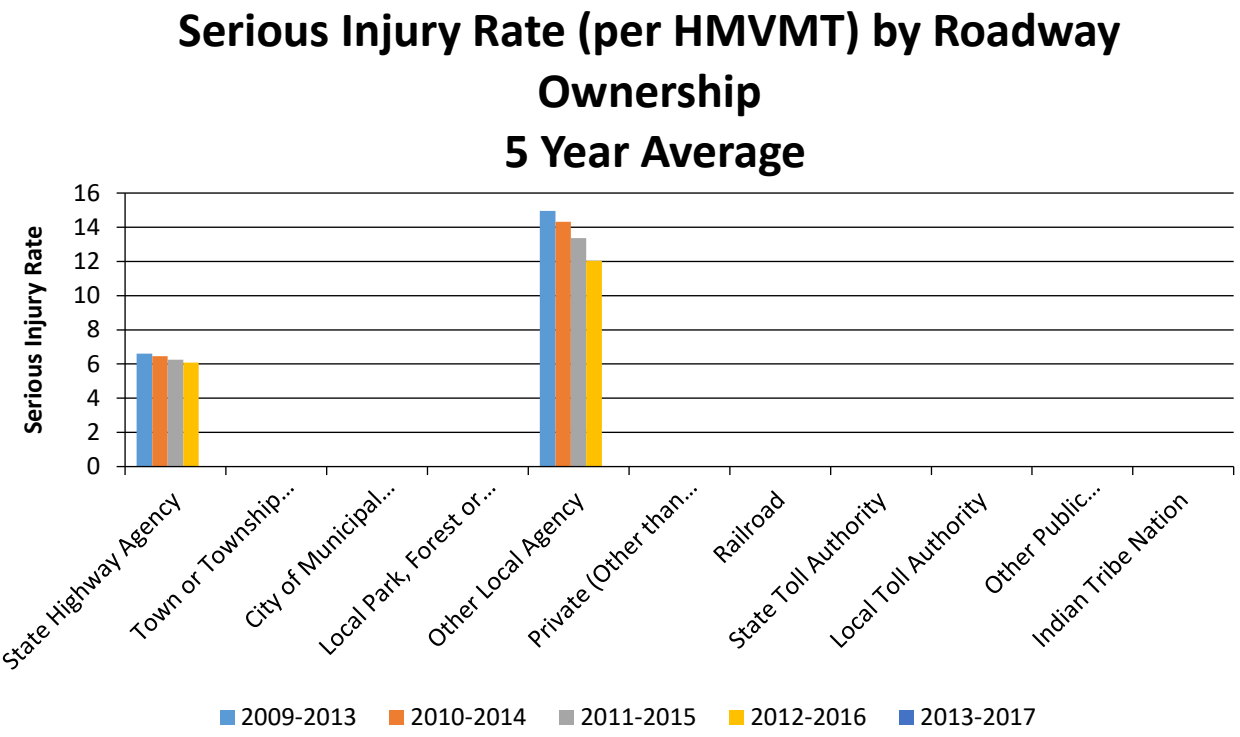

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
12
10
8
6
4
2
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
900
800
700
600
500
400
300
200
100
0
State Highway Agency
Town or Township Highway...
City of Municipal Highway...
Local Park, Forest or...
Other Local Agency
Private (Other than Railroad)
Railroad
State Toll Authority
Local Toll Authority
Other Public Instrumentality...
Indian Tribe Nation
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
State Highway Agency
Town or Township...
City of Municipal...
Local Park, Forest or...
Other Local Agency
Private (Other than...
Railroad
State Toll Authority
Local Toll Authority
Other Public...
Indian Tribe Nation
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
3
2.5
2
1.5
1
0.5
0
State Highway Agency
Town or Township...
City of Municipal...
Local Park, Forest or...
Other Local Agency
Private (Other than...
Railroad
State Toll Authority
Local Toll Authority
Other Public...
Indian Tribe Nation
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017




**Enter additional comments here to clarify your response for this question or add supporting information.**

**Are there any other aspects of the general highway safety trends on which the State would like to elaborate?**

No

***Safety Performance Targets***

**Safety Performance Targets**

**Calendar Year 2019 Targets ***

| | |
|---|---|
| **Number of Fatalities** | 988.0 |

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

The target of 988.0 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 project 2018 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2019. 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

traffic fatalities during calendar year 2019. This target supports the SHSP goal of eliminating traffic fatalities in SC.

