SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Highway Safety Improvement Program as a core Federal-aid program with the goal of achieving a signification reduction in fatalities and serious injuries on all public roads under Section 148, Title 23 of the United States Code (23 USC 148). The program has continued through the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and the Fixing America's Surface Transportation Act (FAST Act) in 2015.

The Highway Safety Improvement Program (HSIP) emphasizes a data-driven, performance-based strategic approach to improving highway safety, through the development and implementation of a Strategic Highway Safety Plan (SHSP), a comprehensive plan that establishes statewide highway safety goals, objectives, and key emphasis areas intended to drive HSIP investment decisions.

This report provides an overview of SCDOT's administration of the Highway Safety Improvement Program (HSIP). SCDOT's HSIP has a primary focus on state-maintained roads since nearly 93 percent of fatal crashes and the vast majority of severe crashes occur on the state system.

Based on before and after analysis of HSIP projects with at least 3 years of crash data available after completion, a total Benefit Cost Ratio of 13.3 for all projects listed was obtained. Additionally, Fatal and Serious Injuries (F&SI) were reduced from approximately 4.4 F&SI per year, down to 1.0 F&SI per year, with zero fatalities in the after period for these project locations.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Highway Safety Improvement Program is housed and implemented through the Traffic Engineering-Traffic Safety Office located at SCDOT headquarters. This office is composed of five groups: Highway Safety Improvement Program (HSIP), Railroad/Research, Safety Program Administration, Safety Project Development, and Strategic Highway Safety Planning & Research group. The HSIP group is responsible for all aspects of the HSIP process: planning, implementation, and evaluation.

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

- Roadway Departure ($30 Million)
    - Interstate Safety Program ($15M)
    - Roadway Departure Mitigation Program ($15M)

- Intersections and Other High Risk Locations ($37 Million)
    - Intersection Safety Program ($15M)
    - Road Safety Assessments Program ($17M)
    - Railroad Safety Projects ($5M)
- Vulnerable Road Users ($10 Million)
- Safety Data Analysis ($3 Million)

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data
- Other-Central Office through Statewide Screening Process

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

In South Carolina, the vast majority (~93%) of fatal crashes occur on state-maintained roadways. Due to this statistic, our primary focus for safety has been on state-maintained roadways. However, we have some intersection improvement projects where a local road intersects with a state-owned road. Additionally, as our

crash data is improving in accessibility and completeness, local roads are being incorporated into our Road Inventory Management System (RIMS) for analysis. The Traffic-Safety office and HSIP office staff also make themselves available to assist when requested by our local partners (MPO, COGS, Counties, Cities, etc.) with reviews and recommendations regarding safety performance and potential improvements for local projects.

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

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

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

Describe coordination with internal partners.

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

SCDOT has a long history of working with external partners to further the Target Zero mission in the state. Perhaps the closest relationship exists between SCDOT and the South Carolina Department of Public Safety (SCDPS). In the past year, SCDOT was involved in a new data driven enforcement initiative led by SCDPS using crash data located on SCDOT’s line work to identify locations in the state with the greatest potential to reduce collisions related to DUI, speed, and unbelted occupants. In South Carolina, the Governors Highway Safety Office is located in the SCDPS under the title ‘Office of Highway Safety and Justice Programs (OHSJP)'.

SCDOT and SCDPS also worked together to update the state's Strategic Highway Safety Plan (SHSP) in 2020. The SHSP was shared with a number of additional partners for input before it was finalized. These partners included, but were not limited to, the SC Department of Motor Vehicles, the SC Department of Health and Environmental Control, the Traffic Records Coordinating Committee, the Motorcycle Safety Task Force, the Impaired Driving Prevention Council, and the Palmetto Cycling Coalition.

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

The SCDOT Traffic Engineering Safety Office provides collision data to MPOs and COGs on a regular basis. In the past year, the office has received many requests for evaluating crash data and performing Highway Safety Manual analysis on specific locations.

