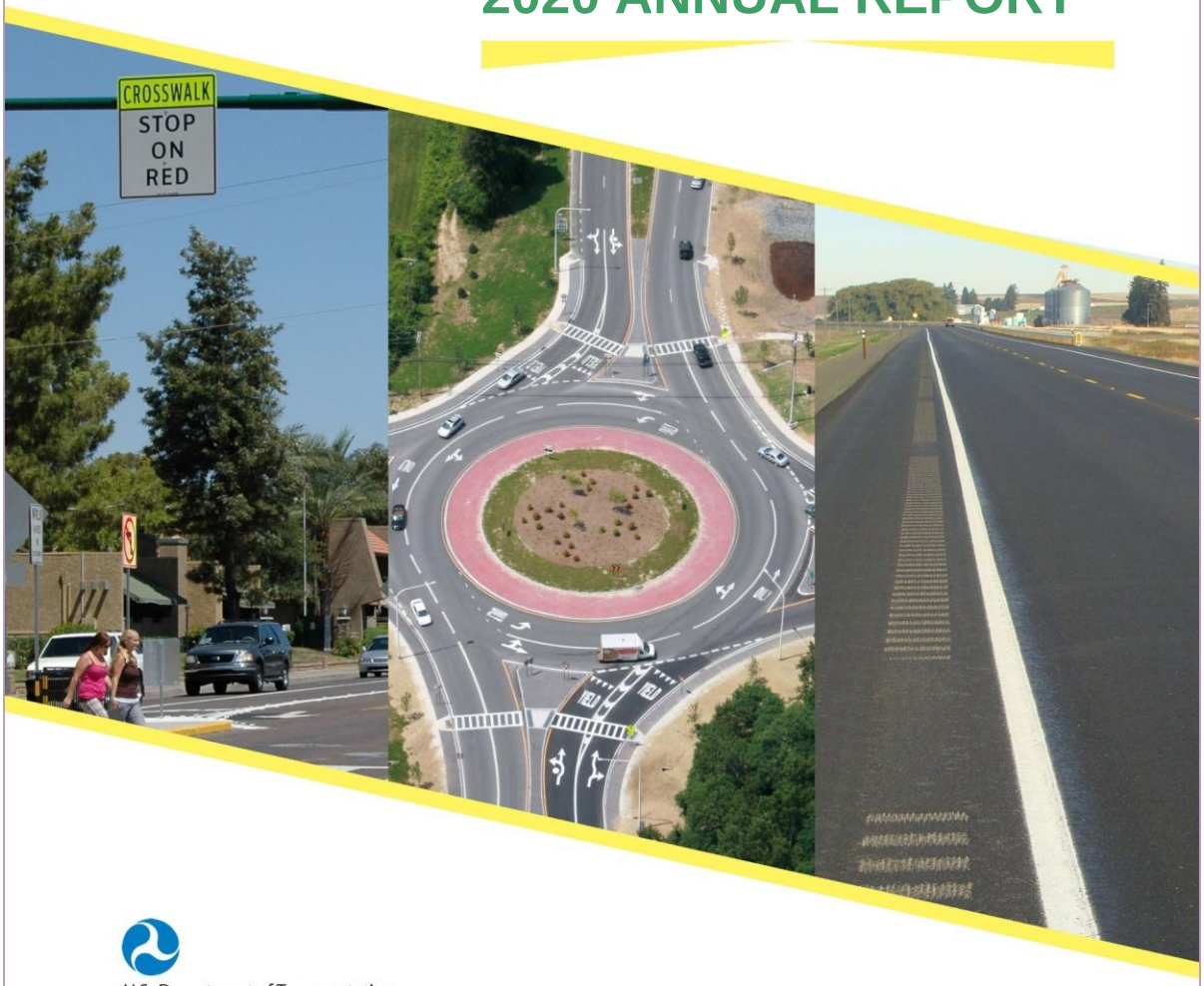
SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Table of Contents

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Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

1. **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 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, 2018 to December 31, 2018

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

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

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

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

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

- Other-Central Office through Statewide Screening Process

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

In South Carolina, the vast majority (~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 some intersection improvement projects where a local road intersects with a state-owned road. Additionally, as our crash data is improving in accessibility and completeness, local roads are being incorporated into our Road Inventory Management System (RIMS) for analysis.

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

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

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

Describe coordination with internal partners.

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

Program Methodology

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

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.

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

Program: Bicycle Safety

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

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

Program: Horizontal Curve

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

Program: HSIP (no subprograms)

Date of Program Methodology:10/1/2015

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic	• Median width

- Fatal crashes only
- Fatal and serious injury crashes only
- Volume
- Lane miles
- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

Program: Intersection

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

Program: Pedestrian Safety

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

Program: Roadway Departure

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

Program: Rural State Highways

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

Program: Safe Corridor

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

Program: Shoulder Improvement

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

Program: Sign Replacement And Improvement

Date of Program Methodology:10/1/2015

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

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

What percentage of HSIP funds address systemic improvements?

33

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

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

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

Predictive and alternative Analysis for select projects.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$69,898,800	$9,364,916	13.4%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$15,274,289	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$15,175,556	0%
State and Local Funds	$0	$0	0%
Totals	$69,898,800	$39,814,761	56.96%

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

0%

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

0%

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

0%

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

0%

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

0%

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

0%

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

None

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvements - S-920 (Old Rutherford Rd) at Old Greer Town Road	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$318053.24	$353392.49	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-920 (Old Rutherford Rd) at Old Greer Town Road	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$30878.95	$34309.95	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-145 (Pine Log) at S-65 (Storm Branch)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$138185.44	$138185.44	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-145 (Pine Log) at S-65 (Storm Branch)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$1423310.01	$1423310.01	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	Roadway	Roadway - other			$1082782.32	$1203091.47	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements – SC 153 east and west of the SC 81 Intersection	Roadway	Roadway - other			$105124.5	$116805	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - US 17 Bus at S-1191 (Pine Ave)	Roadway	Roadway - other			$4643.83	$5159.81	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
2017 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$534403.92	$534403.92	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - US 76 at S-64 (Laughlin Rd/Moores Mill	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$9000	$10000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Rd)/S-328 (Springville Rd)															
US 17A @ S-1258	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$112701.55	$125223.94	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
US 17A @ S-1258	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$10941.89	$12157.66	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-62/S-75 (Ashley Phosphate Rd) @ Hunters Ridge Lane	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$142220.62	$158022.91	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-62/S-75 (Ashley Phosphate Rd) @ Hunters Ridge Lane	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$13807.83	$15342.03	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
SC 99 (Richburg Road)	Roadway	Roadway - other			$135708.28	$150786.98	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Section/Corridor Improvements - SC 72 (West End Rd/Saluda Rd)	Roadway	Roadway - other			$220470.39	$244967.11	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-52 (Clemson Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$720000	$800000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-223 Safety Section Project	Roadway	Roadway - other			$-60104.78	$-66783.12	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-223 Safety Section Project	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-222 Safety Section Project	Roadway	Roadway - other			$-138151.72	$-153501.91	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-222 Safety Section Project	Roadway	Roadway - other			$-32973.59	$-36637.4	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
S-37 Safety Section Project	Roadway	Roadway - other			$-73650.25	$-81833.61	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	

