SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

Table of Contents

Table of Contents 2
Disclaimer 3
Executive Summary 4
Introduction 5
Program Structure 5
  Program Administration 5
  Program Methodology 10
Project Implementation 13
  Funds Programmed 13
  General Listing of Projects 15
Safety Performance 40
  General Highway Safety Trends 40
  Safety Performance Targets 53
  Applicability of Special Rules 55
Evaluation 57
  Program Effectiveness 57
  Effectiveness of Groupings or Similar Types of Improvements 57
  Project Effectiveness 62
Compliance Assessment 65

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

This report provides an overview of SCDOT's administration of the Highway Safety Improvement Program (HSIP). SCDOT's HSIP has a primary focus on state-maintained roads since nearly 96 percent of fatal crashes and the vast majority of severe crashes occur on the state system. This report covers funding obligations from January 1, 2016 to December 31, 2016.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

Where is HSIP staff located within the State DOT?

Engineering

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

How are HSIP funds allocated in a State?

Other-Central Office through Statewide Screening Process

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

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

In South Carolina, the vast majority (~96%) of fatal crashes occur on state-maintained roadways. Due to this statistic, our primary focus for safety has been on state-maintained roadways. However, we have recently planned for some intersection improvement projects where a local road intersects with a state-owned road. Additionally, as our crash data is improving in accessibility and completeness, we will incorporate local roads into our safety funding if a viable need is observed.

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

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

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions

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

Describe coordination with internal partners.

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

Identify which external partners are involved with HSIP planning.

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

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

Describe coordination with external partners.

SCDOT has partnered with the SC Department of Public Service to fund a Target Zero enforcement initiative. Through this partnership, a specialized enforcement team comprised of 24 Highway Patrol Troopers has been deployed to focus

their full time efforts to the enforcement of traffic laws along high crash corridors in the states. The corridors were identified based upon crashes that involved an impaired driver, speeding or unrestrained motor vehicle occupants.

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

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

No

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

Yes

Describe other aspects of HSIP Administration on which the State would like to elaborate.

Highway Safety Improvement Program Process

Every state is required by the federal government to administer a Highway Safety Improvement Program (HSIP). Part 924 of Title 23 of the Code of Federal Regulations (CFR) states, in part:

924.5 Policy. *"Each state shall develop and implement, on a continuing basis, a highway safety improvement program which has the overall objective of reducing the number and severity of accidents and decreasing the potential for accidents on all highways."*

924.7 Program Structure. *"The highway safety improvement program in each state shall consist of components for planning, implementation, and evaluation of safety programs and projects."*

The purpose of the South Carolina HSIP is to establish guidelines for the effective use of available funds, to reduce the number and severity of crashes and to decrease the potential for crashes on highways in the state.

The program consists of the following three components: planning, implementation, and evaluation.

1. PLANNING

a. Data Management

In order to locate hazardous locations the following information is essential:

- Crash data - Crash reports are provided by ***DPS***.
- Traffic data - Traffic volumes are provided by the ***Traffic Engineering***.
- Roadway Data - Road characteristics are provided by the ***Traffic Engineering***.

b. Identify Hazardous Locations

Using the information listed above, potential locations are identified by:

- Recommendations from SCDOT and FHWA personnel.
- Requests from governmental units other than SCDOT and FHWA.
- Requests from citizens.
- Ongoing research of the HSIP database.

The HSIP database has been established to identify, prioritize, and provide guidance for selecting potential projects. The information gathered for a location is analyzed using the following methods:

- Crash Rate - Equates frequency of crashes to traffic volumes (and length of roadway if section). A typical crash rate would be expressed in # of crashes per million vehicles entering (if intersection) or per one hundred million vehicle miles of travel (if section).

Severity Rate - A weighted calculation for determining the severity of the crashes. It is based on the EPDO (Equivalent Property Damage Only) method from studies performed by the National Safety Council and the Traffic Institute at Northwestern University. The severity indices used are listed below: (from the Traffic Institute at Northwestern University)

Fatality = 12

Injury = 3

Property Damage Only = 1

- Rate Quality (SPFs)

This method entails the calculation of the crash rate at each location and a statistical test to determine if that rate is significantly higher than crash rates for other locations with similar characteristics.

The critical rate is compared to the actual crash rate for each location. If the actual crash rate exceeds the critical rate, then the location may be considered for improvement.

- Number-Rate

Combines crash frequency and crash rate methods by first ranking by the number of crashes. Establishes a frequency threshold and then re-ranks the locations. Based on a crash rate threshold, locations with lower crash rates are eliminated.

c. Conduct Engineering Studies

Once a potential project location has been identified, the following steps are taken to determine if geometric improvements can be implemented that will reduce the volume and severity of the crashes reported at the location.

- Analyze Project Location

Crash reports are obtained and analyzed for locations selected for detailed review. Results from analyses along with engineering judgment are used to determine if further investigation is needed along with site review.

- Develop Candidate Countermeasures and Project Proposals

Site reviews are conducted to determine characteristics of locations relative to types of crashes occurring. Improvements are recommended to address patterns in crashes.

- Establish Project Priorities

Estimate costs for recommended improvements at each site along with expected reduction in crashes for these improvements. Summarize estimated costs and benefits for improvements and determine the most cost effective improvement alternative for a location using the ***Net Benefit Method*** along with engineering judgment.

The ***net benefit method*** compares the estimated annual costs of implementing the selected countermeasure to the expected annual benefits. The expected annual benefit is calculated using the most current "***comprehensive costs***" of motor vehicle traffic crashes and the estimated crash reduction percentage expected as a result of implementing the selected countermeasure.

Comprehensive costs are a measure of motor vehicle accident costs that include the effects of injury on people's entire lives. This is the most useful measure of accident cost since it includes all cost components and places a dollar value on each one. Comprehensive life values are estimated by examining risk reduction costs from which the market value of safety is inferred. The 11 components of the comprehensive cost are: property damage, lost earnings, lost household production, medical costs, emergency services, travel delay, vocational rehabilitation, workplace costs, administrative, legal, pain, and lost quality of life.

2. IMPLEMENTATION

Given that the overall charge of the HSIP program is to reduce the number and severity of crashes, it is imperative that the implementation phase be carried out in a timely manner. Once the project has been approved for funding, it is necessary to design and schedule the project to implement the improvements. All HSIP Projects are managed by one of the following offices:

- Preconstruction
- Traffic Engineering
- Consultant

Given the appropriate conditions, *a Participation Agreement* may be arranged with other governmental entities. A participation agreement is a contractual partnership between the SCDOT and one or more other governmental entities where funding is combined to complete a project. The agreement includes the specifying of the roles, responsibilities, and financial obligations of each participant.

3. EVALUATION

To Determine the Effect of Highway Safety Improvements

Before and After Studies are conducted on all HSIP projects to evaluate the effectiveness of the overall program by observed changes in crash number, rate and severity resulting from program implementation. The HSIP office conducts studies three years after final inspection of a project. The studies include:

- After a period of no less than 3 years after the completion of the project, crash data and the most recent traffic volumes are collected for the location.
- The data collected *before* implementing safety improvements is then compared with the data collected *after* the improvements have been completed.
- The information described above is used to calculate the resulting crash rate reduction factor for the improved site. The total cost of the project along with the reduction factor is used to conduct a *Benefit Cost Analysis* to determine the overall effectiveness of the project.

Program Methodology

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

No

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

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

Select the programs that are administered under the HSIP.

Other-Safety Program

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

Program: Other-Safety Program

Date of Program Methodology: 10/1/2015

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

Addresses SHSP priority or emphasis area

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

Competes with all projects

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

Crashes	**Exposure**	**Roadway**

All crashes	Traffic Volume	Median width
Fatal crashes only		Functional classification
Fatal and serious injury crashes only	Lane miles	

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

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

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

selection committee

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

Rank of Priority Consideration

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

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

What percentage of HSIP funds address systemic improvements?

33

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

Rumble Strips
Pavement/Shoulder Widening
Safety Edge
Add/Upgrade/Modify/Remove Traffic Signal

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

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

Engineering Study
Road Safety Assessment
Crash data analysis

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

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

Yes

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

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

No

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

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

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

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$46,151,250	$36,457,783	79%
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)	$100,000	$100,000	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$3,473,750	$2,380,488	68.53%
HRRRP (Safetea-Lu)	$7,649	$7,649	100%
Totals	$49,732,649	$38,945,920	78.31%

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

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

$0

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

$0

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

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

$0

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

$0

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

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

$0

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

$0

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

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

None

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

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
2015 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder	127.37	Miles	$100000	$100000	Penalty Funds (23 U.S.C. 164)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2015 HFSC Project	Roadway	Pavement surface - high friction surface	1	Numbers	$150306.26	$167006.95	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
2015 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder	127.37	Miles	$100000	$100000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2016 Rumble Stripes District 1	Roadway	Rumble strips - edge or shoulder	154.9	Miles	$2266110.83	$2266110.83	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2016 Rumble Stripes District 2	Roadway	Rumble strips - edge or shoulder	115.5	Miles	$2214755.49	$2214755.49	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2016 Rumble Stripes District 3	Roadway	Rumble strips - edge or shoulder	94.2	Miles	$1511721.23	$1511721.23	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2016 Rumble Stripes District 4	Roadway	Rumble strips - edge or shoulder	125.4	Miles	$1817884.74	$1817884.74	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2016 Rumble Stripes District 5	Roadway	Rumble strips - edge or shoulder	158.6	Miles	$2108355.98	$2108355.98	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
2016 Rumble Stripes District 6	Roadway	Rumble strips - edge or shoulder	128	Miles	$1577119.08	$1577119.08	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2016 Rumble Stripes District 7	Roadway	Rumble strips - edge or shoulder	151	Miles	$1975260.2	$1975260.2	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Roadway Departure	Deploy centerline and edgeline rumble strips in accordance with SCDOT policy
2016 Safety Program Administration	Non-infrastructure	Non-infrastructure - other	1	Numbers	$2295000	$2550000	HSIP (23 U.S.C. 148)		0					
2017 Safety Program Administration	Non-infrastructure	Non-infrastructure - other	1	Numbers	$1800000	$2000000	HSIP (23 U.S.C. 148)		0					
FY 15 Admin Safety Improvement Program	Non-infrastructure	Non-infrastructure - other	1	Numbers	$225196.65	$250218.51	HSIP (23 U.S.C. 148)		0					
FY13 STWD PREL. ENGR. FOR HAZARD ELIM SYS (NON-RR)	Non-infrastructure	Non-infrastructure - other	1	Numbers	$0	$0.01	HSIP (23 U.S.C. 148)		0					
I- 85 INTERSEC. IMPROVEMENT	Intersection traffic control	Intersection traffic control - other	1	Intersections	$86990	$96655.52	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	28,675		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
I-20 (US 378 to Long Pond Road)	Roadside	Roadside - other	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
I-20 @ SC 215 RAMP EXTENSIONS	Interchange design	Interchange design - other	1	Interchanges	$36000	$40000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	13,550		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
I-26 (Near MM 172 to near MM 182) (EB/WB) & I-95	Roadway	Pavement surface - miscellaneous	2.57	Miles	$184005.81	$204450.9	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	38,780		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
(Near MM 69 to near MM 86) (NB/SB) Concrete Grooving														the travel lane(s) at high-crash/risk locations by improving the roadway
I-26 Cable Guardrail Project (from near MM 168 to near MM 199) (Phase II)	Roadside	Barrier - cable	16.97	Miles	$439200	$488000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	35,880		State Highway Agency	Spot	Roadway Departure	Improve median cross slope and/or install barriers where left side roadway departure crashes occur.
Intersection Improvement - S-65 WITH S-663/S-1471 (ROUND TREE DR/MEADOWFIELD)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$498855.28	$498855.28	HSIP (23 U.S.C. 148)	Rural Major Collector	2,532		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvement – SC 6 (S. Lake Dr) and S-627 (Bethany Church Road/Pleasant View Drive)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$118170	$131300	HSIP (23 U.S.C. 148)	Rural Major Collector	13,500		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Intersection geometry - other	1	Intersections	$76547.02	$85052.25	HSIP (23 U.S.C. 148)	Urban Major Collector	27,600		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$234302.17	$260335.74	HSIP (23 U.S.C. 148)	Urban Major Collector	7,625		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$222509.4	$247232.67	HSIP (23 U.S.C. 148)	Urban Major Collector	12,169		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$32967	$36630	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	5,600		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$408052.03	$453391.14	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	12,600		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Intersection geometry - other	1	Intersections	$303781.44	$337534.93	HSIP (23 U.S.C. 148)	Rural Major Collector	35,150		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$310011.08	$344456.76	HSIP (23 U.S.C. 148)	Rural Minor Arterial	44		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$346981.01	$385534.43	HSIP (23 U.S.C. 148)	Rural Major Collector	11,600		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$686448.24	$762720.27	HSIP (23 U.S.C. 148)	Urban Major Collector	6,800		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric

													RELATIONSHIP TO SHSP
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$824184.87	$915760.93	HSIP (23 U.S.C. 148)	Urban Major Collector	8,450		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$60105.78	$66784.2	HSIP (23 U.S.C. 148)	Rural Major Collector	6,200		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
INTERSECTION IMPROVEMENT PACKAGE (DB)	Intersection geometry	Intersection geometry - other	1	Intersections	$1332969.36	$1670517.07	HSIP (23 U.S.C. 148)	Urban Minor Arterial	9,950		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - I-95 at US 521 & US 301 at S-762	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$247500	$275000	HSIP (23 U.S.C. 148)	Rural Minor Collector	4,600		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - S-28 (Camp Rd) With S-53 (Riverland)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$176200	$176200	HSIP (23 U.S.C. 148)	Urban Major Collector	9,850		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - S-377 at S-233 & Beverley Drive	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$53280	$59200	HSIP (23 U.S.C. 148)	Rural Major Collector	14,145		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric

													RELATIONSHIP TO SHSP
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														design and traffic control.
Intersection Improvements - S-492 (Zimalcrest Dr) & S-2892 (Browning Rd)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$225000	$250000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	12,600		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - S-529 at S-1216	Intersection traffic control	Intersection traffic control - other	1	Intersections	$100594.75	$111771.94	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,725		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - S-56 (University Dr) & S-67 (Hubbard Dr)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$405000	$450000	HSIP (23 U.S.C. 148)	Urban Major Collector	9,100		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - S-63 (Alpine Rd) & S-1026 (Old Percival Rd)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$110700	$123000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	14,613		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - S-87 at S-488	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$176993.75	$176993.75	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,570		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - S-920 (Old Rutherford Rd) at Old Greer Town Road	Roadway	Roadway widening - curve	1	Intersections	$101250	$112500	HSIP (23 U.S.C. 148)	Urban Minor Arterial	5,325		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - SC 151 Bus. @ S-102 & S-10 & S-1040	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$306300	$306300	HSIP (23 U.S.C. 148)	Urban Minor Arterial	14,500		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														and superstreets, in targeted areas.
Intersection Improvements - SC 3 (Capital Way) at SC 389 (Ninety Six Rd)	Intersection traffic control	Modify control - all-way stop to roundabout	1	Intersections	$225000	$250000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,900		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - SC 3 (Capital Way/Whetstone Rd) at SC 394 (Salley Rd)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$28000	$28000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,025		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - SC 38 at S-329	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$1582868.65	$1582868.65	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,188		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - SC 763 at S-507 (Wedgefield Rd)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	6,850		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - SC 9 (Pageland Hwy) at S-36 (Potter Rd)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$90180	$100200	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	8,950		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - Signal Upgrades	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified	1	Numbers	$1904092.22	$2115658.02	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 15 (S. Marquis Hwy) @ S-135 (Railroad Ave) 1.5 mi E of Hartsville	Advanced technology and ITS	Dynamic message signs	1	Intersections	$180000	$200000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,900		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														through geometric design and traffic control.
Intersection Improvements - US 17 Bus at S-1191 (Pine Ave)	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Intersections	$360000	$400000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	32,660		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 17 Byp at Tadlock Dr. Murrells Inlet/Garden City (unincorporated)	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Intersections	$360000	$400000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	26,150		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 17 Bypass at 76th Avenue N	Intersection traffic control	Intersection traffic control - other	1	Intersections	$149760	$166400	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	30,700		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - US 29 @ US 29 Bus & S-232	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	$360000	$400000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,560		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 378 at SC 763 & S-1430 & S-1431	Intersection traffic control	Modify control - two-way yield to two-way stop	1	Locations	$225000	$250000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	9,500		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 501 at S-1315 (Robert M. Grissom Pkwy)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$225000	$250000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	40,260		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														geometric design and traffic control.
Intersection Improvements - US 52 (N. Governor Williams Hwy) at S-528 (Wire Rd)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$270000	$300000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	8,300		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 521 (Charlotte Hwy) & S-755 (North Corner Road)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$202500	$225000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	18,040		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 521 (Sumter Hwy) at Century Blvd	Intersection traffic control	Intersection traffic control - other	1	Intersections	$67500	$75000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,300		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 521 (Thomas Sumter Hwy) @ S-1342 (Camden Hwy)	Intersection geometry	Intersection geometry - other	1	Intersections	$26820	$29800	HSIP (23 U.S.C. 148)	Urban Major Collector	15,750		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Intersection Improvements - US 601 (McCords Ferry Rd) at SC 263 (Vanboklen Rd)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$34200	$38000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	6,300		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Intersection Improvements - US 76 at S-64 (Laughlin Rd/Moores Mill Rd)/S-328 (Springville Rd)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$270000	$300000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	19,575		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														design and traffic control.
Interstate Safety Improvements-Concrete Grooving	Roadway	Pavement surface - miscellaneous	21	Locations	$2443707.6	$2715230.67	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Interstate	0		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
Median Improvements US 21/SC 170 and SC 170/S-761	Access management	Change in access - close or restrict existing access	1	Access points	$22500	$25000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	29,200		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Richland I-77 Feasibility Study	Non-infrastructure	Transportation safety planning	1	Numbers	$36000	$40000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	0		State Highway Agency		Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
Rumble Stripes - Dist. 3 2014	Roadway	Rumble strips - edge or shoulder	68.02	Miles	$8527.52	$8527.52	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
Rumble Stripes - Dist. 5 2014	Roadway	Rumble strips - edge or shoulder	142.67	Miles	$64753.99	$64753.99	HSIP (23 U.S.C. 148)		0			Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
S- 104 SHOULDER IMPROVEMENTS	Roadway	Roadway widening - curve	0.8	Miles	$29581.21	$32867.97	HSIP (23 U.S.C. 148)	Urban Major Collector	3,000			Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
S- 1041 OTHER SAFETY IMPROVEMENT PROJECT	Roadside	Roadside - other	0.75	Miles	$126512.1	$140569	HSIP (23 U.S.C. 148)	Urban Major Collector	4,700			Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
S- 1274 INTERSEC. IMPROVEMENTS	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$145621.62	$161801.8	HSIP (23 U.S.C. 148)	Urban Major Collector	14,050		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 15 INTERSEC. IMPROVEMENT	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$36560.88	$40623.12	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,100		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 1912 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$5379.65	$5977.39	HSIP (23 U.S.C. 148)	Urban Major Collector	9,500		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 197 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$1570189.89	$1744655.42	HSIP (23 U.S.C. 148)	Urban Major Collector	6,600		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 21 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometry - other	1	Intersections	$38069.19	$42299.07	HSIP (23 U.S.C. 148)	Rural Major Collector	3,294		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
S- 28 INTERSEC. IMPROVEMENT	Intersection traffic control	Intersection traffic control - other	1	Intersections	$2240.03	$2488.92	HSIP (23 U.S.C. 148)	Urban Major Collector	14,350		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 30 INTERSEC. IMPROVEMENT	Intersection traffic control	Intersection traffic control - other	1	Intersections	$177436.88	$197152.09	HSIP (23 U.S.C. 148)	Urban Major Collector	10,200		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 51 INTERSEC. IMPROVEMENT	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$13741.09	$15267.85	HSIP (23 U.S.C. 148)	Urban Major Collector	10,600		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 54 WIDEN	Roadway	Roadway - other	3.04	Miles	$7649.15	$8499.03	HSIP (23 U.S.C. 148)	Rural Major Collector	0			Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
S- 82 INTERSEC. IMPROVEMENT	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$1644017.69	$1644017.69	HSIP (23 U.S.C. 148)	Urban Major Collector	10,544		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
S-105 (Mayo Rd)	Shoulder treatments	Widen shoulder - paved or other	3.76	Miles	$484527.11	$538363.45	HSIP (23 U.S.C. 148)	Rural Major Collector	850		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-106/S-387/S-1065	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$235000	$235000	HSIP (23 U.S.C. 148)	Urban Major Collector	10,060		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														as roundabouts and superstreets, in targeted areas.
S-1258 (Treeland Dr)	Roadside	Removal of roadside objects (trees, poles, etc.)	0.2	Miles	$135000	$150000	HSIP (23 U.S.C. 148)	Urban Major Collector	8,669		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-135 (Mudville Road) MP 0-9.56	Shoulder treatments	Widen shoulder - paved or other	9.56	Miles	$759319.63	$843688.48	HSIP (23 U.S.C. 148)	Rural Major Collector	1,750		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-196 (Harrison Grove Rd)	Shoulder treatments	Widen shoulder - paved or other	3.31	Miles	$548711.28	$609679.2	HSIP (23 U.S.C. 148)	Rural Local Road or Street	2,040		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-25/S-522 Intersection Improvement	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$88912.61	$88921.61	HSIP (23 U.S.C. 148)	Urban Major Collector	9,400		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
S-29 (Riverside Rd)	Shoulder treatments	Widen shoulder - paved or other	10.01	Miles	$1588958.53	$1765509.49	HSIP (23 U.S.C. 148)	Urban Major Collector	1,100		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-34 (Pea Bridge Road) MP 0.87-2.15	Shoulder treatments	Widen shoulder - paved or other	1.28	Miles	$498657.41	$554063.79	HSIP (23 U.S.C. 148)	Rural Major Collector	700		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
S-347 (John Everall Rd)	Shoulder treatments	Widen shoulder - paved or other	3.05	Miles	$606133.54	$673481.71	HSIP (23 U.S.C. 148)	Rural Major Collector	1,000		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-356 (Starline Drive) MP 0-2.53	Shoulder treatments	Widen shoulder - paved or other	2.53	Miles	$583091.08	$647878.98	HSIP (23 U.S.C. 148)	Rural Local Road or Street	564		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-367 (Beason Road) MP 0-3.38	Shoulder treatments	Widen shoulder - paved or other	3.38	Miles	$729196.34	$810218.15	HSIP (23 U.S.C. 148)	Rural Major Collector	900		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-47 (White Pond Road/ Porter Cross Road	Shoulder treatments	Widen shoulder - paved or other	3.9	Miles	$380143.2	$422381.32	HSIP (23 U.S.C. 148)	Rural Major Collector	850		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-485 (Three and Twenty Rd/ St Paul Rd)	Shoulder treatments	Widen shoulder - paved or other	6.34	Miles	$547458.87	$608287.64	HSIP (23 U.S.C. 148)	Rural Major Collector	1,500		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
S-507 (Old Dibble Rd)	Shoulder treatments	Widen shoulder - paved or other	3.04	Miles	$104580.96	$116201.07	HSIP (23 U.S.C. 148)	Rural Major Collector	1,566		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-537 (Old Manning Road) MP 0-4.08	Shoulder treatments	Widen shoulder - paved or other	4.08	Miles	$1148794.3	$1276438.12	HSIP (23 U.S.C. 148)	Rural Major Collector	350		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s)

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PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														at high-crash/risk locations by improving the roadway
S-60 (Short Cut Rd)	Shoulder treatments	Widen shoulder - paved or other	3.76	Miles	$796806.59	$885340.65	HSIP (23 U.S.C. 148)	Rural Major Collector	1,500		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-62/S-75 (Ashley Phosphate Rd) @ Hunters Ridge Lane	Access management	Raised island - install new	1	Locations	$289868.57	$322076.19	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0			Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S-781 (Beech Island Ave.) MP 0-2.31	Shoulder treatments	Widen shoulder - paved or other	2.31	Miles	$329225.44	$365806.04	HSIP (23 U.S.C. 148)	Rural Major Collector	2,320		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-816 (Chime Bell Church Road) MP 0-4.34	Shoulder treatments	Widen shoulder - paved or other	4.34	Miles	$397176.52	$441307.24	HSIP (23 U.S.C. 148)	Rural Major Collector	2,088		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-955 (Kelly Mill Rd)	Shoulder treatments	Widen shoulder - paved or other	3.87	Miles	$524328.99	$582587.76	HSIP (23 U.S.C. 148)	Urban Major Collector	3,178		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
SC 116 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometry - other	1	Intersections	$118233.97	$131371.01	HSIP (23 U.S.C. 148)	Urban Major Collector	7,280		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														geometric design and traffic control.
SC 118/S-105 INTERSEC. IMPROVEMENTS	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$213591.59	$237323.99	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	9,450		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 120 INTERSECTION IMPROVEMENT AT S-528	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$7695.5	$7695.5	HSIP (23 U.S.C. 148)	Urban Minor Arterial	8,550		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
SC 146 @ SC 417	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$5587493.25	$5587493.25	HSIP (23 U.S.C. 148)	Urban Major Collector	3,525		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
SC 19 INTERSEC. IMPROVEMENT	Intersection geometry	Auxiliary lanes - add auxiliary through lane	1	Intersections	$29700	$33000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	11,030		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 24 @ SC 59	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$149698.75	$166331.83	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,500		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 252/S-203 Intersection Improvement	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$86807.59	$96452.8	HSIP (23 U.S.C. 148)	Rural Major Collector	3,900		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.

												RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
SC 261 OTHER	Access management	Raised island - install new	1	Locations	$121646.27	$135162.51	HSIP (23 U.S.C. 148)	Rural Minor Collector	5,420			Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 291 INTERSEC. IMPROVEMENTS	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$44675.74	$49639.67	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	24,400		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 302 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$51214.5	$56905	HSIP (23 U.S.C. 148)	Rural Major Collector	14,150		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 340 INTERSEC. IMPROVEMENT	Intersection traffic control	Intersection traffic control - other	1	Intersections	$9993.46	$9993.46	HSIP (23 U.S.C. 148)	Rural Major Collector	0		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 38 INTERSEC. IMPROVEMENTS	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$228976.89	$228976.89	HSIP (23 U.S.C. 148)	Urban Minor Arterial	7,100		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
SC 418 (Fountain Inn Rd)	Shoulder treatments	Widen shoulder - paved or other	3.34	Miles	$340245.94	$378051.04	HSIP (23 U.S.C. 148)	Rural Major Collector	750		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
SC 462 INTERSEC. IMPROVEMENT	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$41116.79	$45685.26	HSIP (23 U.S.C. 148)	Rural Minor Arterial	8,900		State Highway Agency	Spot	Intersections	Reduce the frequency and

												RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 522 INTERSEC. IMPROVEMENT PROJECT	Intersection geometry	Intersection geometry - other	1	Intersections	$22810.85	$25345.29	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	7,400		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 6 (Highway 6/ Ranger Dr)	Shoulder treatments	Widen shoulder - paved or other	21.29	Miles	$280030.64	$311145.16	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,350		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
SC 6 with S-156 (Dreher Shoals Road)	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1	Intersections	$103500	$115000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	13,390		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 6/S-624 INTERSEC. IMPROVEMENTS	Intersection geometry	Intersection geometry - other	1	Intersections	$523987.77	$582208.63	HSIP (23 U.S.C. 148)	Rural Major Collector	6,750		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 8 INTERCHANGE IMPROVEMENT	Intersection geometry	Intersection geometry - other	1	Intersections	$127582.66	$141758.42	HSIP (23 U.S.C. 148)	Rural Major Collector	9,400		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
SC 86 @ S-1147	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Intersections	$347752.98	$386392.17	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 9 @ S-420	Intersection traffic control	Intersection traffic control - other	1	Intersections	$922631.44	$1025146.03	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	6,800		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
SC 9/ Flag Patch Road	Intersection traffic control	Intersection traffic control - other	1	Intersections	$1000974.09	$1112193.42	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,550		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
SC 99 (Richburg Road)	Shoulder treatments	Widen shoulder - paved or other	1	Miles	$3858935.31	$4287706.8	HSIP (23 U.S.C. 148)	Rural Major Collector	1,350		State Highway Agency	Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
SC9/S-664	Intersection traffic control	Intersection traffic control - other	1	Intersections	$715174.16	$794637.96	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	5,150		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
Section/Corridor Improvements - S-279 (Reid School Rd) MP 2.60 to MP 3.10	Shoulder treatments	Widen shoulder - paved or other	1.33	Miles	$135000	$150000	HSIP (23 U.S.C. 148)	Urban Major Collector	7,900		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
Section/Corridor Improvements - S-49 (Flat Rock Rd) MP 0.00 to MP 9.26	Shoulder treatments	Widen shoulder - paved or other	9.26	Miles	$811901.08	$902112.32	HSIP (23 U.S.C. 148)	Rural Major Collector	1,620		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Section/Corridor Improvements – SC 153 east and west of the SC 81 Intersection MP 1.6-2.6	Shoulder treatments	Widen shoulder - paved or other	1	Miles	$180000	$200000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,075		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
Section/Corridor Improvements - SC 70 (Binnicker Bridge Rd)	Shoulder treatments	Widen shoulder - paved or other	10.1	Miles	$1959894.78	$2177660.86	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,900		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
Signalize and construct left turn lanes on S-204 (Pisgah Church/Long Pond) and S-77 (Barr Road)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$27360	$30400	HSIP (23 U.S.C. 148)	Urban Minor Arterial	15,950		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Statewide Interstate Safety - I-95 MP 0.00 to MP 33.90	Roadside	Removal of roadside objects (trees, poles, etc.)	23.19	Miles	$180000	$200000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	52,960		State Highway Agency	Spot	Roadway Departure	Minimize the adverse consequences of leaving the roadway by improving the roadside.
Statewide Section/Corridor Improvements - Moorefield Memorial Highway	Shoulder treatments	Widen shoulder - paved or other	16.34	Miles	$1761665.66	$1957406.29	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,200		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
Statewide Section/Corridor Improvements - S-187 (Bethel Road)	Shoulder treatments	Widen shoulder - paved or other	3.47	Miles	$899981.67	$999979.62	HSIP (23 U.S.C. 148)	Rural Major Collector	950		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
Statewide Section/Corridor Improvements - SC 72 (West End Rd/Saluda Rd)	Shoulder treatments	Widen shoulder - paved or other	26.65	Miles	$6482112.76	$7202347.51	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	3,800		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														crash/risk locations by improving the roadway
Statewide Section/Corridor Improvements (S-162 MP 3.27-6.60)	Shoulder treatments	Widen shoulder - paved or other	3.33	Miles	$157997.85	$175553.17	HSIP (23 U.S.C. 148)	Rural Major Collector	556		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
Statewide Section/Corridor Improvements (S-270 MP 0-1.91)	Shoulder treatments	Widen shoulder - paved or other	1.91	Miles	$339444.48	$377160.53	HSIP (23 U.S.C. 148)	Urban Major Collector	2,100		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.
Target Zero Campaign TRA-1-15	Non-infrastructure	Enforcement	1	Numbers	$3643977.71	$4048864.13	HSIP (23 U.S.C. 148)		0		State Highway Agency		Impairecd/Unrestrained/Speed	Targeted enforcement related to impaired driving, unrestrained motorists, and speed.
US 178 with S-64 and S-326 (Moorefield Memorial Hwy.)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$6661.48	$7401.62	HSIP (23 U.S.C. 148)	Rural Minor Arterial	7,350		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
US 17A @ S-1258	Access management	Raised island - install new	1	Intersections	$178939.89	$198822.09	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	0		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
US 21 @ S-499	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$283119.55	$314577.28	HSIP (23 U.S.C. 148)	Rural Major Collector	5,400		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
US 21/S-52 Intersection Improvement	Intersection traffic control	Intersection traffic control - other	1	Intersections	$128021.44	$142246.04	HSIP (23 U.S.C. 148)	Urban Minor Arterial	14,900		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
US 321 INTERSEC. IMPROVEMENT	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Intersections	$136291.86	$151435.4	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	20,400		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
US 501 INTERSEC. IMPROVEMENT	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	1	Intersections	$114904.71	$127671.92	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	23,050		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
US 76 & S-82	Intersection traffic control	Systemic improvements - signal-controlled	1	Intersections	$450000	$500000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	12,785		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
US 76 @ S-618	Intersection geometry	Intersection geometry - other	1	Intersections	$1298405.6	$1442672.9	HSIP (23 U.S.C. 148)	Urban Major Collector	22,950		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 1041 OTHER SAFETY IMPROVEMENT PROJECT (MP 4.75-5.50)	Roadside	Roadside - other	0.75	Miles	$619.83	$688.7	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban Major Collector	4,700			Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
S- 15 INTERSEC. IMPROVEMENT (S-15W/S-264)	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$0	$49956	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban Minor Arterial	10,100		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 197 INTERSEC. IMPROVEMENT (S-197/S-125)	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$0	$389565	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban Major Collector	6,600		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S-29 (Riverside Rd) MP 0-10.01	Shoulder treatments	Widen shoulder - paved or other	10.01	Miles	$3119669.44	$3899586.79	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban Major Collector	1,100		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-781 (Beech Island Ave.) MP 0-2.31	Shoulder treatments	Widen shoulder - paved or other	2.31	Miles	$0	$178904	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Major Collector	2,320		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-816 (Chime Bell Church Road) MP 0-4.34	Shoulder treatments	Widen shoulder - paved or other	4.34	Miles	$0	$208296	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Major Collector	2,088		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
S-955 (Kelly Mill Rd) MP 0-3.87	Shoulder treatments	Widen shoulder - paved or other	3.87	Miles	$0	$15742	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban Major Collector	3,178		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
SC 146 @ SC 417 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$24270.55	$24270.55	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban Major Collector	3,525		State Highway Agency	Spot	Intersections	Utilize innovative design techniques, such as roundabouts and superstreets, in targeted areas.
SC 24 @ SC 59	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$0	$18918.96	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Minor Arterial	7,500		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 522 INTERSEC. IMPROVEMENT PROJECT (SC 522/SC 9)	Intersection geometry	Intersection geometry - other	1	Intersections	$18016.76	$21292.92	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Principal Arterial - Other	7,400		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
SC 8 INTERCHANGE IMPROVEMENT (SC-8/S-485)	Intersection geometry	Intersection geometry - other	1	Intersections	$65703.82	$73004.24	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Major Collector	9,400		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
Section/Corridor Improvements - SC 70 (Binnicker Bridge Rd) MP 0-10.10	Shoulder treatments	Widen shoulder - paved or other	10.1	Miles	$425954.71	$896747.47	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Minor Arterial	2,900		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
Statewide Section/Corridor Improvements - SC 72 (West End Rd/Saluda Rd) MP 0-26.65	Shoulder treatments	Widen shoulder - paved or other	26.65	Miles	$863332.8	$1079166	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Principal Arterial - Other	3,800		State Highway Agency	Systemic	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway
Target Zero Campaign TRA-1-15	Non-infrastructure	Enforcement	1	Numbers	$2360908.7	$2951135.87	Other Federal-aid Funds (i.e. STBG, NHPP)		0		State Highway Agency		Impairecd/Unrestrained/Speed	Targeted enforcement related to

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														impaired driving, unrestrained motorists, and speed.
S- 21 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometry - other	1	Intersections		$11949.44	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural Major Collector	3,294		State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric design and traffic control.
S- 54 WIDEN	Roadway	Roadway - other	3.04	Miles	$7849.15	$8499.03	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Major Collector	0			Spot	Roadway Departure	Reduce the likelihood of vehicles leaving the travel lane(s) at high-crash/risk locations by improving the roadway.

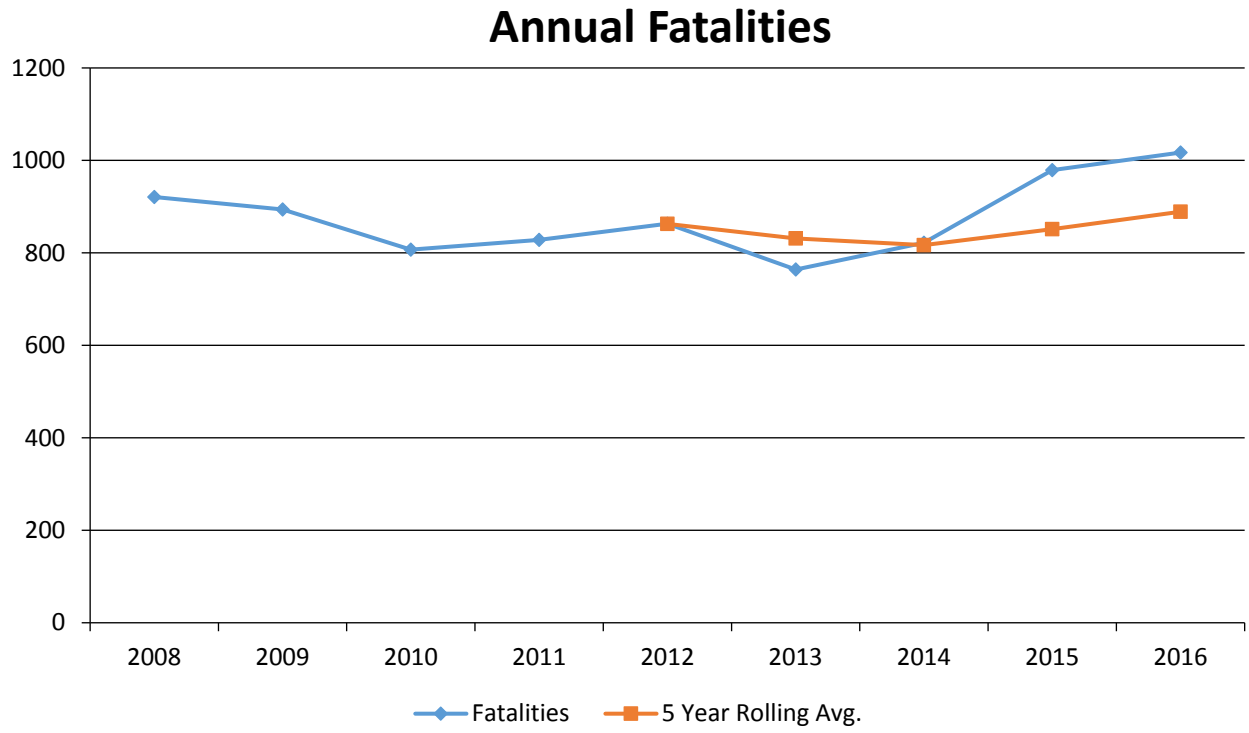
Enter additional comments here to clarify your response for this question or add supporting information.