**Number of Serious Injuries** 2986.0

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

A target of 2986.0 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 2018 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2019. 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 serious injuries during calendar year 2019. This target supports the SHSP goal of reducing serious injuries that resulted from a traffic collision.

**Fatality Rate** 1.790

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

The target of 1.790 as the fatality rate was established by using the target fatality number in 2019 along with an expected 1% 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** 5.420

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

The target of 5.420 as the serious injury rate was established by using the target serious injury number in 2019 along with an expected 1% 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** 380.0

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

The target of 380.0 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 2018 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2019. 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 fatalities and serious injuries involving pedestrians and bicyclists during calendar year 2019.

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

When setting safety performance targets for the state, extensive analysis of the data related to each measure was performed by statisticians from both the State Highway Safety Office with the SC Department of Public Safety (DPS) and the traffic engineering office with the SC Department of Transportation (DOT). After the data had been thoroughly examined and documented, representatives from each agency, including the State Traffic Safety Engineer from DOT and the Director of the State Highway Safety Office from DPS, meet on two separate occasions to discuss safety initiatives planned for the upcoming years that may counteract the rising number of fatalities in the state.

Agreement was reached between the two agencies on the expected reductions and targets were established.

Staff from the traffic engineering office also met with representatives from the MPO/COGs, delivering a presentation on target setting and how the state's targets were established for this year.

**Does the State want to report additional optional targets?**

No

**Enter additional comments here to clarify your response for this question or add supporting information.**

***Applicability of Special Rules***

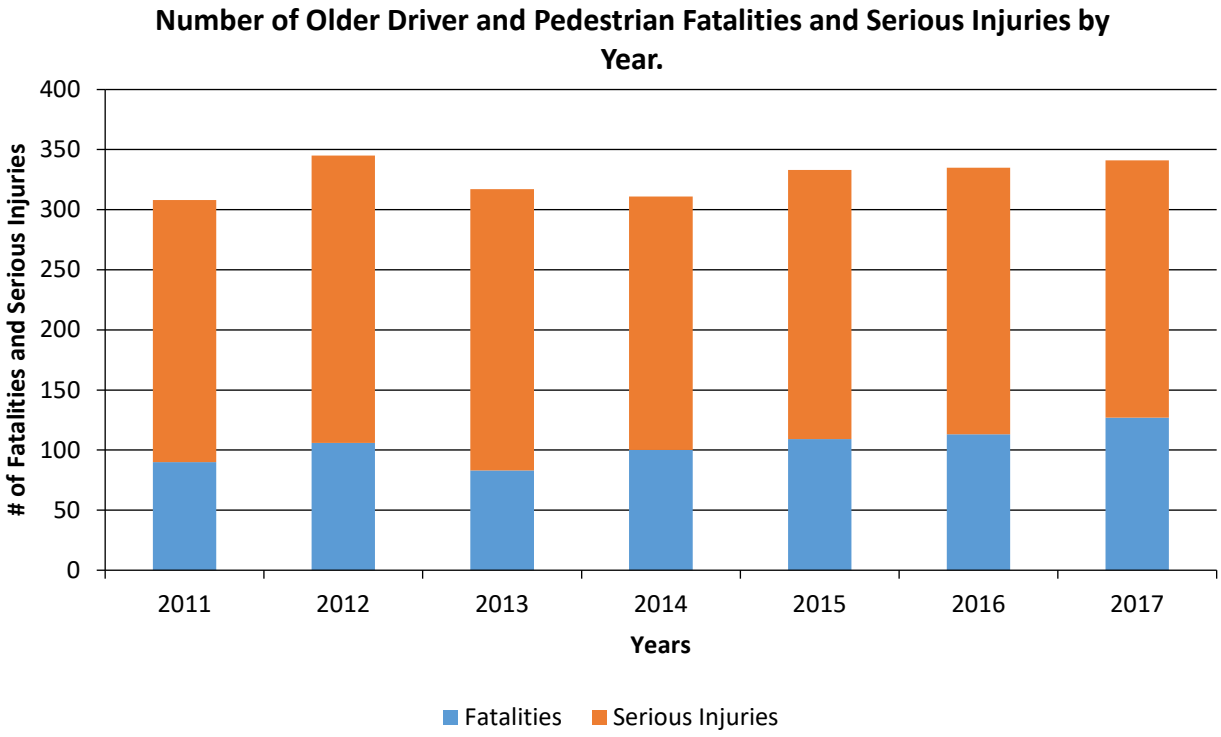
**Does the HRRR special rule apply to the State for this reporting period?**