The SCDOT Traffic Engineering Safety Office provides information related to the statewide safety performance targets to all MPOs and COGs, and includes baseline data for every study area. Representatives from the Traffic Safety Office attend MPO and COG meetings as requested to share collision data and crash type analysis. Additionally, through the Department's new Feasibility Report process, the Traffic Safety Office is involved at the beginning stages of project development to ensure safety improvements are included in all projects, including MPO and COG projects.

SCDOT completed the state's first Pedestrian and Bicycle Safety Action Plan (PBSAP) in 2022. A stakeholder team was formed to assist the team in developing a comprehensive plan. This team included members from a variety of external partners and stakeholders. Since completion of the plan, the HSIP office has programmed 17 VRU focused Roadway Safety Audits, that will transition into HSIP projects over the next 3 to 5 years.

Program Methodology

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

Yes

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

ED-71 Safety Intersection Project Prioritization Process

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

ED-73 Interstate Safety Project Selection

ED-74 Road Safety Assessment Project Selection

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

Select the programs that are administered under the HSIP.

- HRRR
- Intersection
- Roadway Departure

- Other-Interstates
- Other-Vulnerable Road User
- Other-Road Safety Assessment

Program: HRRR

Date of Program Methodology:1/1/2020

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:2

Program: Intersection

Date of Program Methodology:4/13/2017

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Functional classification

What project identification methodology was used for this program?

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

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

Yes

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

No

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

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

How are projects under this program advanced for implementation?

- selection committee

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

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

Rank of Priority Consideration

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

Program: Roadway Departure

Date of Program Methodology:1/1/2020

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only
- Other-Roadway Departure Percentage

Exposure

- Lane miles

Roadway

- Functional classification
- Other-Number of Travel Lanes

What project identification methodology was used for this program?

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

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:2
Other-Roadway Departure Crashes:1

Program: Other-Interstates

Date of Program Methodology:1/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:2

Program: Other-Vulnerable Road User

Date of Program Methodology:7/25/2018

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

Program: Other-Road Safety Assessment

Date of Program Methodology:7/25/2018

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Relative severity index

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

No

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

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

What percentage of HSIP funds address systemic improvements?

60

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Clear Zone Improvements
- Pavement/Shoulder Widening
- Rumble Strips

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

As locations are identified and reviewed for project implementation, select projects may use HSM analysis (Crash predictions, CMF's, etc) to review safety performance along with potential countermeasures and design alternatives to help drive project decisions. Additionally, the state is in the final stages of testing its new Safety Management System (SMS), which has an HSM analysis tool based on the HSM and SC specific SPFs and Calibration factors. This functionality will allow users to create statewide analysis, lists, and rankings, with HSM as a factor for filtering and ranking to aid in HSIP project selection.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$39,187,410	$41,216,579	105.18%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$19,284,493	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$2,267,271	0%
State and Local Funds	$52,949,590	$107,059,870	202.19%
Totals	$92,137,000	$169,828,213	184.32%