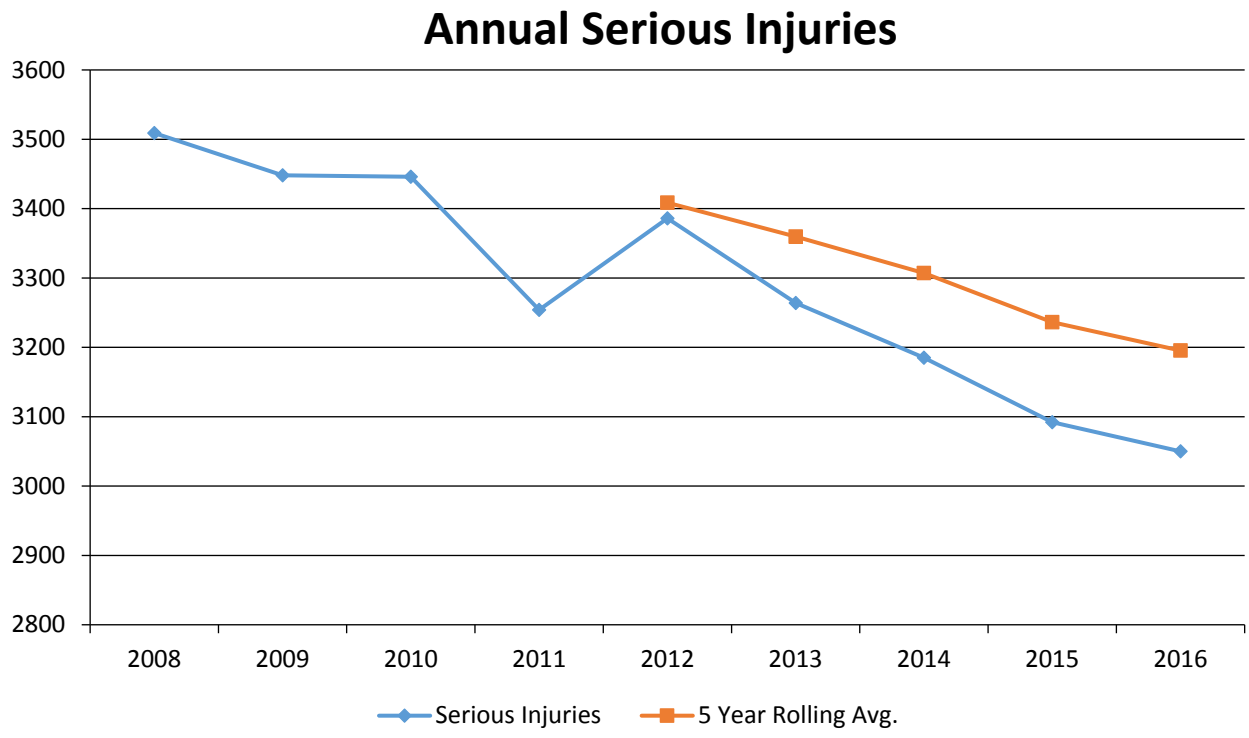
Safety Performance

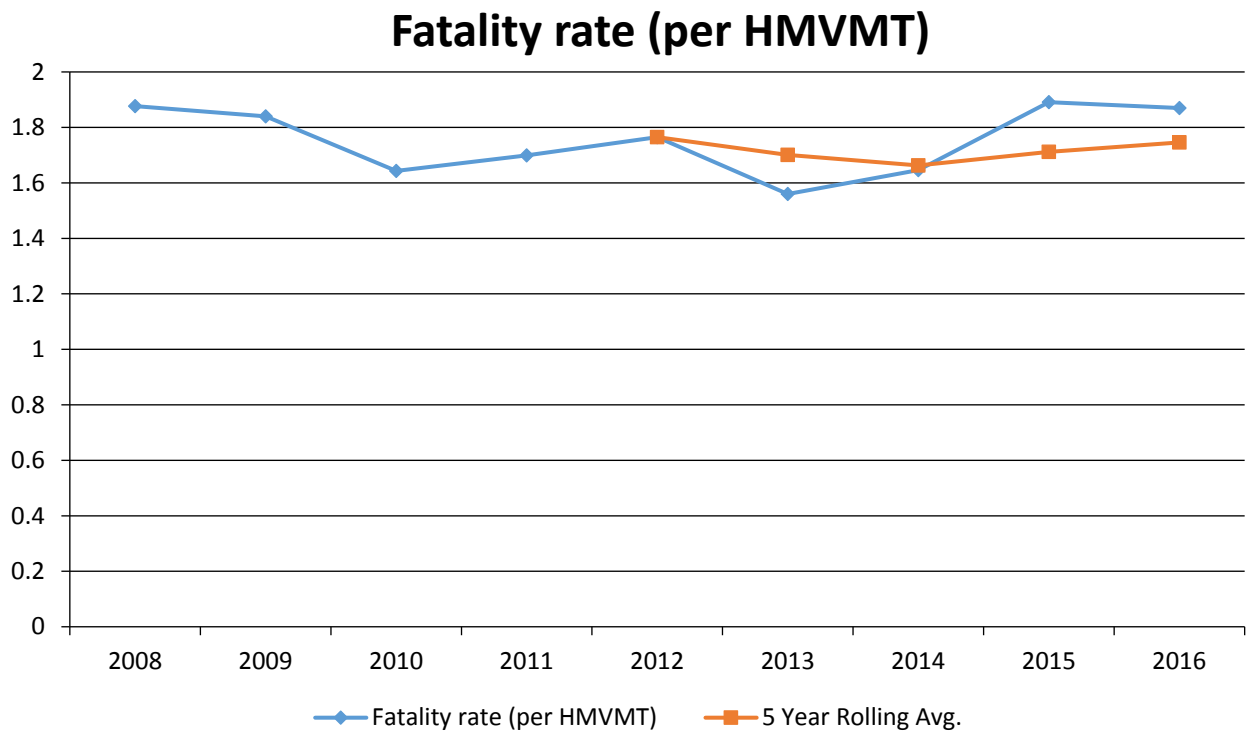
General Highway Safety Trends

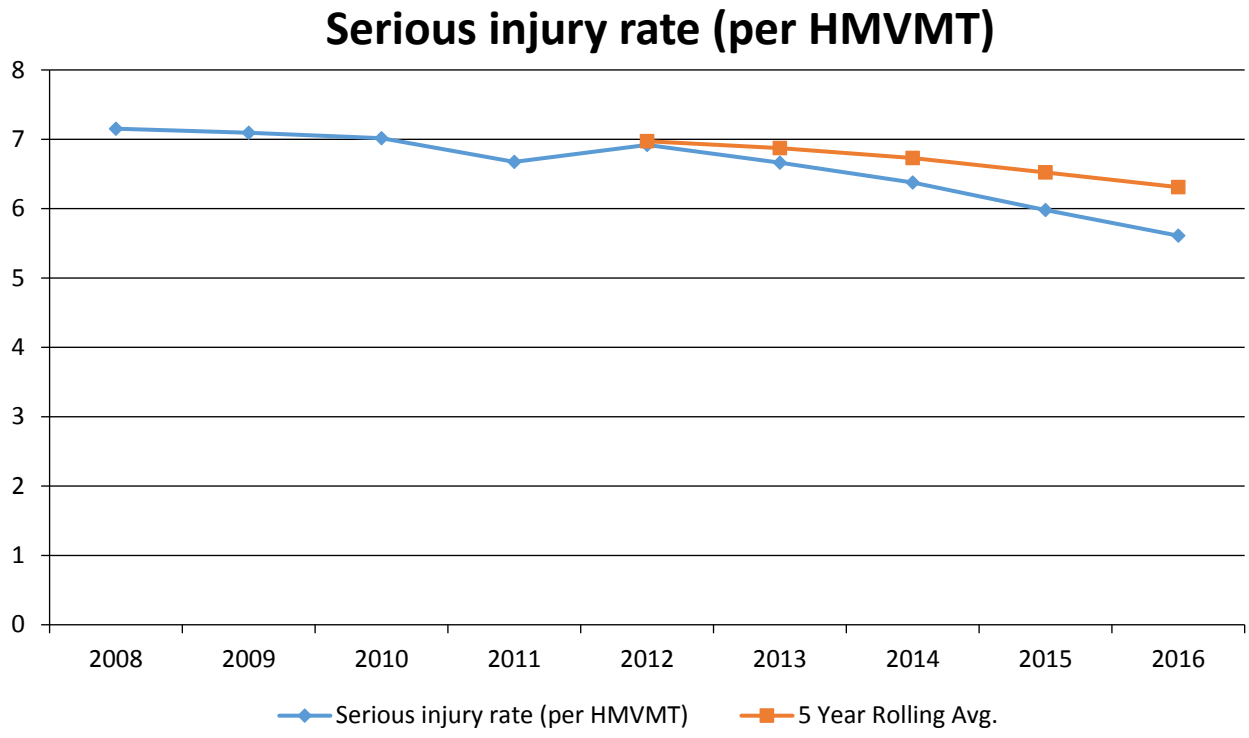
Present data showing the general highway safety trends in the State for the past five years.

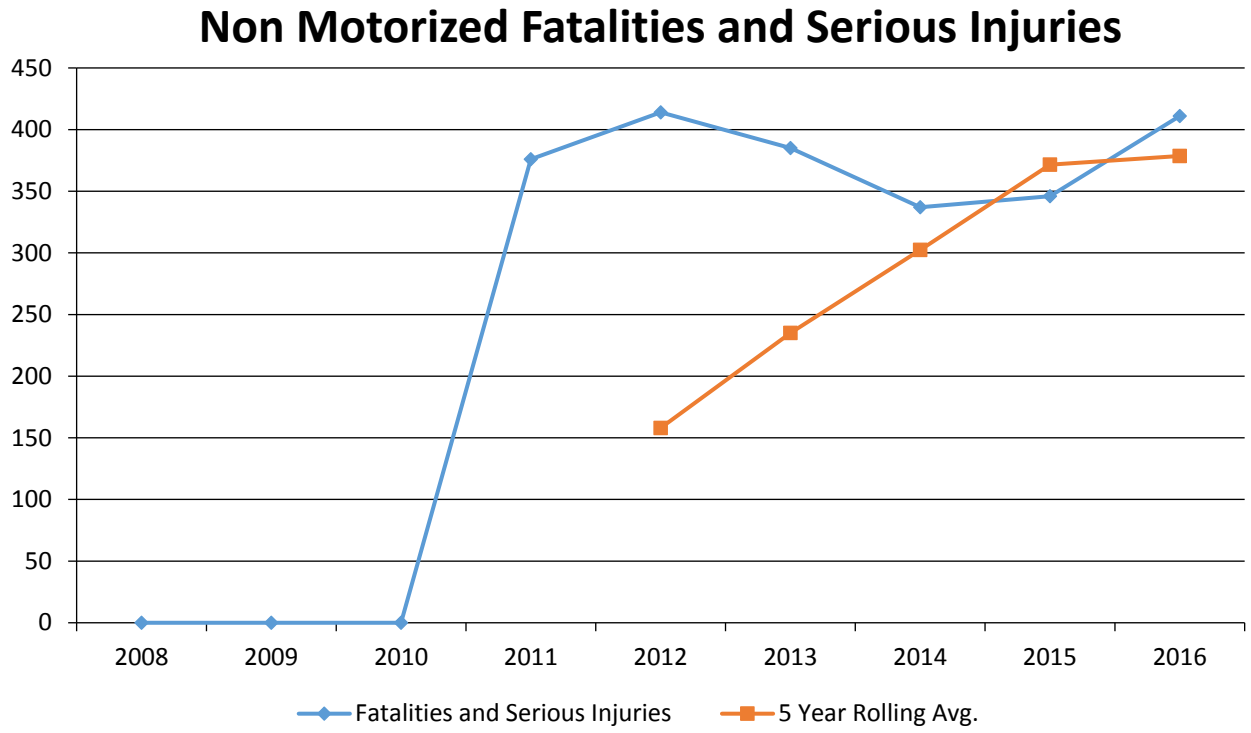
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	921	894	807	828	863	764	822	979	1,017
Serious Injuries	3,509	3,448	3,446	3,254	3,386	3,264	3,185	3,092	3,050
Fatality rate (per HMVMT)	1.877	1.840	1.643	1.699	1.765	1.560	1.646	1.891	1.870
Serious injury rate (per HMVMT)	7.153	7.095	7.015	6.675	6.920	6.663	6.376	5.980	5.610
Number non-motorized fatalities	0	0	0	128	136	115	123	141	173
Number of non-motorized serious injuries	0	0	0	248	278	270	214	205	238


Annual Fatalities
1200
1000
800
600
400
200
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3600
3500
3400
3300
3200
3100
3000
2900
2800
2008
2009
2010
2011
2012
2013
2014
2015
2016
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
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



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

Describe fatality data source.