2020 South Carolina Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
S-37 Safety Section Project	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
Median Improvements	Access management	Raised island - install new			$22500	$25000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
Intersection Improvements - S-22 at S-58	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$707970.42	$707970.42	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Intersections	
Intersection Improvements - US 378 at SC 763 & S-1430 & S-1431	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-25883.55	$-28759.51	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Intersections	
2017 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$175495	$175495	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
Intersection Improvements - S-34 (Whitehall Rd) & Sullivan Rd	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$370620	$411800	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Intersections	
Rumble Stripes - Dist. 1 2014	Roadway	Rumble strips - edge or shoulder			$-352314.69	$-352314.69	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
Rumble Stripes - Dist. 1 2014	Roadway	Rumble strips - edge or shoulder			$-85243.9	$-85243.9	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2016 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$-71869.54	$-71869.54	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2016 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$-31146.23	$-31146.23	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
I-26 Cable Guardrail Project (from near MM 168 to near MM 199)	Roadway	Rumble strips - edge or shoulder			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - S-377 at S-233 & Beverley Drive	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$337588.53	$375098.37	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
I-26 Cable Guardrail Project (from near MM 168 to near MM 199)	Roadside	Barrier end treatments (crash cushions, terminals)			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
I-26 Cable Guardrail Project (from near MM 168 to near MM 199)	Roadside	Barrier end treatments (crash cushions, terminals)			$-5000	$-5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
Intersection Improvements - S-28 (Camp Rd) With S-53 (Riverland)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-57057.16	$-57057.16	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-28 (Camp Rd) With S-53 (Riverland)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$8625.91	$8625.91	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-28 (Camp Rd) With S-53 (Riverland)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$210164.01	$210164.01	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-28 (Camp Rd) With S-53 (Riverland)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$15749.17	$15749.17	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
SC 146 @ SC 417	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-5000	$-5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
SC 146 @ SC 417	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$5000	$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-377 at S-233 & Beverley Drive	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$358645.04	$398494.48	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S-415 (Church St)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-415 (Church St)	Roadway	Roadway - other			$-4500	$-5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - SC 3 (Capital	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$2000	$2000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Way/Whetstone Rd) at SC 394 (Salley Rd)															
2018 Rumble Stripes District 2	Roadway	Rumble strips - edge or shoulder			$-40490.9	$-40490.9	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 6	Roadway	Rumble strips - edge or shoulder			$-32486.64	$-32486.64	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 7	Roadway	Rumble strips - edge or shoulder			$-31801.03	$-31801.03	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2016 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$-278048.83	$-278048.83	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2016 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$-100967.05	$-100967.05	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
Intersection Improvements - S-22 at S-58	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$42029.58	$42029.58	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17 Bypass at 76th Avenue N	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$549322.4	$610358.22	HSIP (23 U.S.C. 148)	Multiple/Varies	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	Intersection geometrics - miscellaneous/other/unspecified			$56443.9	$62715.44	HSIP (23 U.S.C. 148)	Multiple/Varies	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	Intersection geometrics - miscellaneous/other/unspecified			$581372.09	$645968.99	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17 Byp at Tadlock Dr. Murrells	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$194158.91	$215732.12	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Inlet/Garden City (unincorporated)															
Safety Program Planning Phase	Non-infrastructure	Transportation safety planning			$1350000	$1500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Data	
2015 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$-49162.38	$-49162.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2015 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$-14914.38	$-14914.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
S-25/S-522 Intersection Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-31443.12	$-31443.12	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S-25/S-522 Intersection Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$16793.72	$16793.72	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S-25/S-522 Intersection Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-1456.83	$-1456.83	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S-25/S-522 Intersection Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-121494.04	$-121494.04	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S-25/S-522 Intersection Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$29479.7	$29479.7	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S-25/S-522 Intersection Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-36169.06	$-36169.06	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S-25/S-522 Intersection Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-24873.83	$-24873.83	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17A (South Live Oak Dr) and US 176 (State Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-29060.46	$-32289.38	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Section/Corridor Improvements - US 176 - S-728 (Old Monks Corner Rd) to US 52	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2015 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
S-62/S-75 (Ashley Phosphate Rd) @ Hunters Ridge Lane	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-13807.83	$-15342.03	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
S-62/S-75 (Ashley Phosphate Rd) @ Hunters Ridge Lane	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-142220.62	$-158022.91	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
2015 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$-238576.7	$-238576.7	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2015 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$-147005.03	$-147005.03	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
US 17A @ S-1258	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-10941.89	$-12157.66	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
US 17A @ S-1258	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-112701.55	$-125223.94	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
D3 Low Cost Safety Improvements	Roadway delineation	Roadway delineation - other			$-353789.67	$-353789.67	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
D3 Low Cost Safety Improvements	Roadway delineation	Roadway delineation - other			$-22353.59	$-22353.59	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-62/S-75 (Ashley Phosphate Rd) @ Hunters Ridge Lane	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-4378.19	$-4864.66	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-62/S-75 (Ashley Phosphate Rd) @ Hunters Ridge Lane	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-101.62	$-112.93	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 52 (N. Governor Williams Hwy) at S-528 (Wire Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$16380	$18200	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 geometrics - miscellaneous/other/unspecified			$-10000	$-10000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvements - SC 763 at S-507 (Wedgefield Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$920.64	$920.64	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 geometrics - miscellaneous/other/unspecified			$0	$584.25	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 geometrics - miscellaneous/other/unspecified			$-5146.45	$-5146.45	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 geometrics - miscellaneous/other/unspecified			$0	$0	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 geometrics - miscellaneous/other/unspecified			$0	$0	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 geometrics - miscellaneous/other/unspecified			$-51.35	$-51.35	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Section/Corridor Improvements - S-49 (Flat Rock Rd) MP 0.00 to MP 9.26	Roadway	Roadway - other			$-94563.32	$-105070.34	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	Roadway	Roadway - other			$13470.51	$14967.2	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Section/Corridor Improvements	Roadway	Roadway - other			$-48281.61	$-53646.23	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Section/Corridor Improvements	Roadway	Roadway - other			$7085.68	$7872.95	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-270 (Winding Creek Rd.) MP 0.00 to MP 1.91	Roadway	Roadway - other			$-68959.05	$-76621.17	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
S-270 (Winding Creek Rd.) MP 0.00 to MP 1.91	Roadway	Roadway - other			$81.31	$90.31	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - SC 763 at S-507 (Wedgefield Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-35.29	$-35.29	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
D2 Low Cost Safety Improvements	Roadway delineation	Roadway delineation - other			$-240024	$-240024	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
D2 Low Cost Safety Improvements	Roadway delineation	Roadway delineation - other			$-20827.51	$-20827.51	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvement - S-65 WITH S-663/S-1471 (ROUND TREE DR/MEADOWFIELD)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-42424.89	$-42424.89	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 geometrics - miscellaneous/other/unspecified			$150000	$150000	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 geometrics - miscellaneous/other/unspecified			$42424.89	$42424.89	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	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Lane Departure	
Intersection Improvements - US 301 (N Jones Rd) and SC 403 (N Bethel Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$34700	$34700	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Intersections	
Interstate Safety Improvements-Concrete Grooving	Roadway	Pavement surface - miscellaneous			$-632959.69	$-703288.55	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Interstate Safety Improvements- Concrete Grooving	Roadway	Pavement surface - miscellaneous			$-102379.18	$-113754.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
2015 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane 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			$1748.14	$1942.38	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Intersections	
2015 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2015 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$-5000	$-5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
Intersection Improvements - SC 9 (Boiling Springs Rd) and Candlenut Ln	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$54000	$60000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 9 (Boiling Springs Rd) and Candlenut Ln	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$18000	$20000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 9 (Boiling Springs Rd) and Candlenut Ln	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-72000	$-80000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Statewide Section/Corridor Improvements - Moorefield Memorial Highway	Roadway	Roadway - other			$-418599.87	$-465110.97	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Section/Corridor Improvements - Moorefield Memorial Highway	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Statewide Section/Corridor Improvements -	Roadway	Roadway - other			$-408465.17	$-453850.2	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Moorefield Memorial Highway															
Statewide Section/Corridor Improvements - Moorefield Memorial Highway	Roadway	Roadway - other			$20898.62	$23220.6	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
SC 146 @ SC 417	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$10000	$10000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Intersections	
Springhill Farm Road	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Springhill Farm Road	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
2018 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$685452.39	$685452.39	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$66548.78	$66548.78	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$1132684.08	$1132684.08	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 4	Roadway	Rumble strips - edge or shoulder			$1249135.99	$1249135.99	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder			$109969.33	$109969.33	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$90532.09	$90532.09	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$932480.55	$932480.55	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
2018 Rumble Stripes District 4	Roadway	Rumble strips - edge or shoulder			$121275.34	$121275.34	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvement - SC 118 WITH S-105 VAUCLUSE RD	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-10111.2	$-11234.71	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17 at S-20 (Main Road) & S-1024 (Old Charleston Hwy)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-14445.41	$-16050.56	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement - SC 118 WITH S-105 VAUCLUSE RD	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-513.31	$-570.33	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement - SC 118 WITH S-105 VAUCLUSE RD	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-107170.81	$-119078.68	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement - SC 118 WITH S-105 VAUCLUSE RD	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-26424.69	$-29360.77	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17 at S-20 (Main Road) & S-1024 (Old Charleston Hwy)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-354975.63	$-394417.41	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement - SC 118 WITH S-105 VAUCLUSE RD	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-22412.67	$-24902.96	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvement - SC 118 WITH S-105 VAUCLUSE RD	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-3684.33	$-4093.79	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			$45000	$50000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 281 (Ribaut Rd) and Reynolds St	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-67500	$-74408.2	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RUMBL STRP	Roadway	Rumble strips - edge or shoulder			$-199167.69	$-199167.69	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S- 955 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-2193.05	$-2436.72	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S- 955 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-13125.67	$-14584.08	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S- 955 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-23009.7	$-25566.32	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S- 955 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-862.86	$-958.78	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
I-20 @ SC 215 RAMP EXTENSIONS	Interchange design	Extend existing lane on ramp			$-6666.65	$-7407.37	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S- 955 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-2995.01	$-3327.87	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S- 955 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$13125.67	$14584.08	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
I-20 @ SC 215 RAMP EXTENSIONS	Interchange design	Extend existing lane on ramp			$0	$-0.03	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
S- 955 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-40000	$-44444.44	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
I-20 @ SC 215 RAMP EXTENSIONS	Interchange design	Extend existing lane on ramp			$-34638.68	$-38487.46	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
I-20 @ SC 215 RAMP EXTENSIONS	Interchange design	Extend existing lane on ramp			$27279.3	$30310.33	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
I-20 @ SC 215 RAMP EXTENSIONS	Interchange design	Extend existing lane on ramp			$0.7	$0.72	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
I-20 @ SC 215 RAMP EXTENSIONS	Interchange design	Extend existing lane on ramp			$-18000	$-20000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
RUMBL STRP	Roadway	Rumble strips - edge or shoulder			$-5000	$-5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
RUMBL STRP	Roadway	Rumble strips - edge or shoulder			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Lane Departure	
Intersection Improvements - US 76 and S-72 (Trinity Church Rd/Dial Pl)	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			$45000	$45000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Intersections	
Section/Corridor Improvements - S-604 (Jeter Rd/Rawl Rd) MP 0.00 to MP 4.24	Roadway	Roadway - other			$360000	$400000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - S-438 (Greenhouse Rd/Todd Rd) MP 0.00 to MP 2.80	Roadway	Roadway - other			$450000	$500000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - S-30 (Pineland Rd) MP 0.00 to MP 3.97	Roadway	Roadway - other			$45000	$50000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - S-30 (Pineland Rd) MP 0.00 to MP 3.97	Roadway	Roadway - other			$720000	$800000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - S-604 (Jeter Rd/Rawl Rd) MP 0.00 to MP 4.24	Roadway	Roadway - other			$18000	$20000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S- 197 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$123735.3	$137483.66	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Section/Corridor Improvements - S-438 (Greenhouse Rd/Todd Rd) MP 0.00 to MP 2.80	Roadway	Roadway - other			$18000	$20000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Section/Corridor Improvements - S-906 (Tower Rd/ Baldwin Rd) MP 0.00 to MP 4.23	Roadway	Roadway - other			$36000	$40000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - S-906 (Tower Rd/ Baldwin Rd) MP 0.00 to MP 4.23	Roadway	Roadway - other			$630000	$700000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-507 (Old Dibble Rd)	Roadway	Roadway - other			$-15240.29	$-16933.66	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-507 (Old Dibble Rd)	Roadway	Roadway - other			$3443.19	$3825.77	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-781 (Beech Island Ave.)	Roadway	Roadway - other			$-60160.81	$-66845.35	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-781 (Beech Island Ave.)	Roadway	Roadway - other			$-28827.97	$-32031.07	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-816 (Chime Bell Church Road)	Roadway	Roadway - other			$-98691.28	$-109656.96	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-816 (Chime Bell Church Road)	Roadway	Roadway - other			$-35441.43	$-39379.37	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			$-9000	$-10000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 292 at S-77	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$9000	$10000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Type XI Fluorescent Sheeting	Roadway signs and traffic control	Sign sheeting - upgrade or replacement			$2800000	$2800000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	