No

**Enter additional comments here to clarify your response for this question or add supporting information.**

**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 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|---|---|---|---|---|---|---|---|
| Number of Older Driver and Pedestrian Fatalities | 90 | 106 | 83 | 100 | 109 | 113 | 127 |
| Number of Older Driver and Pedestrian Serious Injuries | 218 | 239 | 234 | 211 | 224 | 222 | 214 |




**Enter additional comments here to clarify your response for this question or add supporting information.**

# Evaluation

***Program Effectiveness***

**How does the State measure effectiveness of the HSIP?**

Benefit/Cost Ratio

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

The projects evaluated resulted in an average B/C ratio=4.33

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

Increased awareness of safety and data-driven process

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Are there any significant programmatic changes that have occurred since the last reporting period?**

No

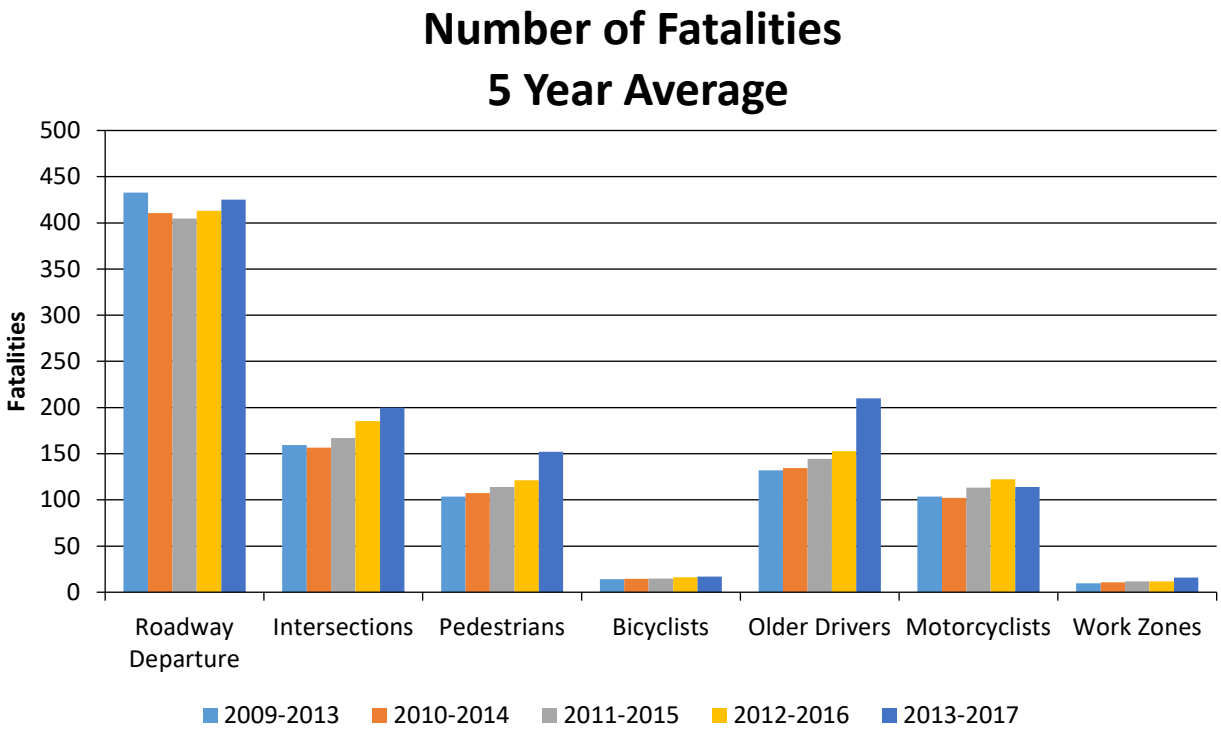
***Effectiveness of Groupings or Similar Types of Improvements***