FARS

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

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

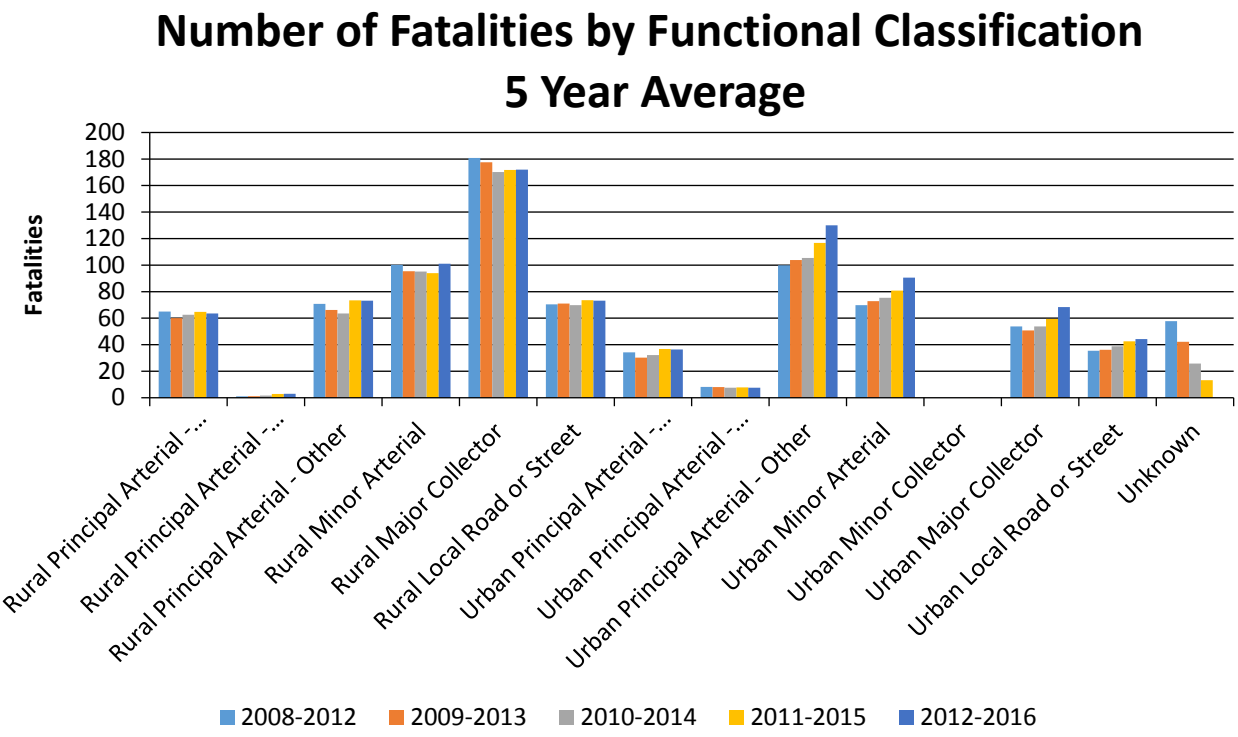
Year 2016

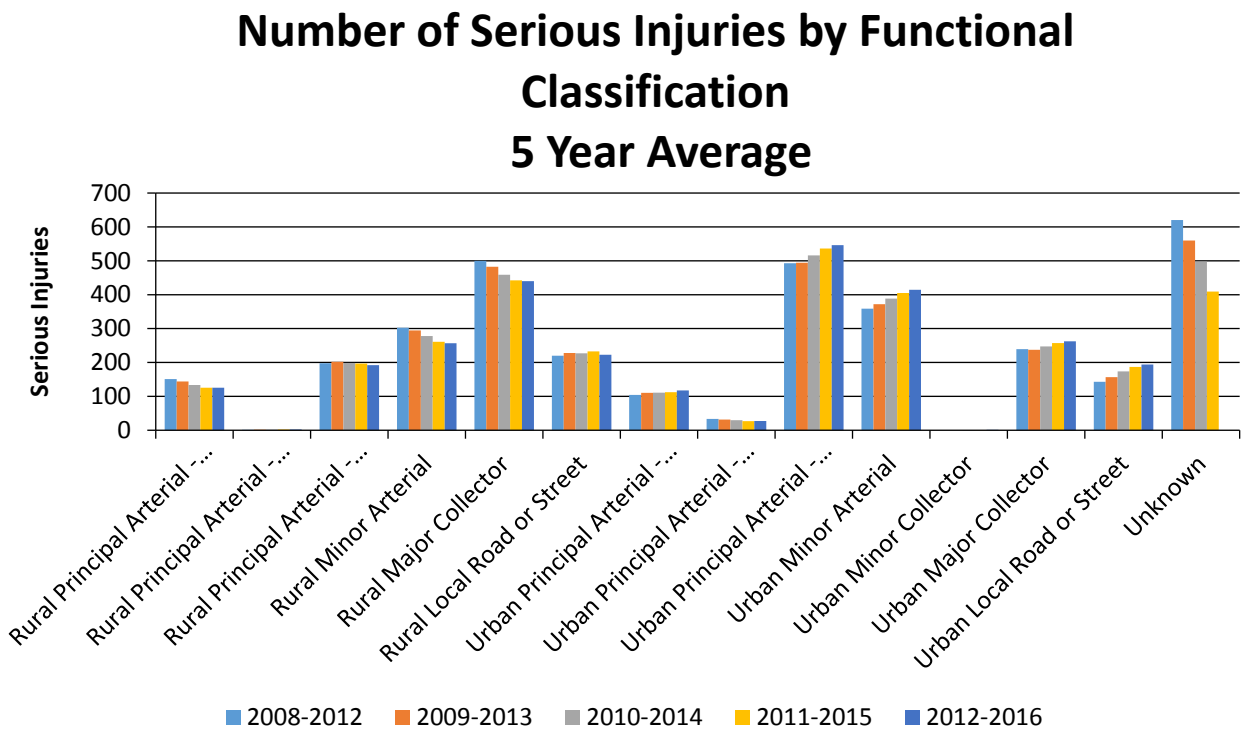
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	63.6	125.6	0.83	1.65
Rural Principal Arterial - Other Freeways and Expressways	3	2.2	0.93	0.41
Rural Principal Arterial - Other	73.2	192	1.72	4.47
Rural Minor Arterial	101	257	2.59	6.61

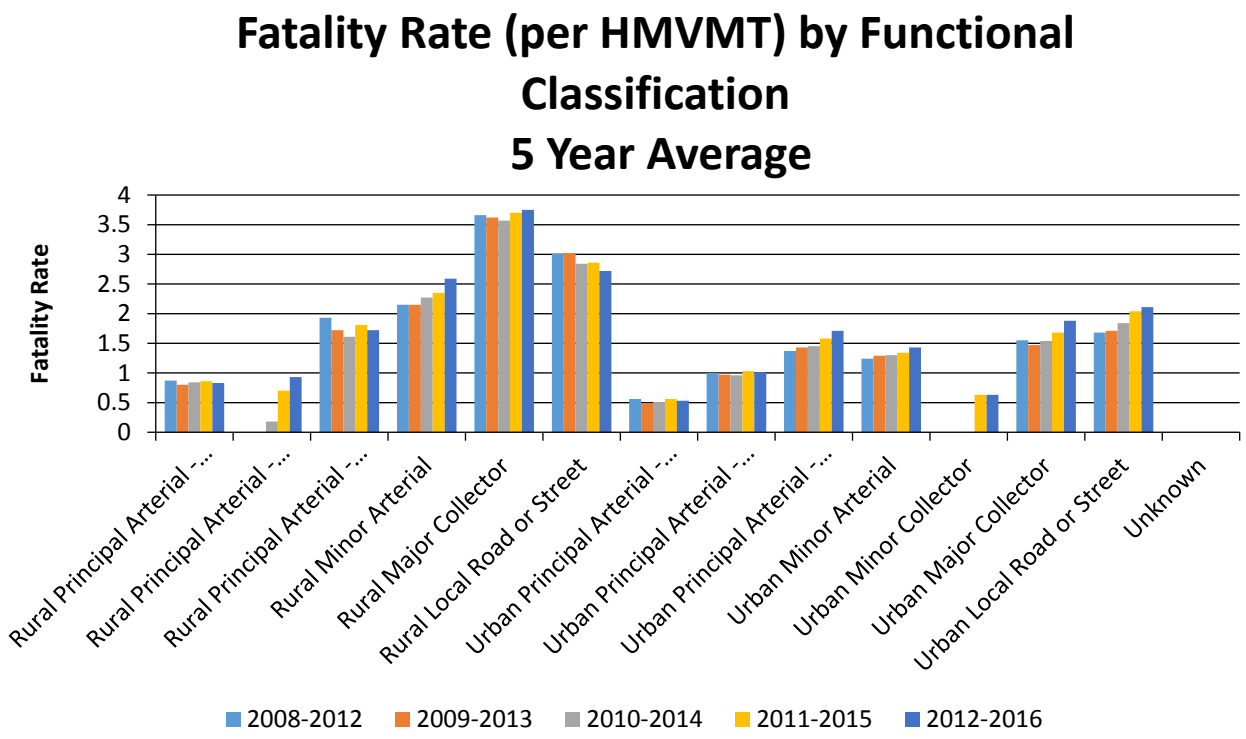
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector				
Rural Major Collector	172	440.2	3.75	9.59
Rural Major Collector				
Rural Local Road or Street	73.2	222.6	2.72	8.34
Urban Principal Arterial - Interstate	36.4	117.4	0.53	1.73
Urban Principal Arterial - Other Freeways and Expressways	7.6	27.2	1.01	3.57
Urban Principal Arterial - Other	130	546.4	1.71	7.24
Urban Minor Arterial	90.6	414.4	1.43	6.61
Urban Minor Collector	0.2	1.2	0.63	3.48
Urban Major Collector	68.4	262.6	1.88	7.26
Urban Local Road or Street	44.2	194.2	2.11	9.29