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

$0

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

$0

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

0%

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

0%

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

$0

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

$0

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

None reportable at this time.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvement - S-65 WITH S-663/S-1471 (ROUND TREE DR/MEADOWFIELD)	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd)	Intersection geometry	Intersection geometry - other			$45000	$50000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
S- 82 INTERSEC. IMPROVEMENT	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
US 76 @ S-618	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-34 (Whitehall Rd) & Sullivan Rd	Intersection geometry	Intersection geometry - other			$564067	$626741	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 601 (McCords Ferry Rd) at SC 263 (Vanboklen Rd)	Intersection geometry	Intersection geometry - other			$186442	$186442	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 52 (N. Governor Williams Hwy) at S-528 (Wire Rd)	Intersection geometry	Intersection geometry - other			$1143	$1270	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-56 (University Dr) & S-67 (Hubbard Dr)	Intersection geometry	Intersection geometry - other			$-27766	$-30852	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 521 (Charlotte Hwy) & S-755 (North Corner Road)	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvements - S-485 (Old Cherokee) and S-408 (Pilgrim Church Rd)	Intersection geometry	Intersection geometry - other			$37892	$42103	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
I-26 Cable Guardrail Project (from near MM 168 to near MM 199) (Phase II)	Roadside	Barrier – cable			$-45000	$-50000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvements - SC 118 (University Parkway) and S-1303 (Croft Mill Rd/Hudson Rd)	Intersection geometry	Intersection geometry - other			$761524	$846138	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - US 76 and S-1125/Destination Blvd	Intersection geometry	Intersection geometry - other			$36000	$40000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 522 (Rocky River Rd) and S-123 (Taxahaw Rd)	Intersection geometry	Intersection geometry - other			$20000	$20000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - S-73 (Fish Hatchery Rd) and S-719 (Busbee Rd)	Intersection geometry	Intersection geometry - other			$-29	$-32	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 555 (Farrow Rd) and S-1274 (N Brickyard Rd)	Intersection geometry	Intersection geometry - other			$225000	$250000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements - SC 9 (Boiling Springs Rd) and Rocky Branch Rd	Intersection geometry	Intersection geometry - other			$-7005	$-7783	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Section/Corridor Improvements - SC 642 - S-373 (State Park Rd) to S-259 (Near Parlor Dr)	Roadway	Roadway - other			$18000	$20000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Section/Corridor Improvements - US 278 - Near Jasper Co. Line to S-79 (Spanish Wells Rd)	Roadway	Roadway - other			$55000	$55000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Systemic	Roadway Departure	
Stone Academy Safe Routes to School	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$-1360	$-1360	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
Section/Corridor Improvements - US 1 - S-1508 (Ermine Rd) to S-741 (Alexandrea St)	Roadway	Roadway - other			$70824	$78694	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - S-29 - Eagle Rd (S-251) to S-585 (Near Garwood Rd)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Section/Corridor Improvements - SC 146 - S-183 (Roper Mountain Rd) to S-654 (Bagwell Rd)	Roadway	Roadway - other			$4866930	$4866930	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Systemic	Roadway Departure	
RSA US 17 Bus (MP 9.56 - 13.4)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Safety Improvements/RSA US 29	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
Safety Improvements/RSA US 78	Roadway	Roadway - other			$-95306	$-105895	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
Safety Improvements/RSA US 17	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
Safety Improvements/RSA SC 183	Roadway	Roadway - other			$-215200	$-239111	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
Safety Improvements/RSA S-75 (Ashley Phosphate Rd)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Safety Improvements/RSA - S-215 (Mr. Joe White Ave)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
S-10 (Harden St) - Bike/Ped Safety Project/RSA	Roadway	Roadway - other			$41170	$45745	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
S-241 (21st Ave N.)	Roadway	Roadway - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
US 21 (Blossom Street) - Bike/Ped Safety Improvements/RSA	Roadway	Roadway - other			$2647014	$2941127	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Pedestrians	
I-77 Safety Improvements MP 60 to 91	Roadside	Roadside - other			$-45000	$-50000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
2019 Rumble Stripes District 6	Roadway	Rumble strips – edge or shoulder			$-71049	$-71049	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Type XI Fluorescent Sheeting	Roadway signs and traffic control	Sign sheeting - upgrade or replacement			$0	$0	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Systemic	Roadway Departure	