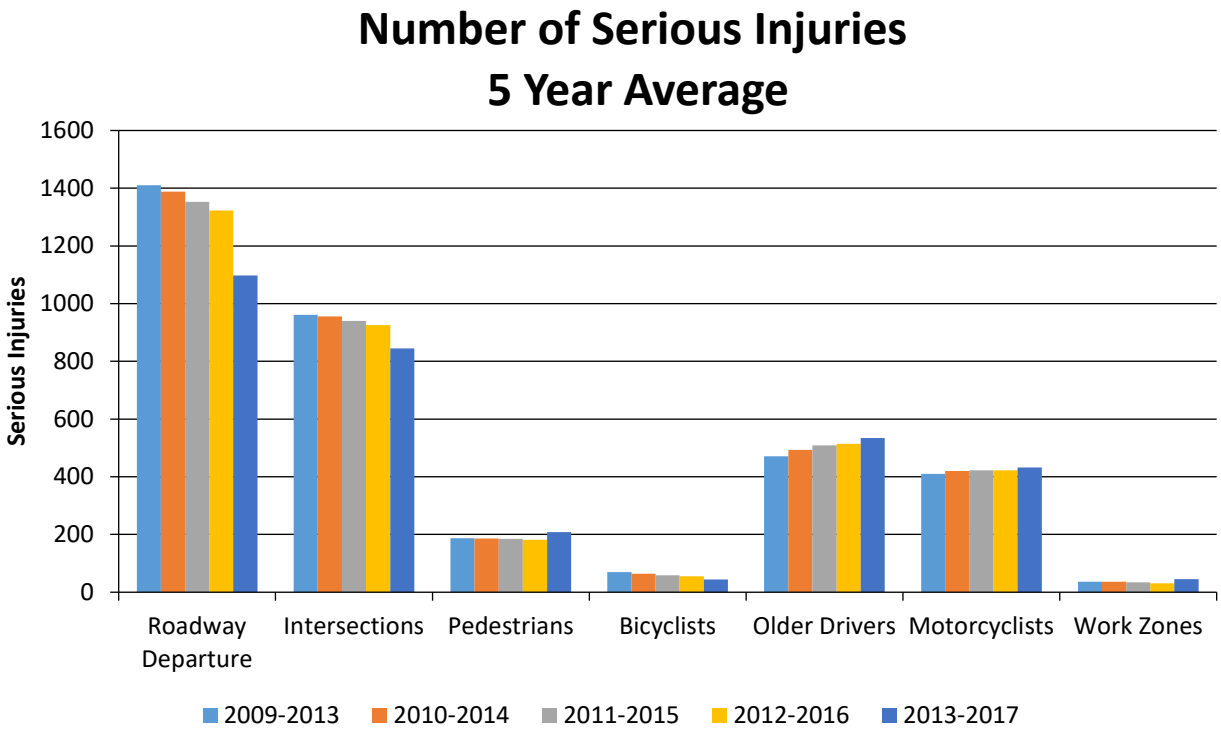
**Present and describe trends in SHSP emphasis area performance measures.**