2020 South Carolina Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Safety Program Planning Phase	Non-infrastructure	Transportation safety planning			$900000	$1000000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	Data	
Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			$500000	$500000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-63 (Alpine Rd) & S-1026 (Old Percival Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$14584.72	$16205.27	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-63 (Alpine Rd) & S-1026 (Old Percival Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-14584.72	$-16205.27	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-537 (Old Manning Road)	Roadway	Roadway - other			$-234416.66	$-260462.97	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-537 (Old Manning Road)	Roadway	Roadway - other			$-23981.47	$-26646.11	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
2020 Safety Program Administration	Non-infrastructure	Non-infrastructure - other			$2000000	$2000000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	Data	
Safety Management System	Non-infrastructure	Data/traffic records			$4000000	$4000000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	Data	
Target Zero Statewide Safety Conference	Non-infrastructure	Enforcement			$100000	$100000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	Data	
2016 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$-440211.26	$-440211.26	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	
2016 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$-86889.66	$-86889.66	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	
Intersection Improvements - SC 9 and SC 410 (Green Sea Hwy)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$8910	$9900	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	0		State Highway Agency	Spot	Intersections	
2018 Safety Program Administration	Non-infrastructure	Non-infrastructure - other			$-836794.11	$-929771.26	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Systemic	Data	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvements - S-63 (Alpine Rd) & S-1026 (Old Percival Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$108265.28	$120294.73	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-63 (Alpine Rd) & S-1026 (Old Percival Rd)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-108265.28	$-120294.73	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-47 (White Pond Road/ Porter Cross Road	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$7686.41	$8540.35	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-47 (White Pond Road/ Porter Cross Road	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-15823.51	$-17581.69	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-47 (White Pond Road/ Porter Cross Road	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-38122.68	$-42358.53	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
S-47 (White Pond Road/ Porter Cross Road	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$-4386.8	$-4874.22	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
SC 418 (Fountain Inn Rd)	Roadway	Roadway - other			$-0.03	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
SC 418 (Fountain Inn Rd)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-105 (Mayo Rd)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-105 (Mayo Rd)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-196 (Harrison Grove Rd)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-196 (Harrison Grove Rd)	Roadway	Rumble strips - edge or shoulder			$0	$0	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
SC 418 (Fountain Inn Rd)	Roadway	Roadway - other			$-12435.03	$-13816.7	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SC 418 (Fountain Inn Rd)	Roadway	Roadway - other			$-28679.48	$-31866.09	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-105 (Mayo Rd)	Roadway	Roadway - other			$-65854.03	$-73171.16	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-105 (Mayo Rd)	Roadway	Roadway - other			$6328.48	$7031.6	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-196 (Harrison Grove Rd)	Roadway	Roadway - other			$-14954.81	$-16616.45	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
S-196 (Harrison Grove Rd)	Roadway	Roadway - other			$3494.83	$3883.14	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Roadway Departure	
2017 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$-75134.67	$-75134.67	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	
2017 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder			$-34343.2	$-34343.2	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	
Horizontal Curve Improvement Instillation	Roadway signs and traffic control	Curve-related warning signs and flashers			$48083.94	$48083.94	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Horizontal Curve Improvement Instillation	Roadway signs and traffic control	Curve-related warning signs and flashers			$951916.06	$951916.06	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Interstate Guardrail Project - Dist. 1,2, & 3	Roadside	Barrier- metal			$2348397.09	$2348397.09	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
Interstate Guardrail Project - Dist. 1,2, & 3	Roadside	Barrier- metal			$227999.72	$227999.72	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$1250258.1	$1250258.1	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder			$147634.15	$147634.15	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	