S-54 (Paraham Rd)/S-80 (Campbell Rd)	Roadway	Roadway - other			$1988118	$1988118	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Intersection Improvement US 401 (N Darlington Hwy)/SC 341	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvements S-76 (Ladson Rd)/S-2421 (College Park Rd)	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 21 (Charleston Hwy)/S-1258 (Old Wire Rd)	Intersection geometry	Intersection geometry - other			$42853	$42853	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 15 (Jefferies Hwy)/SC 61 (Augusta Hwy)	Intersection geometry	Intersection geometry - other			$-74478	$-74478	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvement SC 135 (Dacusville Hwy)/ S-95 (Jameson Rd)	Intersection geometry	Intersection geometry - other			$2269160	$2269160	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
US 501/L-8968/S-905	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 29/S-96 (Welcome Rd)	Intersection geometry	Intersection geometry - other			$51000	$51000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 176 (State Rd)/S-135 (Mudville Rd)	Intersection geometry	Intersection geometry - other			$126892	$126892	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement S-169 (Von Ohsen Rd)/S-881 (Lincolnville Rd)	Intersection geometry	Intersection geometry - other			$0	$0	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 21 (Anderson Rd)S-162(Hall Spencer Rd)	Intersection geometry	Intersection geometry - other			$-69030	$-76700	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
2020 Rumble Stripes District 5	Roadway	Rumble strips – edge or shoulder			$-64683	$-64683	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Systemic	Roadway Departure	
2020 Rumble Stripes District 7	Roadway	Rumble strips – edge or shoulder			$-15000	$-15000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Statewide Pedestrian and Bicycle Safety Action Plan (PBSAP)	Miscellaneous	Data analysis			$0	$0	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Data	
Flashing Yellow Arrow District 7 Construction	Intersection traffic control	Modify traffic signal – add flashing yellow arrow			$-2799	$-2799	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Flashing Yellow Arrow District 3 Construction	Intersection traffic control	Modify traffic signal – add flashing yellow arrow			$39540	$39540	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Flashing Yellow arrow District 1 Construction	Intersection traffic control	Modify traffic signal – add flashing yellow arrow			$68521	$68521	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SC 702 (HWY 702) MP 0 to MP 7.05 - Greenwood County	Roadway	Roadway - other			$-70000	$-70000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-31 (Neely Store Road) MP 1.036 to MP 3.21 - York County	Roadway	Roadway - other			$82556	$82556	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-34 (Pond Branch Road) MP 9.09 to MP 15.10 - Lexington County	Roadway	Roadway - other			$721588	$721588	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-160 (Cow Head Road) MP 0 to MP 5.74 - Williamsburg County	Roadway	Roadway - other			$157876	$157876	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-42 (Morrisville Road) MP 1.75 to MP 7.93 - Williamsburg County	Roadway	Roadway - other			$-75000	$-75000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
US 276 (Geer Hwy) MP 10.27 to MP 18.0 - Greenville County	Roadway	Roadway - other			$650000	$650000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-145 (Stormbranch Road) MP 0.877 to MP 10.426 - Aiken County	Roadway	Roadway - other			$180000	$180000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-24 (Powell Road) MP 0 to MP 12 - Georgetown County	Roadway	Roadway - other			$73421	$73421	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Systemic	Roadway Departure	
S-18 (Salem Road) MP 1.443 to 6.450 - Marlboro County	Roadway	Roadway - other			$176479	$176479	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-111 (E Jr High Road) MP 0 to MP 2.83 - Cherokee County	Roadway	Roadway - other			$354223	$354223	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Safety Program Planning Phase FY 2022	Miscellaneous	Data analysis			$-450000	$-500000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Data	
Traffic Records System Improvements	Miscellaneous	Miscellaneous - other			$4391262	$4391262	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Data	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvement US 378 (Hwy 378) with S-35 (Walker Rd)/SC 67 (Callison Hwy)	Intersection geometry	Intersection geometry - other			$62080	$62080	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 389 (John Nunn Hwy) / SC 394 (Salley Rd)	Intersection geometry	Intersection geometry - other			$270000	$270000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 81 (Anderson Rd) / L-183 (McNeely Rd)	Intersection geometry	Intersection geometry - other			$174343	$174343	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 290 (Locust Hill Rd) / S-173 (Tigerville Rd)	Intersection geometry	Intersection geometry - other			$120000	$120000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 9 (Jonesville Lockhart Hwy) / SC 114 (Bob Little Rd)	Intersection geometry	Intersection geometry - other			$130000	$130000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 200 (Monroe Hwy) / S-28 (Shiloh Unity Rd)	Intersection geometry	Intersection geometry - other			$120000	$120000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 81 (Anderson Rd) / L-912 (Cely Ln)	Intersection geometry	Intersection geometry - other			$17547	$17547	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 17 Alt (US 17 A Hwy S) / S-13 (Central Ave)	Intersection geometry	Intersection geometry - other			$225000	$250000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement S-31 (Red Bluff Rd) / S-66 (Hwy 66)	Intersection geometry	Intersection geometry - other			