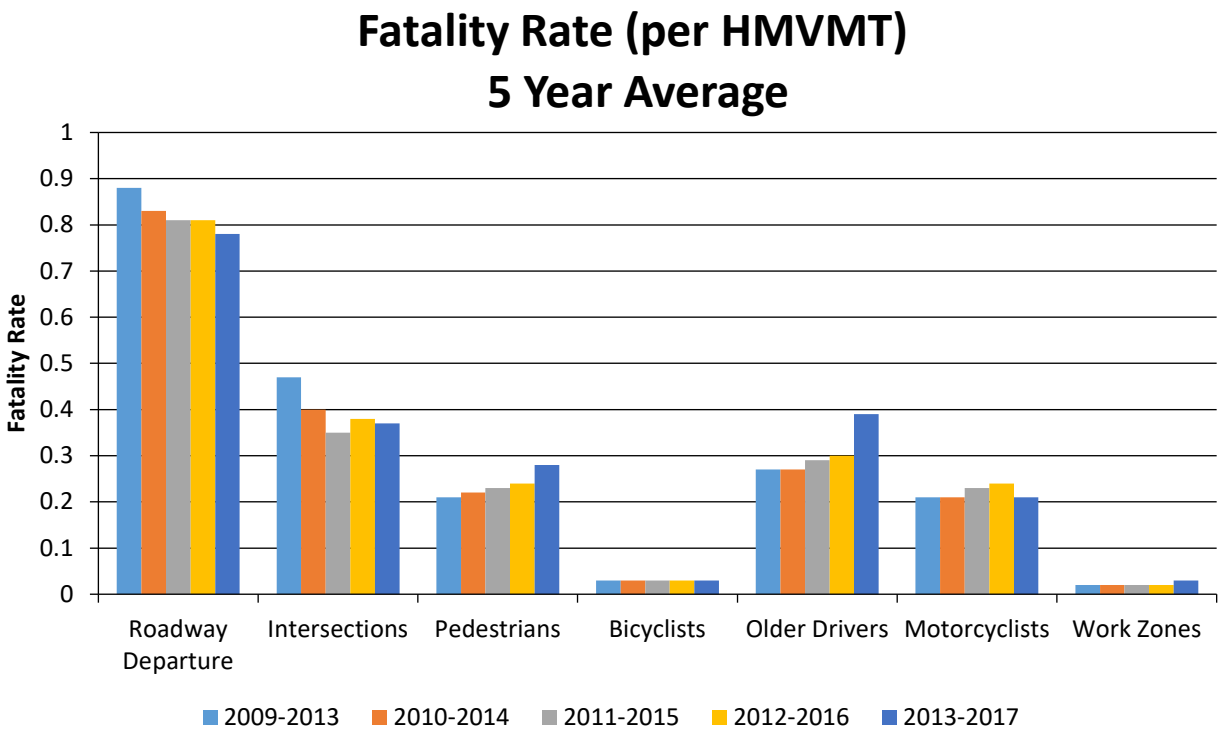
## Year 2017

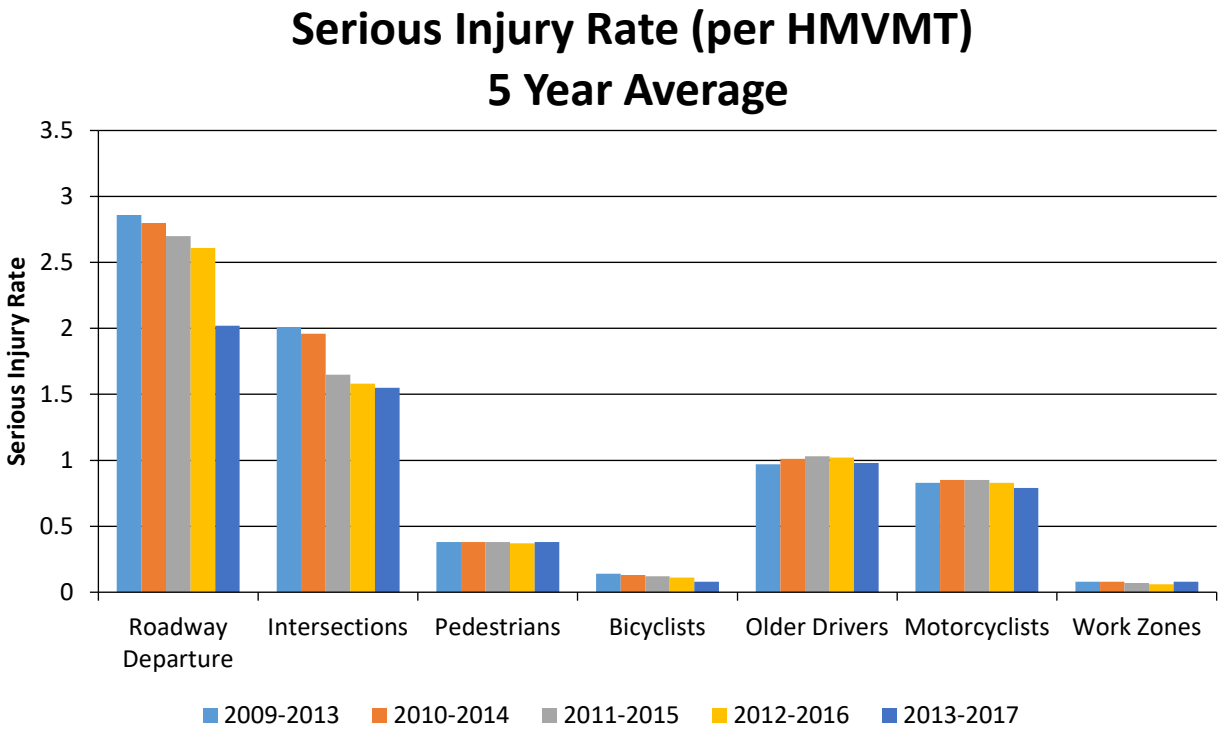
| SHSP Emphasis Area | Targeted Crash Type | Number of Fatalities (5-yr avg) | Number of Serious Injuries (5-yr avg) | Fatality Rate (per HMVMT) (5-yr avg) | Serious Injury Rate (per HMVMT) (5-yr avg) |
|---|---|---|---|---|---|
| Roadway Departure | | 425 | 1,098 | 0.78 | 2.02 |
| Intersections | | 200 | 845 | 0.37 | 1.55 |
| | | | | | |