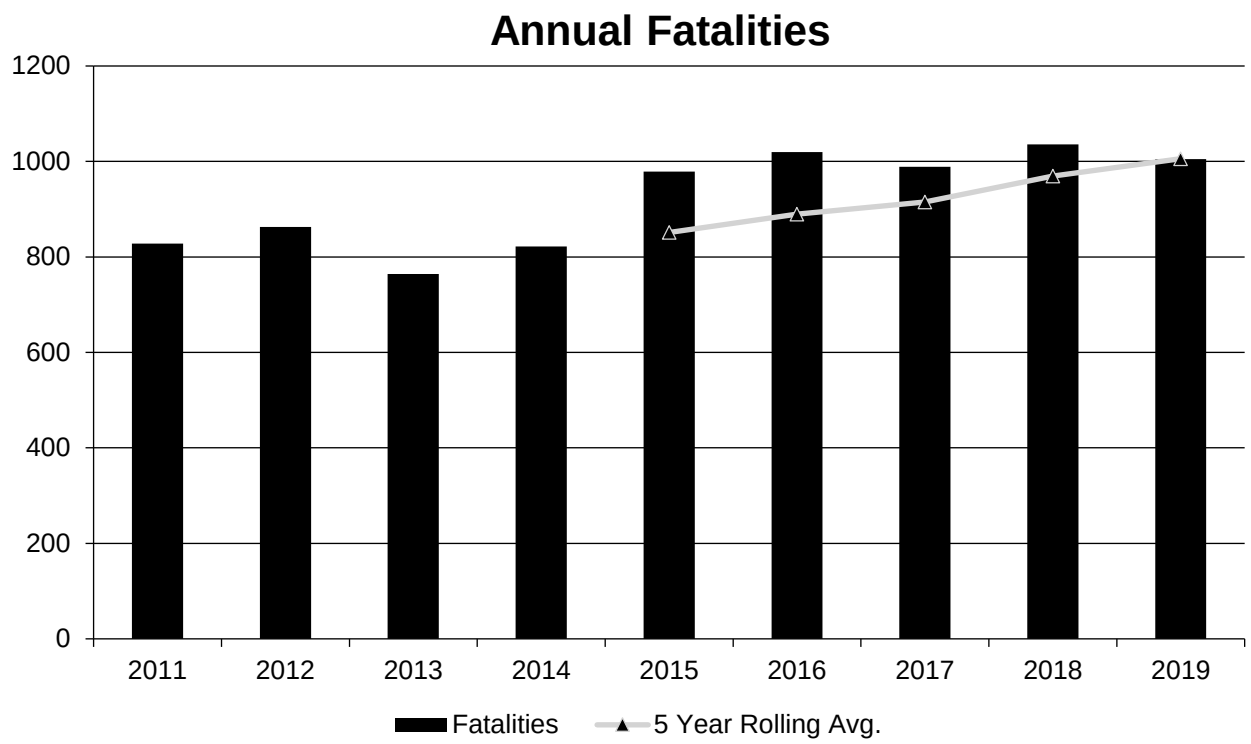
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
I-26 Cable Guardrail Project (from near MM 168 to near MM 199) (Phase II)	Roadside	Barrier- metal			$0	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Systemic	Roadway Departure	