$145000	$145000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 116 (Laurel Bay Rd) / S-597 (Stanley Farm Rd)	Intersection geometry	Intersection geometry - other			$75000	$75000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Intersection Improvement US 178 (Liberty Hwy) / S-73 (Baugh Rd) / S-27 (Ruhmah Rd)	Intersection geometry	Intersection geometry - other			$160000	$160000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 278 (Independence Blvd) / S-442 (Argent Blvd)	Intersection geometry	Intersection geometry - other			$160000	$160000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 378 (Myrtle Beach Hwy) / SC 527 (S Brick Church Rd)	Intersection geometry	Intersection geometry - other			$150000	$150000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 25 / US 25 Conn	Intersection geometry	Intersection geometry - other			$130000	$130000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 501 (E Hwy 501) / S-132 (WM Nobles Rd)/Ridge Rd	Intersection geometry	Intersection geometry - other			$-75000	$-75000	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement SC 544 (Hwy 544) / SC 544 Con (Cox Ferry Rd) / L-807 (W Cox Ferry Rd)	Intersection geometry	Intersection geometry - other			$202500	$225000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Intersection Improvement US 17 (N Hwy 17 BP) / L-537 (67th Ave N)	Intersection geometry	Intersection geometry - other			$112500	$125000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Operational Improvements US 25 with S-58	Intersection geometry	Intersection geometry - other			$90000	$100000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Operational Improvements S-540 with L-1969	Intersection geometry	Intersection geometry - other			$45000	$50000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
S-40 (N Saint Pauls Church Road) MP 0.00 to MP 4.10 - Sumter County	Roadway	Roadway - other			$-166161	$-166161	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-144/S-385 (Turner Hill Road) -	Intersection geometry	Intersection geometry - other			$-8842	$-8842	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Pickens/Anderson Counties															
S-50 (New Market Street) MP 0.00 to MP 2.54 - Greenwood County	Roadway	Roadway - other			$93197	$93197	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-278 (Mt Lebanon Church Road) MP 0.00 to MP 3.08 - Greenville County	Roadway	Roadway - other			$-27872	$-27872	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-52 (Piedmont Road) MP 0.997 to MP 2.40 - Anderson County	Roadway	Roadway - other			$-27587	$-27587	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-53 (Old River Road) MP 0.00 to MP 3.92 - Anderson County	Roadway	Roadway - other			$4943	$4943	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-20 (Ruby Road) MP 0.00 to MP 5.48 - Darlington County	Roadway	Roadway - other			$-52074	$-52074	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-193 (W Sumter Street/N Ebenizer Road) MP 1.779 to MP 4.34 - Florence County	Roadway	Roadway - other			$9260	$9260	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-342 (N Douglas Street) MP 0.00 to MP 2.98 - Florence County	Roadway	Roadway - other			$-22823	$-22823	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-36 (S Morris Street) MP 0.32 to MP 3.85 - Florence County	Roadway	Roadway - other			$164339	$164339	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Safety Program Planning Phase FY 2023 & 2024	Miscellaneous	Data analysis			$1938519	$1938519	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Spot	Data	
FY 23 Preliminary Engineering phase for RDM Program	Miscellaneous	Data analysis			$200000	$200000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Data	
SC 110 (Battleground Road) MP 0.00 to MP 5.22	Roadway	Roadway - other			$2322275	$2322275	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
S-245 (Leagan Drive/Moss Crossing) MP 0.00 to MP 2.18	Roadway	Roadway - other			$1246300	$1246300	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-13 (McKown's Mountain Road) MP 0.00 to MP 4.47	Roadway	Roadway - other			$2101476	$2101476	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
SC 324 (Hwy 324) MP 0.00 to MP 5.00	Roadway	Roadway - other			$1879755	$1879755	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
SC 322 (McConnells Highway) MP 11.72 to MP 15.00	Roadway	Roadway - other			$103893	$103893	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-113 (Old Barnwell Road) MP 0.362 to MP 6.663	Roadway	Roadway - other			$271038	$271038	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-424 (Rabon Rd) MP 1.1 to MP 1.4	Roadway	Roadway - other			$25000	$25000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
Flashing Yellow Arrow District 6 Construction	Intersection traffic control	Modify traffic signal – add flashing yellow arrow			$19715	$19715	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
S-115/S-322 (W. Queen Street) - Pickens/Anderson Counties	Roadway	Roadway - other			$1434647	$1434647	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-327 (Old Dunham Bridge Road) - Greenville County	Roadway	Roadway - other			$116271	$116271	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-1550 (Vanderbilt/W. Main Street.) - Spartanburg County	Roadway	Roadway - other			$915884	$915884	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-904 (Snow Road) Anderson County	Roadway	Roadway - other			$649741	$649741	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
US 378 (HWY 378) Horry County	Roadway	Roadway - other			$3725719	$3725719	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
2023 Center Line Milled in Rumble Stripe District 1	Roadway	Rumble strips – edge or shoulder			$1868941	$1868941	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	