| 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) |
|---|---|---|---|---|---|
| Bicyclists | | 17 | 44 | 0.03 | 0.08 |
| Older Drivers | | 210 | 534 | 0.39 | 0.98 |
| Motorcyclists | | 114 | 432 | 0.21 | 0.79 |
| Work Zones | | 16 | 45 | 0.03 | 0.08 |


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
1600
1400
1200
1000
800
600
400
200
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017




**Enter additional comments here to clarify your response for this question or add supporting information.**

**Has the State completed any countermeasure effectiveness evaluations during the reporting period?**

No

**Enter additional comments here to clarify your response for this question or add supporting information.**

***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) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SC 24 and SC 187 Anderson County | Rural Major Collector | Intersection geometry | Auxiliary lanes - add right-turn lane | 17.00 | 11.00 | | | 1.00 | | 5.00 | 1.00 | 23.00 | 12.00 | 1.71 |
| S-76 and S-282 Dillon County | Urban Minor Collector | Intersection geometry | Intersection geometrics - modify skew angle | 5.00 | | | | | | 12.00 | | 17.00 | | 6.42 |
| S-51 and S-504 Charleston County | Urban Minor Collector | Intersection geometry | Auxiliary lanes - add left-turn lane | 11.00 | 4.00 | | | | 1.00 | 2.00 | 1.00 | 13.00 | 6.00 | .59 |
| S-28 and S-95 Charleston County | Urban Minor Collector | Intersection geometry | Auxiliary lanes - add left-turn lane | 13.00 | 3.00 | | | | | 7.00 | | 20.00 | 3.00 | 2.20 |
| US 401 and S-19 Darlington County | Rural Major Collector | Intersection geometry | Intersection geometry - other | 5.00 | 9.00 | | 1.00 | 1.00 | | 9.00 | 1.00 | 15.00 | 11.00 | 1.66 |
| US 176 and S-12 Union County | Rural Major Collector | Intersection geometry | Auxiliary lanes - add left-turn lane | 1.00 | 3.00 | | | | | 9.00 | 9.00 | 10.00 | 12.00 | -.05 |
| SC 81 and S-1084 Anderson | Rural Major Collector | Intersection geometry | Intersection geometrics - realignment to align offset cross streets | 11.00 | 3.00 | | | | | 3.00 | | 14.00 | 3.00 | 1.67 |
| SC 9 and SC 522 Lancaster | Rural Major Collector | Intersection geometry | Auxiliary lanes - add left-turn lane | 7.00 | 3.00 | | | 1.00 | | 2.00 | 1.00 | 10.00 | 4.00 | 1.48 |
| S-36 and S-51 and S-246 Lancaster County | Rural Minor Collector | Intersection geometry | Intersection geometrics - realignment to align offset cross streets | 10.00 | 2.00 | | | | | 5.00 | 3.00 | 15.00 | 5.00 | 1.37 |
| US 176 and S-407 Union County | Rural Major Collector | Intersection geometry | Intersection geometry - other | 5.00 | 2.00 | | | 1.00 | | 5.00 | | 11.00 | 2.00 | 6.27 |
| S-104 Aiken County | Rural Minor Collector | Roadway | Superelevation / cross slope | 8.00 | | | | 1.00 | | 10.00 | 1.00 | 19.00 | 1.00 | 7.69 |
| S-16 Berkeley County | Rural Minor Collector | Shoulder treatments | Pave existing shoulders | 4.00 | 2.00 | | | | | 4.00 | 1.00 | 8.00 | 3.00 | 3.47 |
| SC 402 Berkeley County | Rural Major Collector | Roadway | Rumble strips - edge or shoulder | 5.00 | | | | 4.00 | | 5.00 | | 14.00 | | 26.52 |
| S-58 Dorchester County | Urban Minor Collector | Roadway | Rumble strips - edge or shoulder | 8.00 | 8.00 | | | 4.00 | 1.00 | 9.00 | 6.00 | 21.00 | 15.00 | 9.84 |
| SC 253 Greenville County | Urban Major Collector | Roadway | Rumble strips - edge or shoulder | 24.00 | 20.00 | 1.00 | 2.00 | 1.00 | 2.00 | 12.00 | 16.00 | 38.00 | 40.00 | 5.99 |
| SC 414 Greenville County | Rural Major Collector | Shoulder treatments | Widen shoulder - paved or other | 20.00 | 14.00 | | 1.00 | | | 4.00 | 5.00 | 24.00 | 20.00 | .81 |