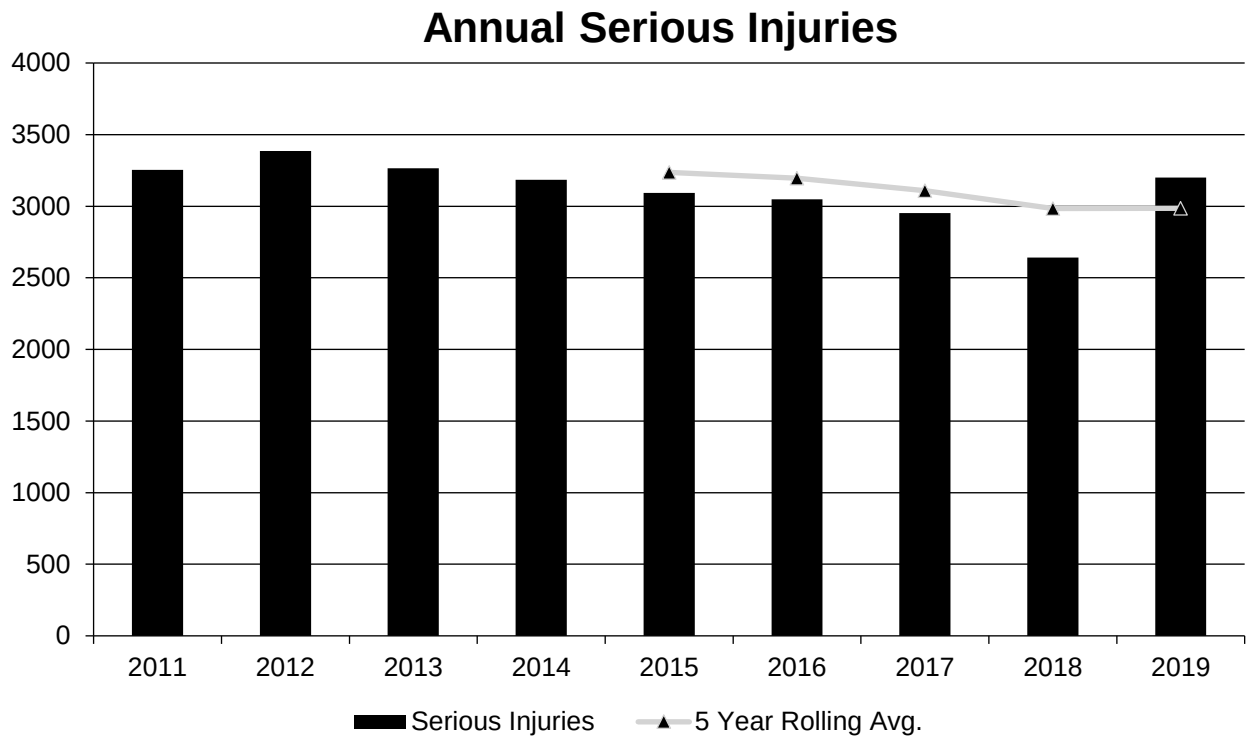
Safety Performance

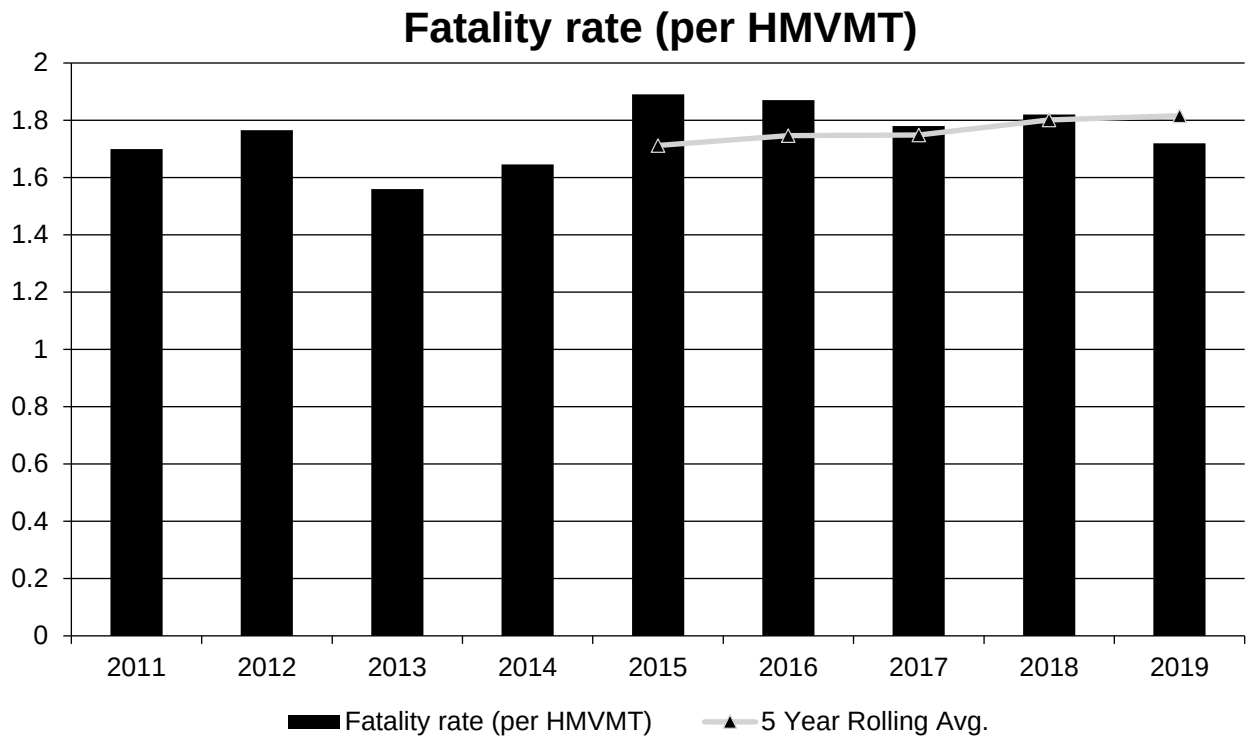
General Highway Safety Trends

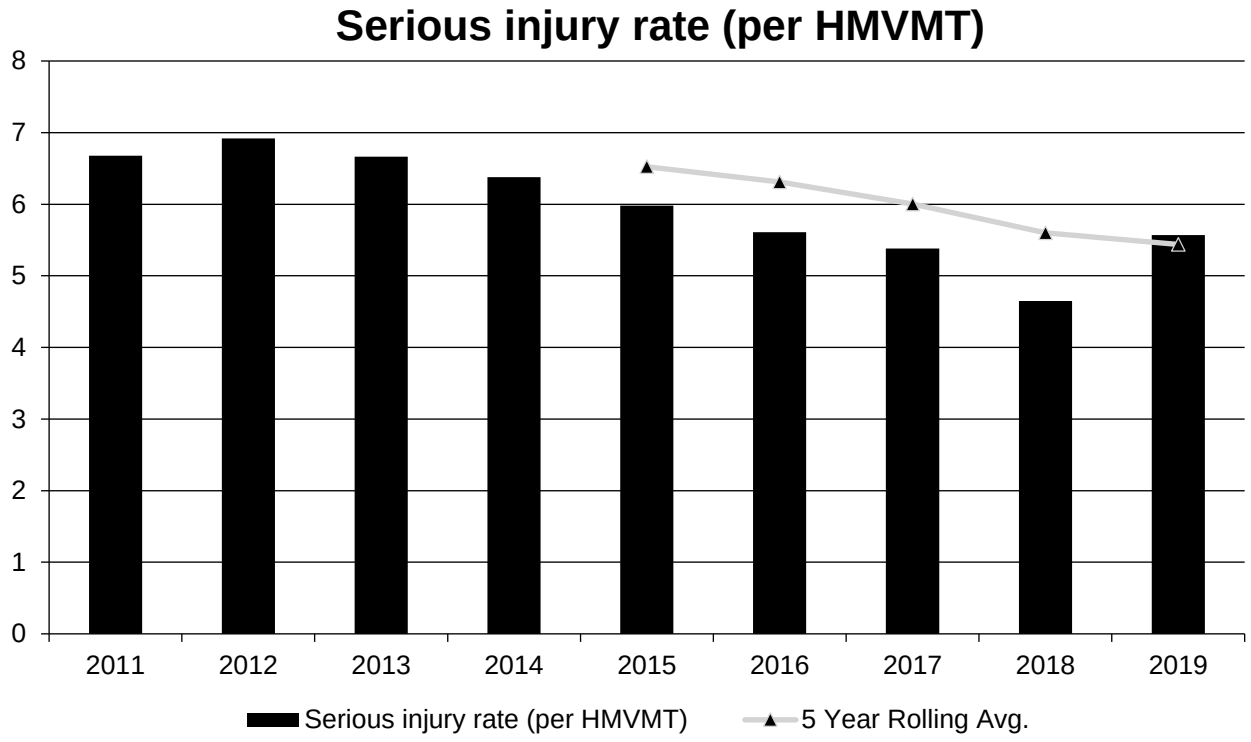
Present data showing the general highway safety trends in the State for the past five years.