2023 South Carolina Highway Safety Improvement Program

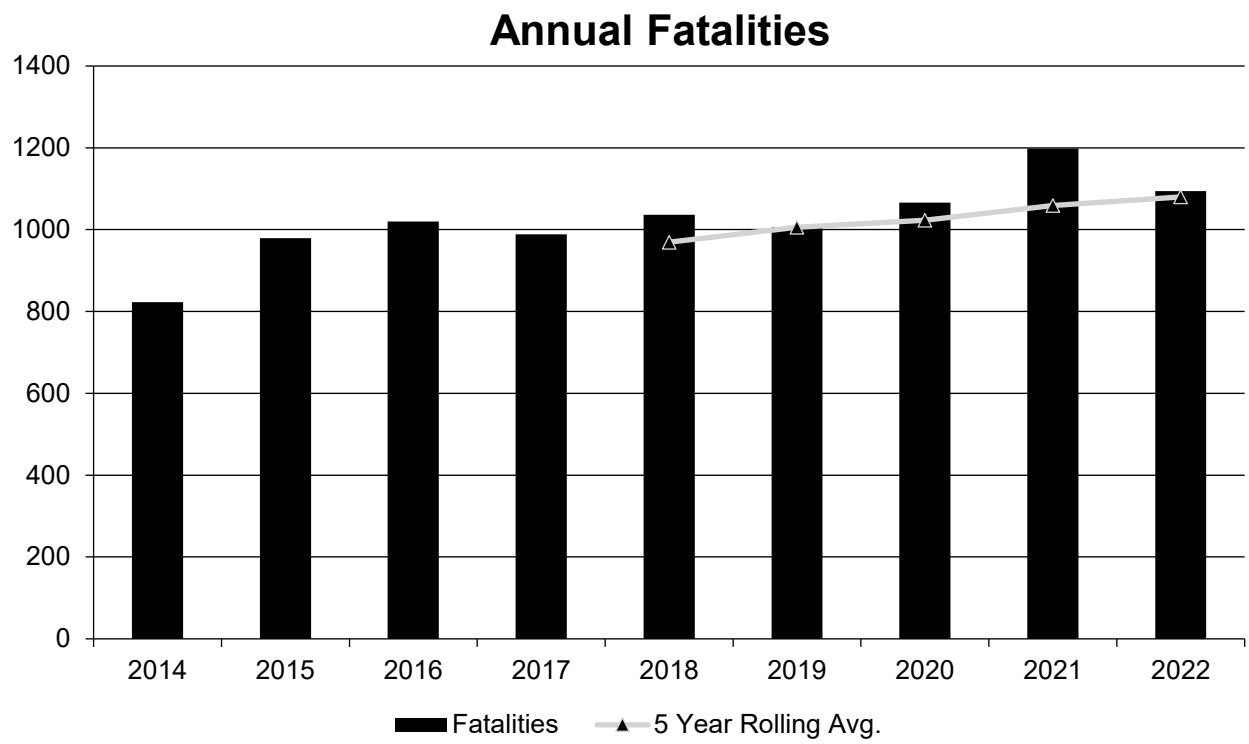
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2023 Center Line Milled in Rumble Stripes District 2	Roadway	Rumble strips – edge or shoulder			$2034759	$2034759	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
2023 Center Line Milled in Rumble Stripes District 3	Roadway	Rumble strips – edge or shoulder			$1287784	$1287784	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
S-31 (Red Bluff Road) Horry County	Roadway	Roadway - other			$4378796	$4378796	Penalty Funds (23 U.S.C. 164)			0		State Highway Agency	Systemic	Roadway Departure	
FY 24 Preliminary Engineering phase for RDM Program	Miscellaneous	Data analysis			$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Data	
2024 Safety Program Administration	Miscellaneous	Data analysis			$675000	$750000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Data	