2018 South Carolina Highway Safety Improvement Program

| 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-272 Greenville County | Rural Minor Collector | Shoulder treatments | Widen shoulder - paved or other | 1.00 | | | | | | 1.00 | 1.00 | 2.00 | 1.00 | 1.66 |
| S-541 Greenville County | Rural Minor Collector | Shoulder treatments | Widen shoulder - paved or other | 7.00 | 9.00 | | 1.00 | | 1.00 | 5.00 | 1.00 | 12.00 | 12.00 | 0 |
| S-955, S-1041, S-385 Richland and Kershaw Counties | Rural Minor Collector | Shoulder treatments | Widen shoulder - paved or other | 19.00 | 3.00 | | | | | 3.00 | | 22.00 | 3.00 | 2.93 |

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?**

No

## Compliance Assessment

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

03/10/2015

**What are the years being covered by the current SHSP?**

From: 2015 To: 2018

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

2018

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

| | NON LOCAL PAVED ROADS - SEGMENT | | NON LOCAL PAVED ROADS - INTERSECTION | | NON LOCAL PAVED ROADS - RAMPS | | LOCAL PAVED ROADS | | UNPAVED ROADS | |
|---|---|---|---|---|---|---|---|---|---|---|
| MIRE NAME (MIRE NO.) | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE | STATE | NON-STATE |
| **ROADWAY SEGMENT** | | | | | | | | | | |
| Segment Identifier (12) | 100 | 100 | | | | | 100 | 85 | 100 | 85 |
| Route Number (8) | 100 | 100 | | | | | | | | |
| Route/Street Name (9) | 100 | 100 | | | | | | | | |
| Federal Aid/Route Type (21) | 100 | 100 | | | | | | | | |
| Rural/Urban Designation (20) | 100 | 100 | | | | | 100 | 85 | | |
| Surface Type (23) | 100 | 100 | | | | | 100 | 85 | | |
| Begin Point Segment Descriptor (10) | 100 | 100 | | | | | 100 | 85 | 100 | 85 |
| End Point Segment Descriptor (11) | 100 | 100 | | | | | 100 | 85 | 100 | 85 |
| Segment Length (13) | 100 | 100 | | | | | | | | |
| Direction of Inventory (18) | 100 | 100 | | | | | | | | |
| Functional Class (19) | 100 | 100 | | | | | 100 | 85 | 100 | 85 |
| Median Type (54) | 100 | 100 | | | | | | | | |
| Access Control (22) | 100 | 100 | | | | | | | | |