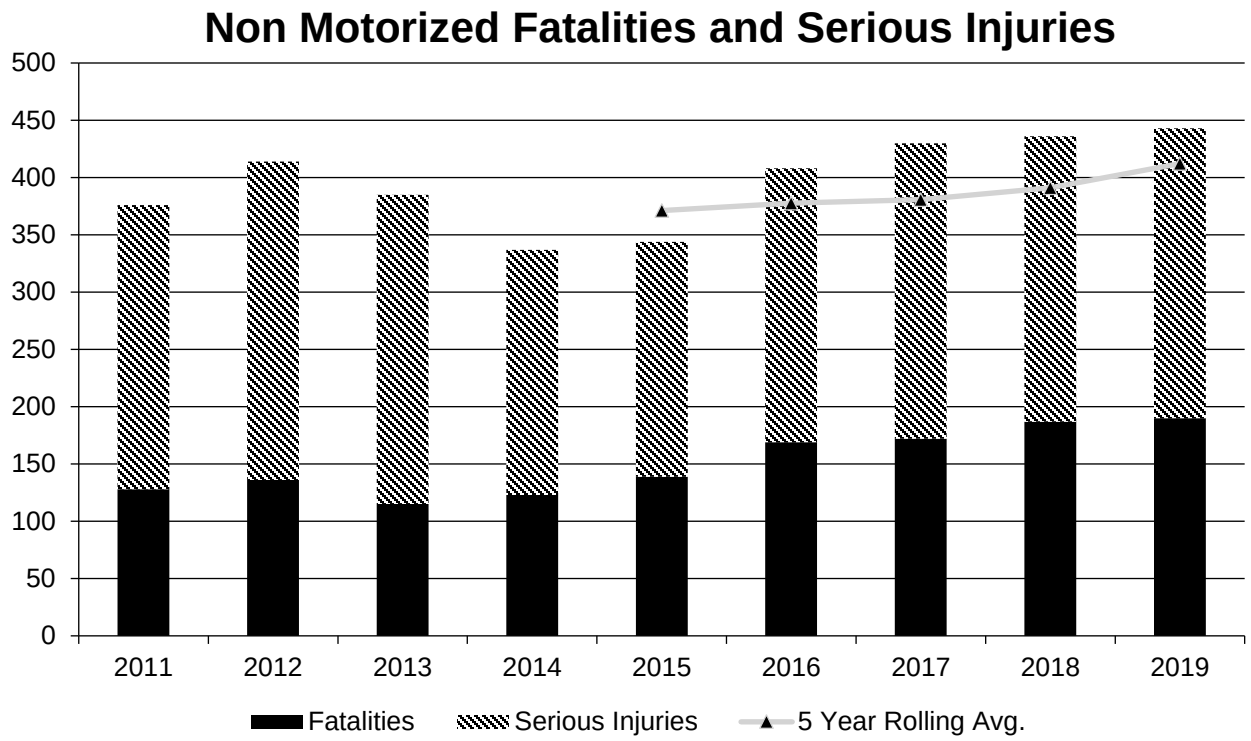
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	828	863	764	822	979	1,020	989	1,036	1,005
Serious Injuries	3,254	3,386	3,264	3,185	3,092	3,049	2,951	2,642	3,199
Fatality rate (per HMVMT)	1.699	1.765	1.560	1.646	1.891	1.870	1.780	1.820	1.720
Serious injury rate (per HMVMT)	6.675	6.920	6.663	6.376	5.980	5.610	5.380	4.650	5.570
Number non-motorized fatalities	128	136	115	123	139	169	172	187	190
Number of non-motorized serious injuries	248	278	270	214	205	239	258	249	253


Annual Fatalities
1200
1000
800
600
400
200
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
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
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2019

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	70.2	117.6	0.85	1.43
Rural Principal Arterial (RPA) - Other Freeways and Expressways	89.6	192.2	2.05	4.39
Rural Principal Arterial (RPA) - Other	3.2	2.8	1.16	1.01
Rural Minor Arterial	119.6	282.4	2.6	6.01
Rural Minor Collector	12.4	30.6	4.91	12
Rural Major Collector	184	417	3.92	8.9

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	65.6	189.8	2.18	6.3
Urban Principal Arterial (UPA) - Interstate	47.8	114.2	0.62	1.48
Urban Principal Arterial (UPA) - Other Freeways and Expressways	158	546.6	1.92	6.64
Urban Principal Arterial (UPA) - Other	8.2	18.8	1.05	2.32
Urban Minor Arterial	110.4	431.2	1.58	6.17
Urban Minor Collector	0.8	3.6	0.63	9.6
Urban Major Collector	73	266.2	1.85	6.74
Urban Local Road or Street	45.6	192	1.98	8.27

Year 2019

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

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:1005.0

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

The target of 1005.0 traffic fatalities was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analyses was used to determine projected 2020 data,

then using this projection the state was able to determine a reasonable target for the five year period ending in 2021. 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 2021. This target supports the SHSP goal of eliminating traffic fatalities in SC.

Number of Serious Injuries:2950.0

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

A target of 2950.0 serious injuries was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analyses was used to determine projected 2020 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2021. 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 2021. This target supports the SHSP goal of reducing serious injuries that resulted from a traffic collision.

Fatality Rate:1.760

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

The target of 1.670 as the fatality rate was established by using the projected fatality number in 2021 along with an expected 3% 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:5.350

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

The target of 5.350 as the serious injury rate was established by using the projected serious injury number in 2021 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:440.0

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

The target of 440.0 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 analyses was used to determine projected 2020 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2021. 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 2021.

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.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 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	988.0	1005.8
Number of Serious Injuries	2986.0	2986.6
Fatality Rate	1.790	1.816
Serious Injury Rate	5.420	5.438
Non-Motorized Fatalities and Serious Injuries	380.0	412.2

The state anticipates meeting two of the five safety performance targets for 2015-2019.

Performance Area: Fatalities

The target number of fatalities was 988.0, the actual number was 1005.8.

Discussion

When the state was setting targets for the 2015-2019 performance period in early 2018, the projected number of fatalities for 2018 was much lower than the actual number for that year. The previous year (2017) had experienced a 3% decline in traffic fatalities from 2016 and the trendline, along with programmatic effects, led the state to set a lower annual target for both 2018 and 2019. Instead of the expected reduction in 2018, the state experienced a 4.75% increase before decreasing again in 2019 by 3%. Also see discussion on pedestrian deaths below. The pedestrian representation of total fatalities in SC increased to 16% in 2019 and 17% in 2019.

Performance Area: Fatality Rate

The target fatality rate was 1.790, the actual number was 1.816.

Discussion

This measure is directly related to the number of fatalities and VMT in the state. See fatality discussion for more information.

Performance Area: Serious Injuries

The target number of serious injuries was 2986.0, the actual number was 2986.6.

Discussion

The state met this target.

Performance Area: Serious Injury Rate

The target serious injury rate was 5.420, the actual number was 5.438

Discussion

The state did not met target.

Performance Area Non-motorized User Fatalities + Serious Injuries

The target number of non-motorized (ped/bike) fatalities and serious injuries combined was 380.0, the actual number was 412.2.

Discussion

SC experienced a record high number of pedestrian fatalities in 2018; unfortunately that trend continued in 2019 leading the state to miss its target. A report by the Governor's Highway Safety Association cites a number of factors that might have played a role in the increasing pedestrian deaths seen across the nation. Among those are: increased exposure, unsafe driving behavior, and an increased presence of SUVs. The same report points to possible infrastructure improvements that could lead to safer roadways for non-motorized users.

Applicability of Special Rules

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

No

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

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	83	100	109	113	127	159	135
Number of Older Driver and Pedestrian Serious Injuries	234	211	224	222	214	263	256