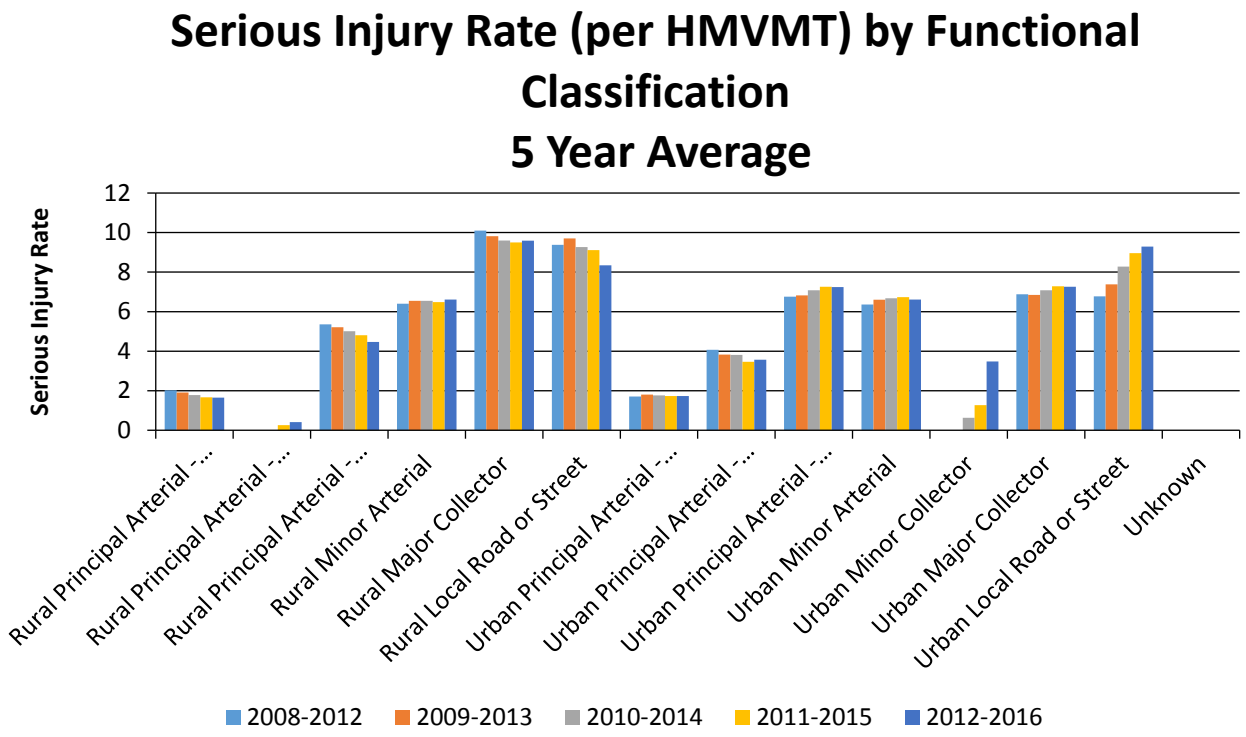
Year 2016

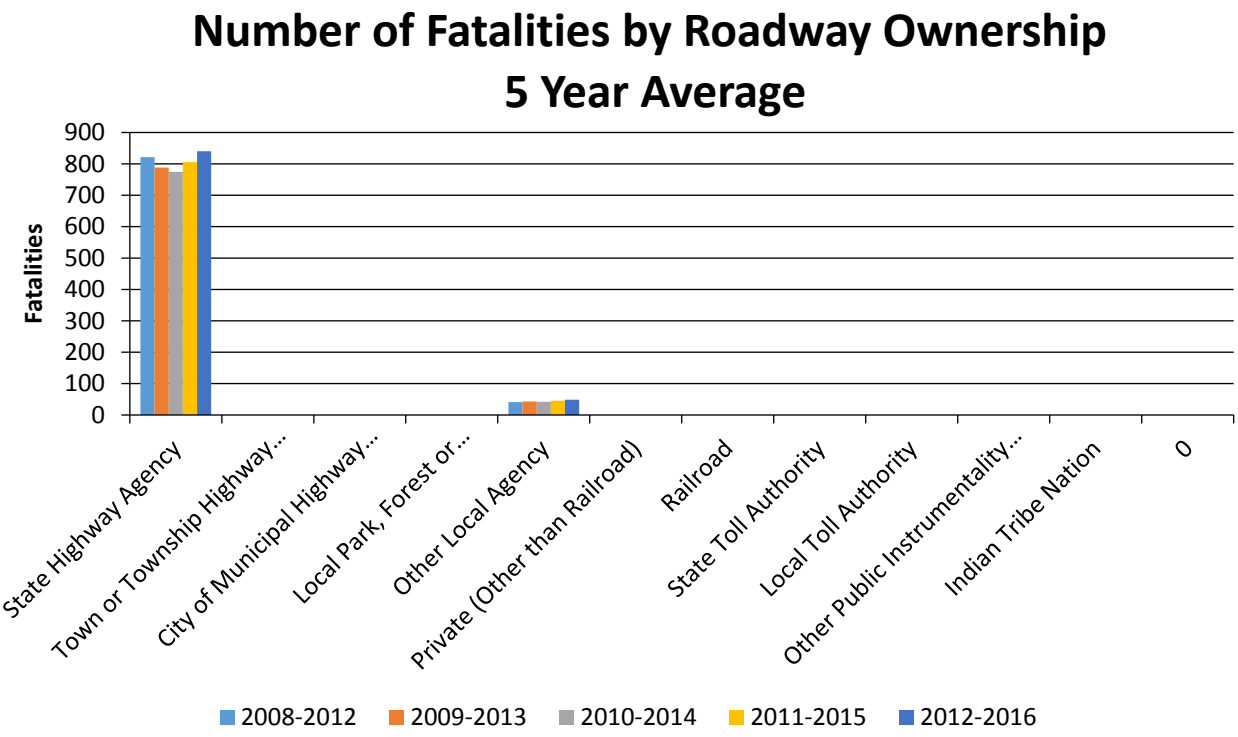
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	840.4	2,945.2	1.73	6.08
County Highway Agency				
Town or Township Highway Agency				
City of Municipal Highway Agency		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

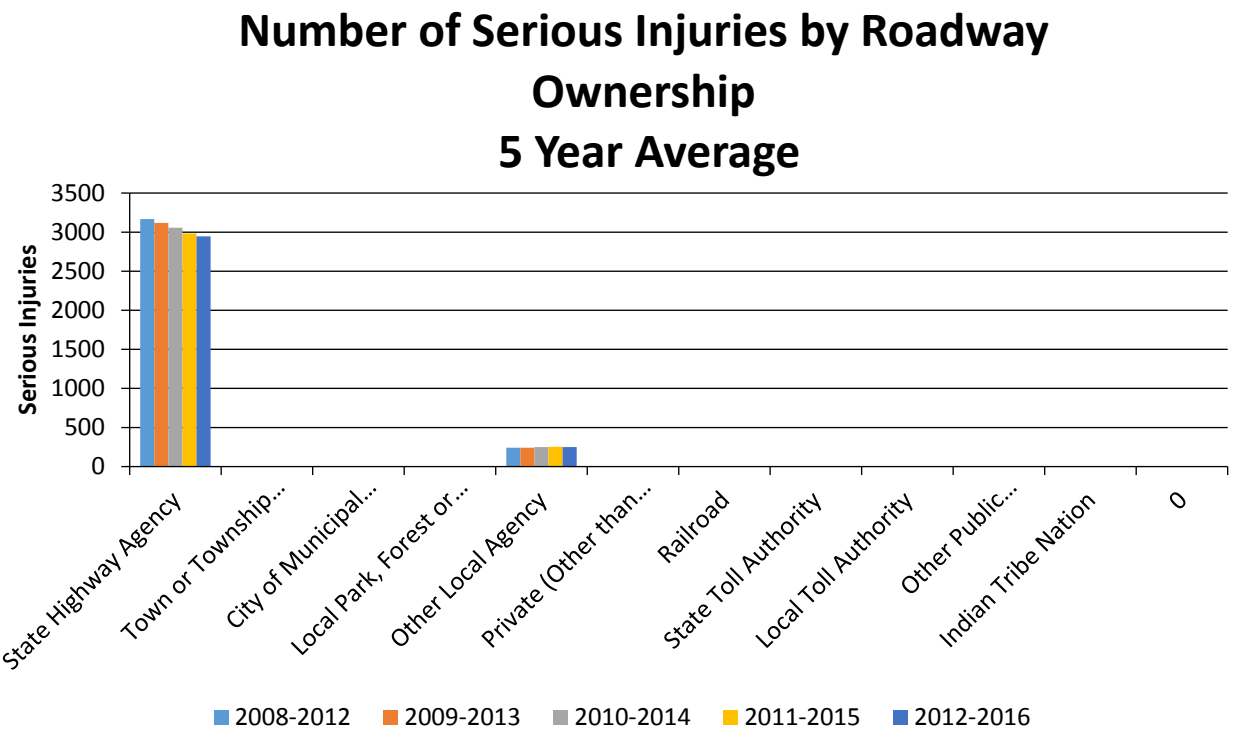

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
200
180
160
140
120
100
80
60
40
20
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Unknown
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

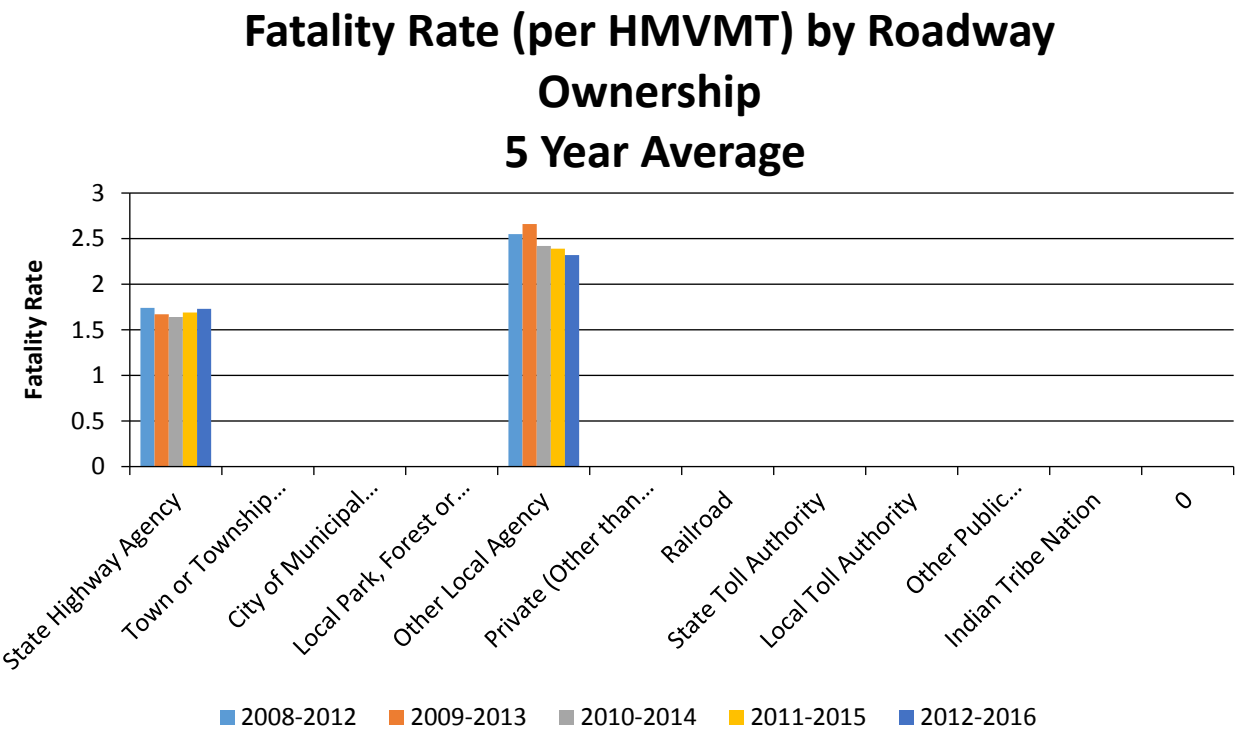

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Unknown
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

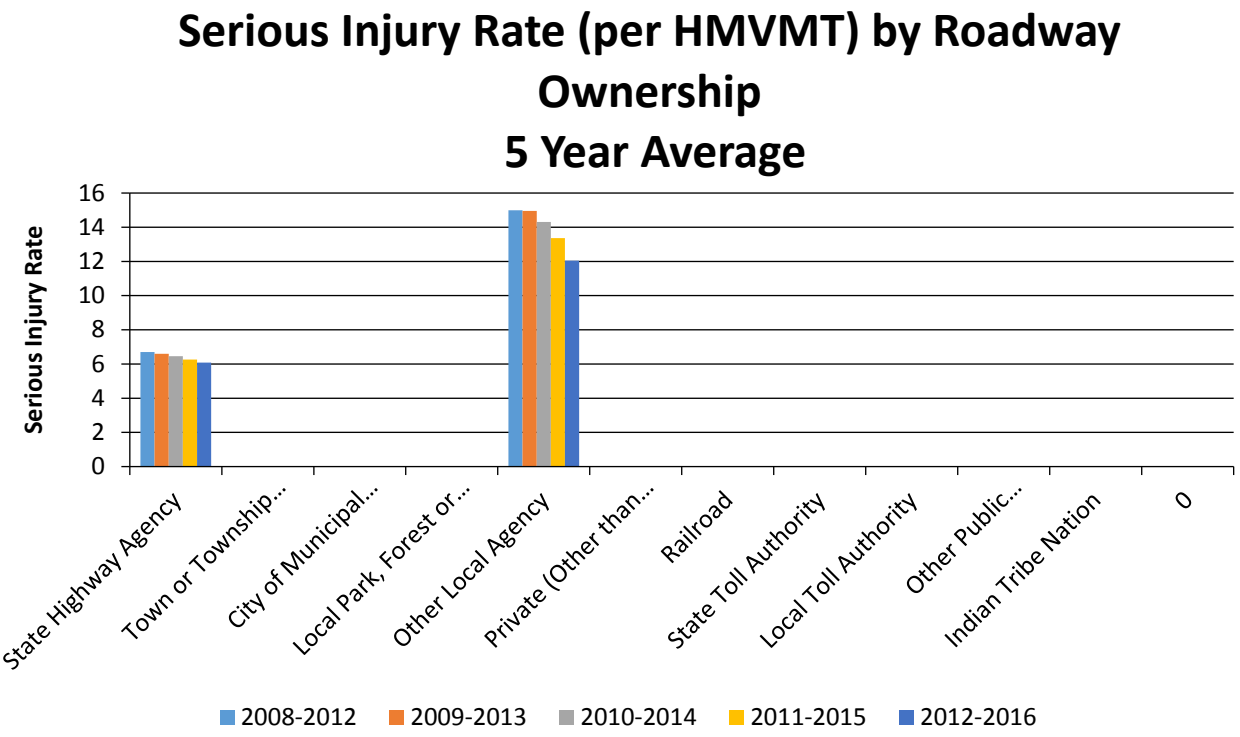

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Unknown
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
12
10
8
6
4
2
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Unknown
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
900
800
700
600
500
400
300
200
100
0
State Highway Agency
Town or Township Highway...
City of Municipal Highway...
Local Park, Forest or...
Other Local Agency
Private (Other than Railroad)
Railroad
State Toll Authority
Local Toll Authority
Other Public Instrumentality...
Indian Tribe Nation
0
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
State Highway Agency
Town or Township...
City of Municipal...
Local Park, Forest or...
Other Local Agency
Private (Other than...
Railroad
State Toll Authority
Local Toll Authority
Other Public...
Indian Tribe Nation
0
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
3
2.5
2
1.5
1
0.5
0
State Highway Agency
Town or Township...
City of Municipal...
Local Park, Forest or...
Other Local Agency
Private (Other than...
Railroad
State Toll Authority
Local Toll Authority
Other Public...
Indian Tribe Nation
0
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016



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

In past years, all non-state owned roads were categorized as "Other." Since this category is no longer available and SCDOT does not have records showing ownership, all non-state owned roads have been shown as "Other Local Agency."