| 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 |
| One/Two Way Operations (91) | 100 | 100 | | | | | | | | |
| Number of Through Lanes (31) | 100 | 100 | | | | | 100 | 85 | | |
| Average Annual Daily Traffic (79) | 100 | 100 | | | | | 100 | 85 | | |
| AADT Year (80) | 100 | 100 | | | | | | | | |
| Type of Governmental Ownership (4) | 100 | 100 | | | | | 100 | 85 | 100 | 85 |
| **INTERSECTION** | | | | | | | | | | |
| Unique Junction Identifier (120) | | | 100 | 85 | | | | | | |
| Location Identifier for Road 1 Crossing Point (122) | | | 100 | 85 | | | | | | |
| Location Identifier for Road 2 Crossing Point (123) | | | 100 | 85 | | | | | | |
| Intersection/Junction Geometry (126) | | | 0 | 0 | | | | | | |
| Intersection/Junction Traffic Control (131) | | | 0 | 0 | | | | | | |
| AADT for Each Intersecting Road (79) | | | 100 | 100 | | | | | | |
| AADT Year (80) | | | 100 | 100 | | | | | | |
| Unique Approach Identifier (139) | | | 100 | 100 | | | | | | |
| **INTERCHANGE/RAMP** | | | | | | | | | | |
| Unique Interchange Identifier (178) | | | | | 100 | 100 | | | | |
| Location Identifier for Roadway at Beginning of Ramp Terminal (197) | | | | | 100 | 100 | | | | |
| Location Identifier for Roadway at Ending Ramp Terminal (201) | | | | | 100 | 100 | | | | |
| Ramp Length (187) | | | | | 100 | 100 | | | | |
| Roadway Type at Beginning of Ramp Terminal (195) | | | | | 100 | 100 | | | | |
| Roadway Type at End Ramp Terminal (199) | | | | | 100 | 100 | | | | |

| 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 |
| Interchange Type (182) | | | | | 100 | 100 | | | | |
| Ramp AADT (191) | | | | | 90 | 90 | | | | |
| Year of Ramp AADT (192) | | | | | 90 | 90 | | | | |
| Functional Class (19) | | | | | 100 | 100 | | | | |
| Type of Governmental Ownership (4) | | | | | 100 | 100 | | | | |
| **Totals (Average Percent Complete):** | **100.00** | **100.00** | **75.00** | **69.38** | **98.18** | **98.18** | **100.00** | **85.00** | **100.00** | **85.00** |

*Based on Functional Classification

**Enter additional comments here to clarify your response for this question or add supporting information.**

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

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

**Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.**

| CRITERIA | SUSPECTED SERIOUS INJURY IDENTIFIER(NAME) | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY DEFINITION | MMUCC 4TH EDITION COMPLIANT * | SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS) | MMUCC 4TH EDITION COMPLIANT * |
|---|---|---|---|---|---|---|
| Crash Report Form | Incapacitating | No | N/A | No | N/A | Yes |
| Crash Report Form Instruction Manual | Incapacitating | No | Any injury, other than a fatal injury which prevents the injured person from walking, driving or normally continuing the activities he was capable of performing before the injury occurred. | No | Severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconscious at or when taken from crash scene, unable to leave crash scene without assistance. | No |
| Crash Database | SEV=3 | No | N/A | No | N/A | No |
| Crash Database Data Dictionary | Incapacitating | No | Incapacitating | No | Incapacitating | No |

**Please describe the actions the State is taking to become compliant by April 15, 2019.**

The state's Traffic Collison Report Revision Committee has been tasked by the state's Traffic Records Coordinating Committee (TRCC) to revise the state's collision report form. While a complete revision will not be done before the deadline stated above, a small revision will be made to the injury severity section of the crash report, crash manual, and data dictionary by January 1, 2019 in order to maintain an entire year's worth of the new definition. The Revision Committee will ensure this change will bring the state in compliance with the federal mandate.

**Enter additional comments here to clarify your response for this question or add supporting information.**

**Did the State conduct an HSIP program assessment during the reporting period?**

Yes

**Describe the purpose and outcomes of the State's HSIP program assessment.**

The purpose of the review was to evaluate the procedures and operations of the HSIP program. The Gap Analysis was performed to identify any process or procedure that would improve the efficiency of the HSIP program. The Gap Analysis is currently underway and many of the identified issues have been addressed. We are continuing to work on further improvements.

## Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

## Glossary

| | |
|---|---|
| **5 year rolling average** | means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate). |
| **Emphasis area** | means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process. |
| **Highway safety improvement project** | means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem. |
| **HMVMT** | means hundred million vehicle miles traveled. |
| **Non-infrastructure projects** | are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities. |
| **Older driver special rule** | applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013. |
| **Performance measure** | means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives. |
| **Programmed funds** | mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects. |
| **Roadway Functional Classification** | means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. |
| **Strategic Highway Safety Plan (SHSP)** | means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148. |
| **Systematic** | refers to an approach where an agency deploys countermeasures at all locations across a system. |
| **Systemic safety improvement** | means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types. |
| **Transfer** | means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section. |