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio

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

Selected projects have produced an average B/C ration of 21.6

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

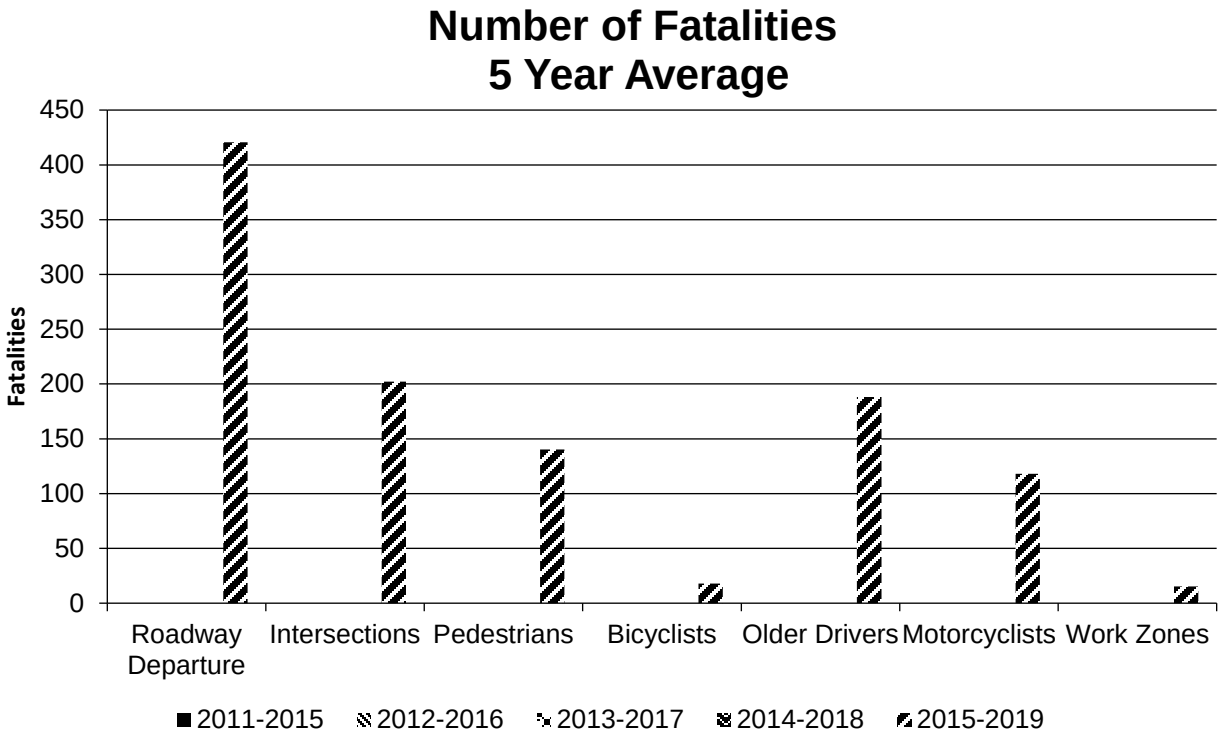
- Increased awareness of safety and data-driven process
- Other-Increased use of alternative intersections statewide
- Other-DDSA Final Report

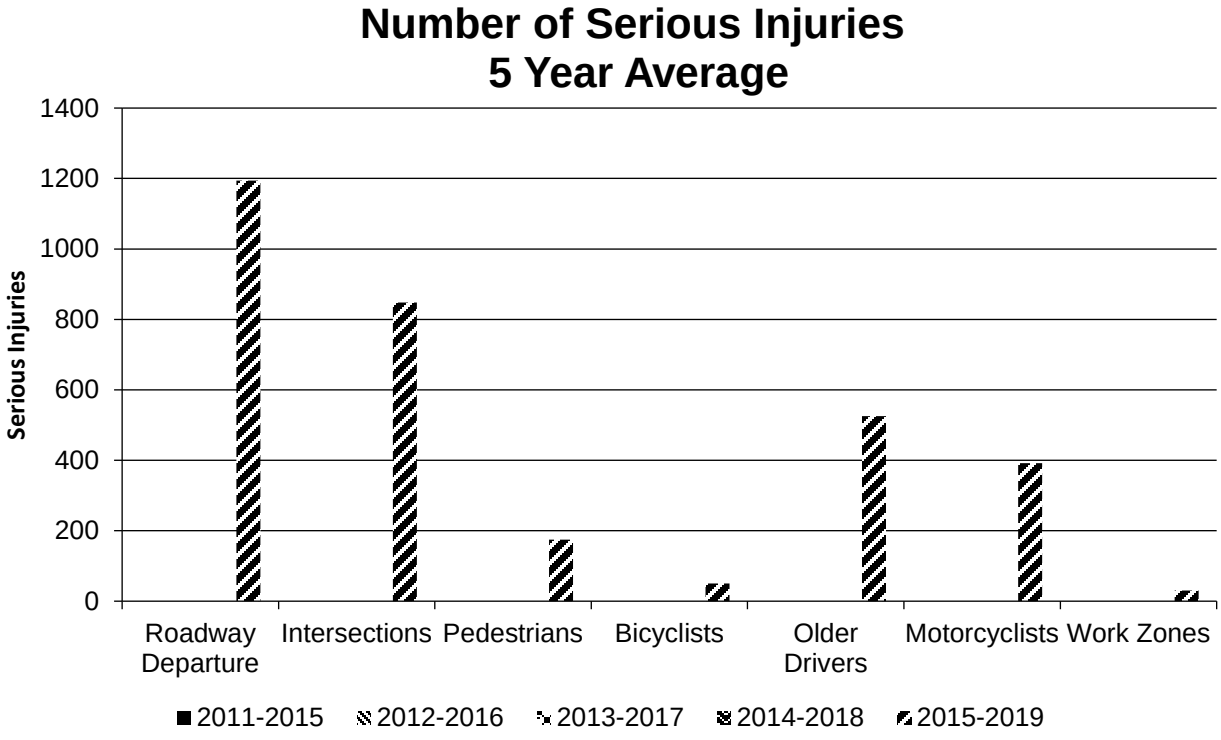
Effectiveness of Groupings or Similar Types of Improvements

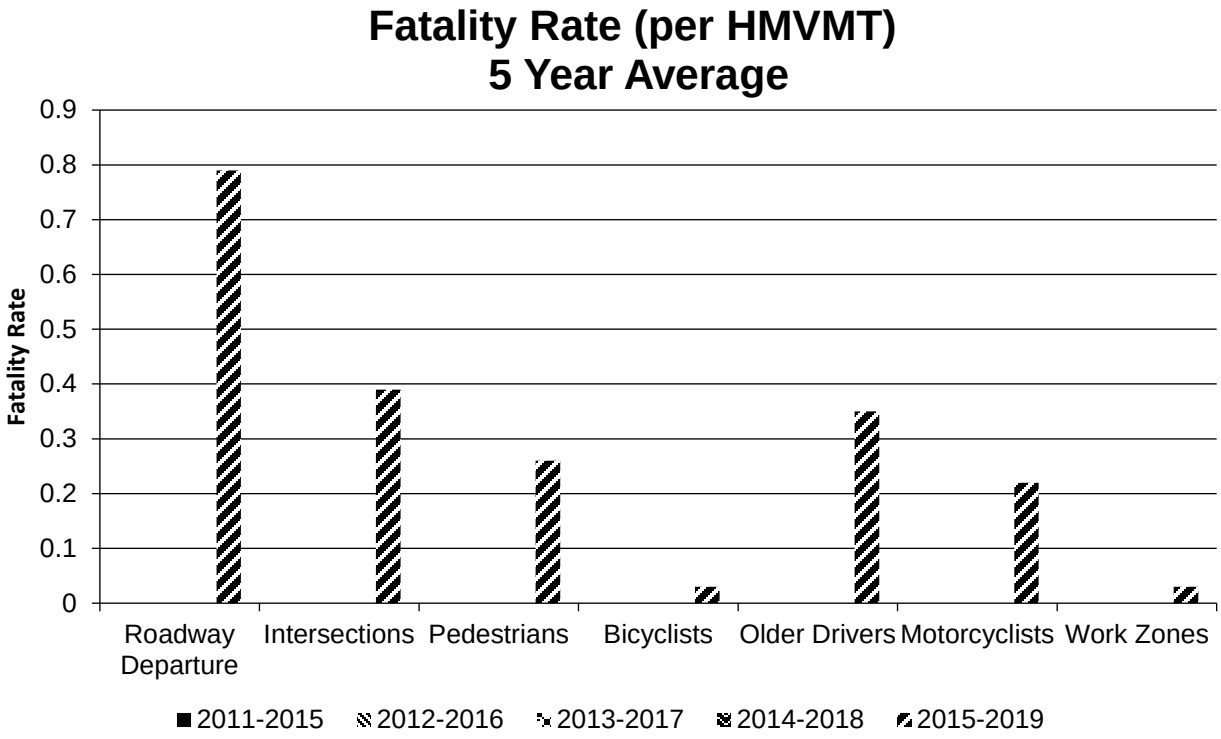
Present and describe trends in SHSP emphasis area performance measures.