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

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities	970.0

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

The target of 970 traffic fatalities was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2017 data, then using this projection the state was

able to determine a reasonable target for the five year period ending in 2018. 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 fatality rate during calendar year 2018. This target supports the SHSP goal of eliminating traffic fatalities in SC.

Number of Serious Injuries 3067.0

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

A target of 3067 severe injuries was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2017 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2018. 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 severe injuries during calendar year 2018. This target supports the SHSP goal of reducing serious injuries that resulted from a traffic collision.

Fatality Rate 1.810

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

The target of 1.810 as the fatality rate was established by using the target fatality number in 2018 along with an expected 2% increase in vehicle miles traveled during that year. As part of the SHSP, reducing the fatality rate remains a valuable target for the state.

Serious Injury Rate 5.708

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

The target of 5.708 as the serious injury rate was established by using the target severe injury number in 2018 along with an expected 2% increase in vehicle miles traveled during that year. As part of the SHSP, reducing the number of serious injuries remains a valuable target for the state.

Total Number of Non-Motorized Fatalities and Serious Injuries 371.3

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

The target of 371.3 non-motorized fatalities and serious injuries was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2017 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2018. 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 2018.

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

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

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

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

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

Does the State want to report additional optional targets?

No

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

Applicability of Special Rules

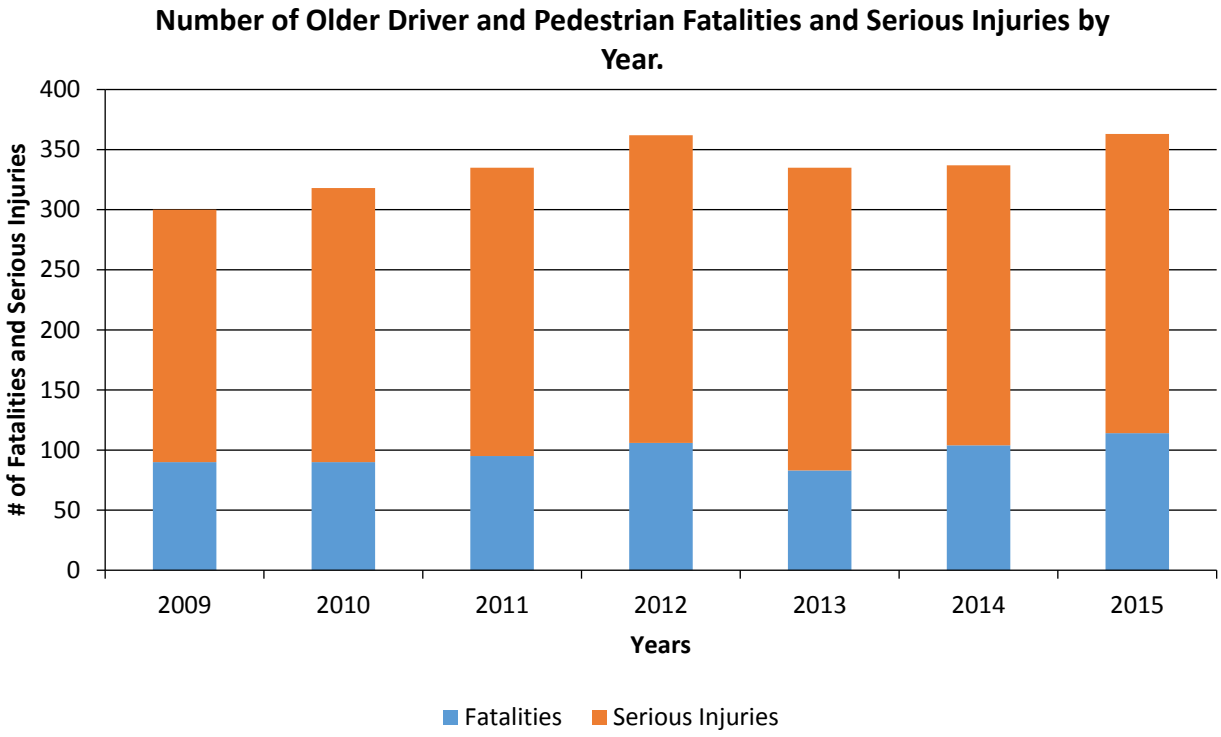
Does the HRRR special rule apply to the State for this reporting period?

No

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

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

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	90	90	95	106	83	104	114
Number of Older Driver and Pedestrian Serious Injuries	210	228	240	256	252	233	249



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

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Benefit/Cost Ratio

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

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

The projects evaluated resulted in an average B/C ratio=7.56

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

Increased awareness of safety and data-driven process

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

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

No

Effectiveness of Groupings or Similar Types of Improvements

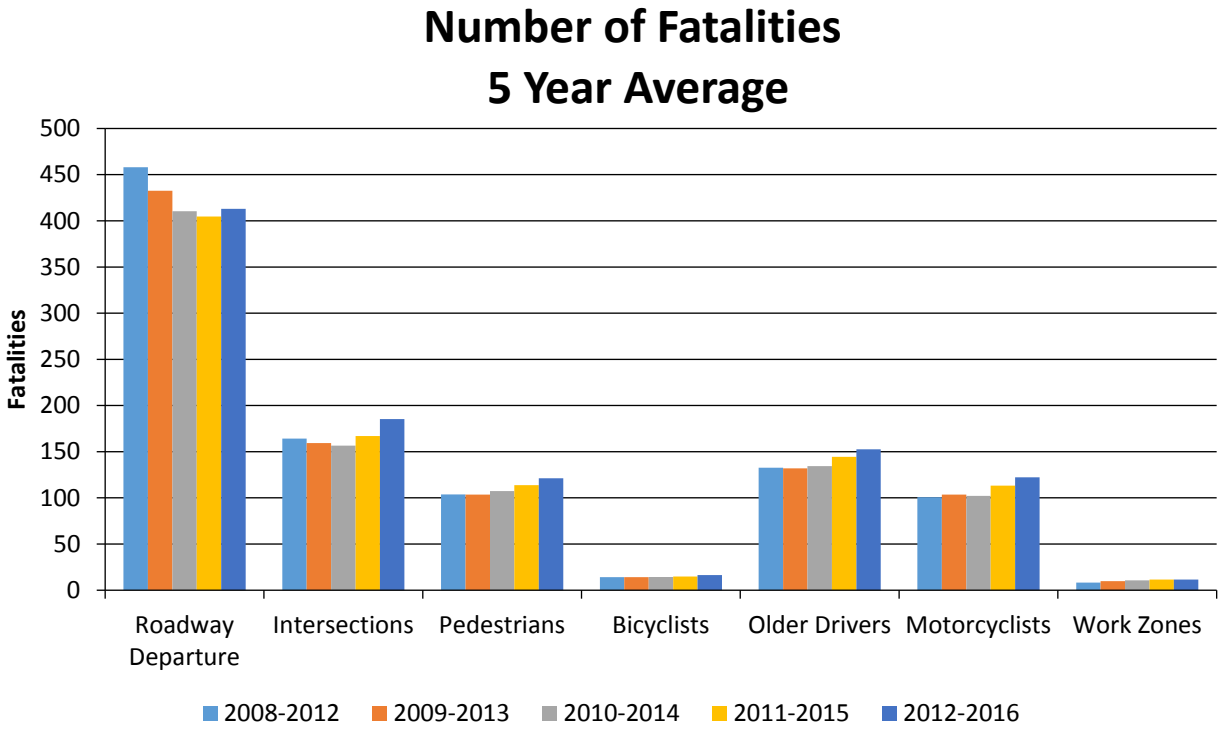
Present and describe trends in SHSP emphasis area performance measures.