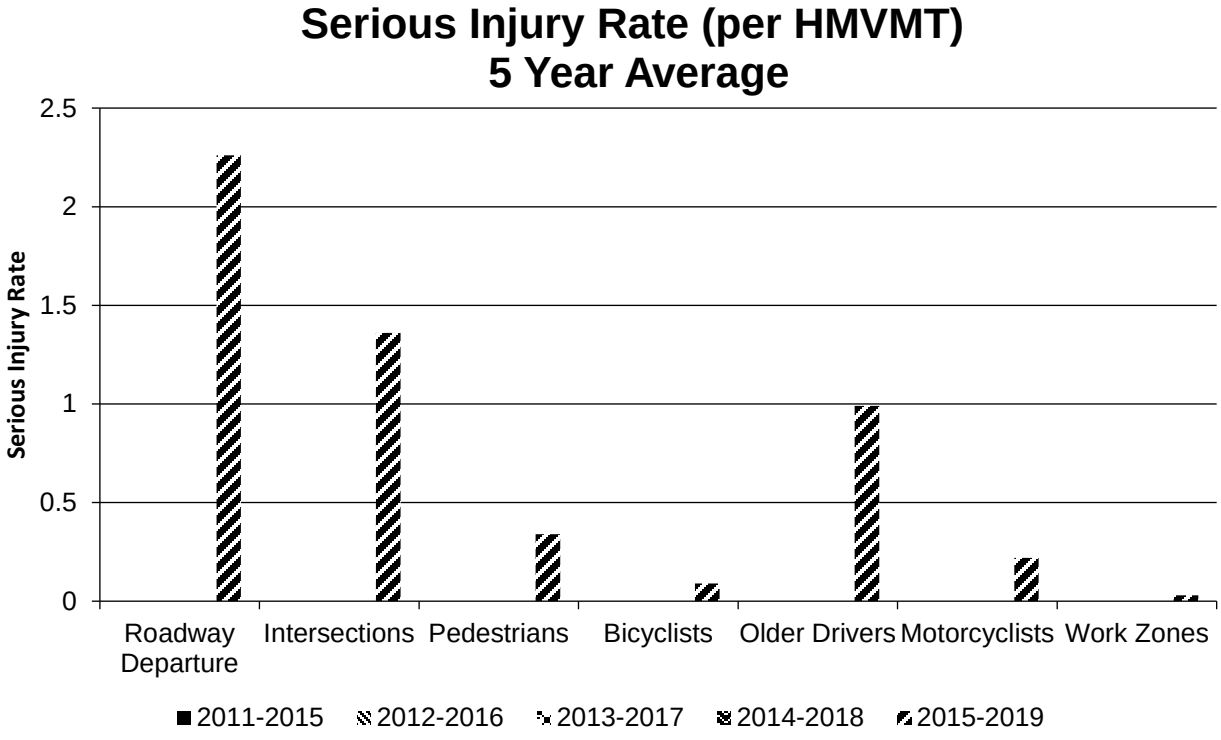
Year 2019

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		420.6	1,194.2	0.79	2.26
Intersections		202.2	847.8	0.39	1.36
Pedestrians		140.2	175.2	0.26	0.34
Bicyclists		17.8	50.2	0.03	0.09
Older Drivers		188.2	525.6	0.35	0.99
Motorcyclists		118.2	392.2	0.22	0.22
Work Zones		15.4	30	0.03	0.03


Number of Fatalities
5 Year Average
Fatalities
450
400
350
300
250
200
150
100
50
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Number of Serious Injuries
5 Year Average
Serious Injuries
1400
1200
1000
800
600
400
200
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
2.5
2
1.5
1
0.5
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
S-61 & S-663 & S-1471 Lexington County	Rural Major Collector	Intersection geometry	Intersection geometry - other	5.00						6.00	1.00	11.00	1.00	1.13
SC 118 & S-105 Aiken County	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	8.00	5.00					4.00	3.00	12.00	8.00	0.64
SC 6 & S-624 Lexington County	Rural Major Collector	Intersection geometry	Intersection geometrics - modify skew angle	12.00	5.00					8.00		20.00	5.00	5.58
SC 261 @ Walmart Driveway Clarendon County	Urban Minor Collector	Access management	Raised island - install new	11.00						2.00		13.00		2.78
SC 38 & S-47 Marlboro County	Rural Major Collector	Intersection geometry	Intersection geometry - other	7.00	7.00			1.00		6.00		14.00	7.00	4.03
S-106 & S-387 & S-1065 Lexington County	Rural Major Collector	Intersection geometry	Intersection geometry - other	10.00	9.00					6.00	1.00	16.00	10.00	1.25
S-1048 & S-1274 Richland County	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	12.00	4.00					3.00	1.00	15.00	5.00	1.27
US 501 & S-548 Horry County	Rural Major Collector	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	17.00	5.00	1.00		2.00		9.00	3.00	29.00	8.00	84.1
S-415 Lexington County	Rural Minor Collector	Roadway	Roadway widening - travel lanes	7.00	7.00				1.00	2.00	4.00	9.00	12.00	0
SC 28 Anderson County	Rural Major Collector	Roadway	Roadway widening - travel lanes	29.00	29.00			1.00	3.00	12.00	12.00	42.00	44.00	-.09
SC 85 & I 585 Sumter County	Rural Principal Arterial (RPA) - Interstate	Roadway	Pavement surface - high friction surface	47.00	1.00	1.00				6.00		54.00	1.00	229.48

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-87 & S-488 Oconee County	Rural Major Collector	Intersection geometry	Intersection geometry - other	2.00	1.00			2.00		7.00		11.00	1.00	7.03
S-529 & S-1216 Berkeley County	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	20.00	5.00			1.00		5.00	3.00	26.00	8.00	4.71
S-65 & S-663 & S1471 Lexington County	Rural Major Collector	Intersection geometry	Intersection geometry - other	5.00						6.00	1.00	11.00	1.00	1.13
I 26 & US 301 Orangeburg County	Rural Principal Arterial (RPA) - Interstate	Interchange design	Acceleration / deceleration / merge lane	77.00	8.00	1.00				11.00	3.00	89.00	11.00	19.20
I 20 & SC 215 Richland County	Rural Principal Arterial (RPA) - Interstate	Interchange design	Extend existing lane on ramp	23.00	13.00			1.00		7.00	1.00	31.00	14.00	2.20
SC 6 & S-156 & S-957 Richland County	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	15.00	8.00					5.00	5.00	20.00	13.00	1.30
SC 86 & S-1147 Anderson County	Rural Major Collector	Roadside	Curb or curb and gutter	19.00	25.00			1.00		1.00	3.00	21.00	28.00	6.34
SC 763 & S-507 Sumter County	Rural Major Collector	Intersection geometry	Intersection geometry - other	7.00	8.00	2.00		1.00		3.00	1.00	13.00	9.00	27.40
US 178 Anderson County	Rural Major Collector	Roadway	Roadway widening - travel lanes	6.00	3.00	3.00		1.00	1.00		2.00	10.00	6.00	32.52

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: 2019

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

2020

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	85	100	85
	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	85		
	Surface Type (23) [24]	100	100					100	85		
	Begin Point Segment Descriptor (10) [10]	100	100					100	85	100	85
	End Point Segment Descriptor (11) [11]	100	100					100	85	100	85
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	85	100	85

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	85		
	Average Annual Daily Traffic (79) [81]	100	100					100	85		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	85	100	85
INTERSECTION	Unique Junction Identifier (120) [110]			100	85						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	85						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	85						
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					90	90				
	Year of Ramp AADT (192) [182]					90	90				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [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 (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

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

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

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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