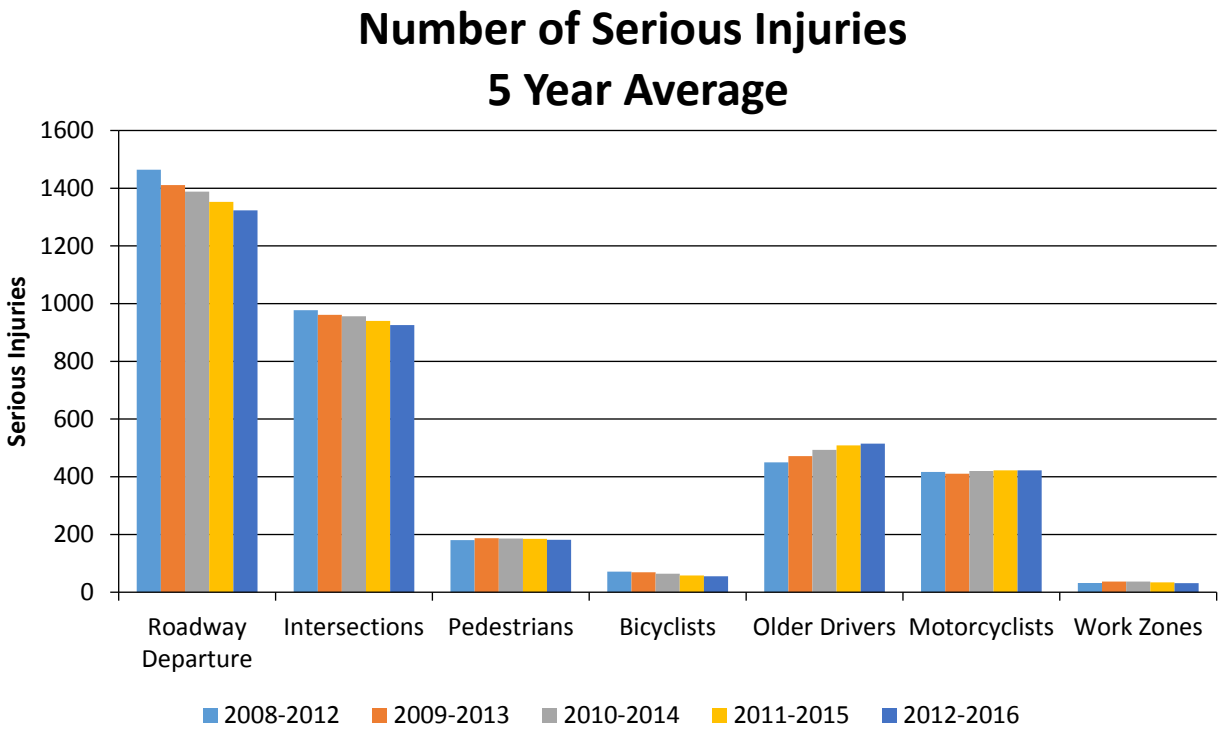
Year 2016

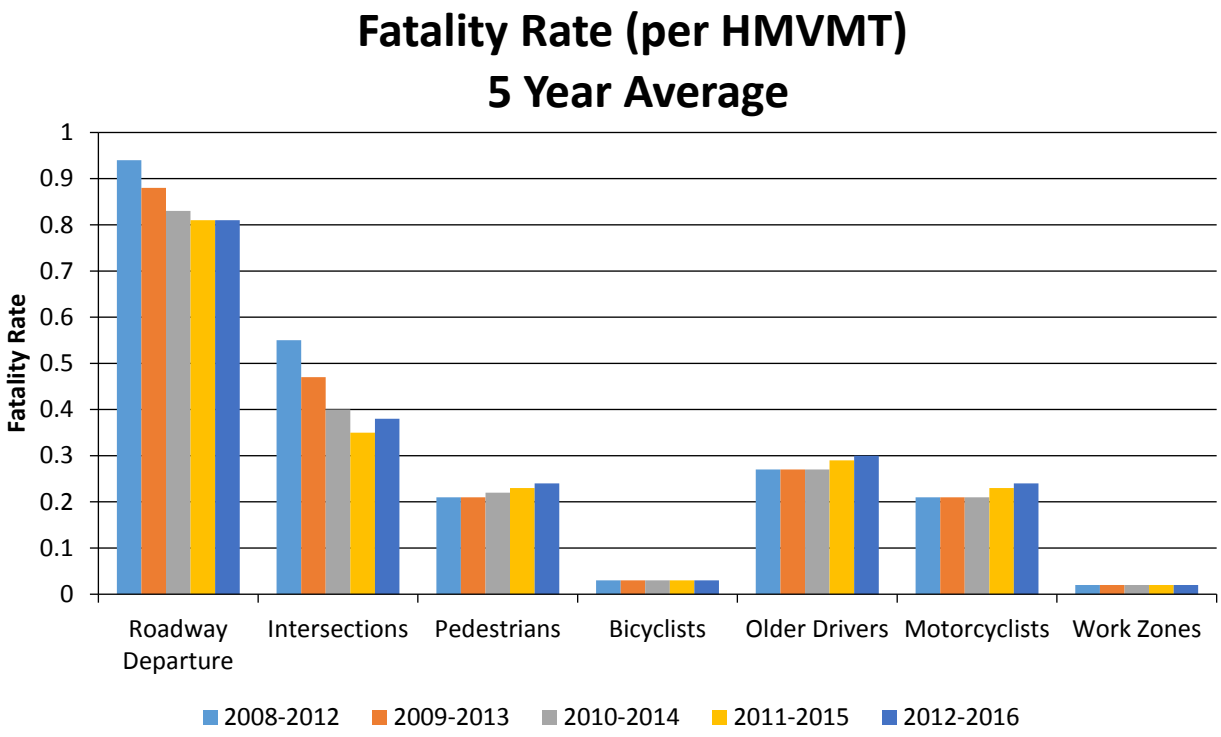
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Roadway Departure		413	1,323	0.81	2.61			
Intersections		185.4	925.8	0.38	1.58			

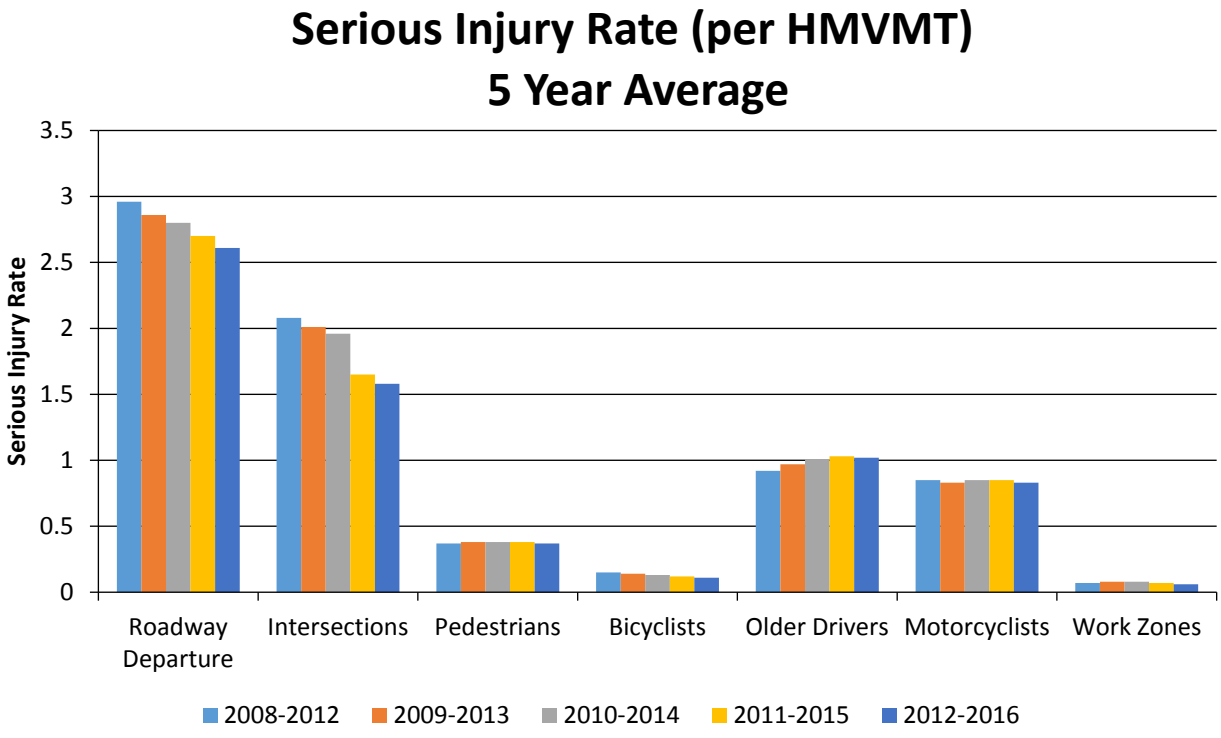
2017 South Carolina Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Pedestrians		121.2	181.6	0.24	0.37			
Bicyclists		16.4	55.2	0.03	0.11			
Older Drivers		152.6	514.8	0.3	1.02			
Motorcyclists		122.2	422.2	0.24	0.83			
Work Zones		11.6	31.4	0.02	0.06			


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
1600
1400
1200
1000
800
600
400
200
0
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016





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

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

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures:	Roundabout
Description:	Installation of single, multi-lane, or hybrid roundabouts
Target Crash Type:	All
Number of Installations:	10
Number of Installations:	10
Miles Treated:	
Years Before:	4.5
Years After:	3.5
Methodology:	Simple before/after
Results:	Total crash reduction 61%, Injury crash reduction 77%, and Fatal Crash reduction 100%

File Name: RAB BA(December 2016).xlsx

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 INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
US 17A and S-42	Rural Major Collector	Intersection geometry	Intersection geometry - other	10.00	3.00					4.00	1.00	14.00	4.00	1.47
US 52 and S-50	Rural Local Road or Street	Access management	Median crossover - directional crossover	9.00	6.00					5.00		14.00	6.00	0.69
S-49 and S-50	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	24.00	5.00			2.00		12.00		38.00	5.00	3.98
SC 462 and S-54	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	7.00	2.00					5.00	2.00	12.00	4.00	1.35
US 501 BUS and SC 90	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	33.00	31.00				1.00	14.00	6.00	47.00	38.00	0
S-21 and S-349	Urban Local Road or Street	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	14.00	4.00					1.00	2.00	15.00	6.00	1.06
SC 6 and SC 302 and S-279	Rural Local Road or Street	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	31.00	33.00					23.00	10.00	54.00	43.00	0.98
S-674 and S-1280	Urban Major Collector	Intersection traffic control	Modify control - two-way stop to roundabout	22.00	13.00	1.00				6.00	3.00	29.00	16.00	1.27
S-45 and S-901	Urban Major Collector	Intersection geometry	Intersection geometry - other	10.00	2.00					8.00		18.00	2.00	2.2
SC 160 and S-242	Urban Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	28.00	12.00			1.00		12.00	7.00	41.00	19.00	5.24
S-60 and S-77	Rural Major Collector	Intersection geometry	Intersection geometrics - modify skew angle	23.00	2.00			1.00		6.00		30.00	2.00	3.19
S-166 and S-167	Urban Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	10.00	8.00					2.00	1.00	12.00	9.00	0
SC 254 and S-97	Urban Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	10.00	3.00			1.00		2.00	1.00	13.00	4.00	1.1
US 76 and SC 576 and S-25	Urban Major Collector	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	12.00	4.00					3.00	2.00	15.00	6.00	1.68
US 17 and SC 162	Rural Minor Arterial	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	13.00	12.00			1.00		10.00	3.00	24.00	15.00	4.22
US 1 (MP 16.51 - 17.37)	Urban Principal Arterial - Other	Shoulder treatments		16.00	7.00		2.00		2.00	7.00	11.00	23.00	22.00	2.17
S-1203 (MP 1.5 - 2.0)	Urban Local Road or Street	Shoulder treatments		2.00	2.00	1.00		1.00		1.00		5.00	2.00	157.42
US 123 (MP 2.93 - 17.79)	Rural Principal Arterial - Other Freeways and Expressways	Roadside	Barrier - cable	1.00						1.00	1.00	2.00	1.00	0.14

2017 South Carolina Highway Safety Improvement Program

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
S-347 (MP 0.5 - 1.0)	Urban Major Collector	Roadway	Pavement surface - high friction surface	19.00	11.00					10.00	4.00	29.00	15.00	10.8
S-313 (MP 2.5 - 3.1)	Urban Major Collector	Shoulder treatments		9.00	3.00			1.00		5.00	1.00	15.00	4.00	12.46
I-95 (MP 161.27 - 162.27)	Urban Principal Arterial - Interstate	Roadway	Pavement surface - miscellaneous	121.00	42.00	2.00				15.00	8.00	138.00	50.00	36.93
I-95 (MP 149.27 - 150.27)	Rural Principal Arterial - Interstate	Roadway	Pavement surface - miscellaneous	12.00	22.00					1.00	4.00	13.00	26.00	0
S-906 (MP 1.1 - 1.5)	Rural Local Road or Street	Roadside	Barrier- metal							1.00	2.00	1.00	2.00	0
S-83 (MP 2.58 - 3.08)	Urban Minor Collector	Roadside	Removal of roadside objects (trees, poles, etc.)	13.00	4.00			3.00		7.00	2.00	23.00	6.00	15.1
I-20 and SC 277	Urban Principal Arterial - Other Freeways and Expressways	Roadway	Pavement surface - high friction surface	21.00	7.00			2.00		7.00	1.00	30.00	8.00	236.3
I-20 and US 1	Urban Principal Arterial - Other	Roadway	Pavement surface - high friction surface	11.00	1.00					1.00		12.00	1.00	15.99
I-26 and S-36 and S-42 Ramps 8068 & 8069	Urban Minor Arterial	Roadway	Pavement surface - high friction surface	29.00	2.00				1.00	6.00	9.00	35.00	12.00	41.8
I-77 (MP 0.0 - 0.5) Ramp 7795	Urban Principal Arterial - Interstate	Roadway	Pavement surface - high friction surface	32.00	4.00			1.00		10.00	3.00	43.00	7.00	46.38
I-20 and I-26 Ramp 8062	7	Roadway	Pavement surface - high friction surface	18.00	8.00					2.00	3.00	20.00	11.00	7.77
US 17 and S-1315 Ramps 5583 & 5584	Urban Minor Arterial	Roadway	Pavement surface - high friction surface	26.00	5.00					7.00		33.00	5.00	12.54
S-52 and Summit Pkwy	Urban Major Collector	Roadway	Pavement surface - high friction surface	6.00	10.00					1.00		7.00	10.00	0
S-106 (MP 0.34 - 0.41)	Urban Major Collector	Roadway	Pavement surface - high friction surface	1.00								1.00		1.4
I-77 and US 21 Exit 77	Urban Principle Arterial - Other	Roadway	Pavement surface - high friction surface	1.00	1.00					2.00		3.00	1.00	5.49
I-77 and US 21 and S-1441 Exit 90	Urban Minor Arterial	Roadway	Pavement surface - high friction surface	10.00	2.00			1.00		1.00		12.00	2.00	13.84

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

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

2017 South Carolina Highway Safety Improvement Program
No

Compliance Assessment

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

03/10/2015

What are the years being covered by the current SHSP?

From: 2015 To: 2018

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

2018

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

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

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

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	85		
Average Annual Daily Traffic (79)	100	100					100	85		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	85	100	85
INTERSECTION										
Unique Junction Identifier (120)			100	85						
Location Identifier for Road 1 Crossing Point (122)			100	85						
Location Identifier for Road 2 Crossing Point (123)			100	85						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				

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 Type at End Ramp Terminal (199)					100	100				
Interchange Type (182)					100	100				
Ramp AADT (191)					90	90				
Year of Ramp AADT (192)					90	90				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**75.00**	**69.38**	**98.18**	**98.18**	**100.00**	**85.00**	**100.00**	**85.00**

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

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

Of the 33 unique MIRE FDE identified, South Carolina currently collects 88%, missing only 4 elements (unique junction identifier, intersection/junction traffic control, unique interchange identifier, and interchange type). Capturing the remaining elements will be accomplished through several avenues. Modifying existing road inventory databases to capture these elements will begin in 2017. Additionally, the state Traffic Records Coordinating Committee has identified approximately the following projects that can assist in completing the FDE: Intersections with Traffic Signals Database, Local Agency Data Collection, and Horizontal Roadway Curve Identification.

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

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

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

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

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

Yes

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

To review the procedures and operations of the HSIP program. The Gap analysis is being performed to identify any processes or procedures that may improve the efficiency of the HSIP program. The Gap Analysis is currently underway and is expected to be completed this calendar year.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

RAB BA(December 2016).xlsx

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.