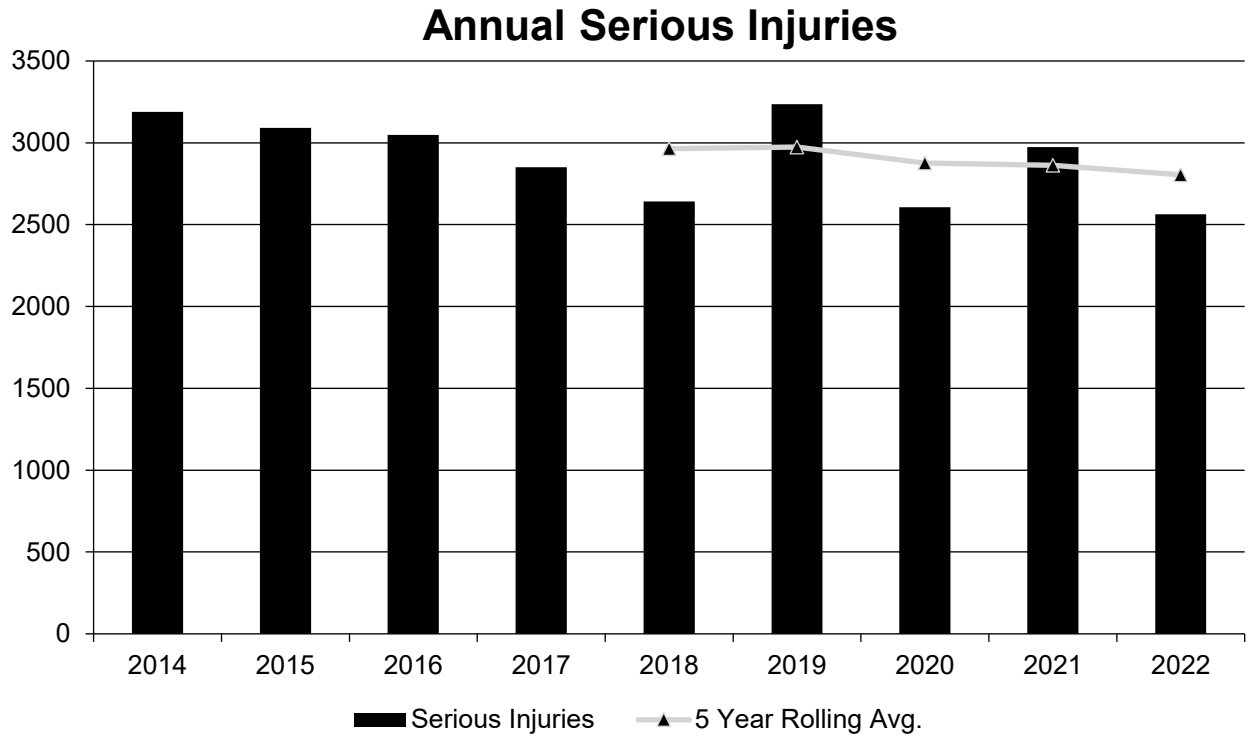
Safety Performance

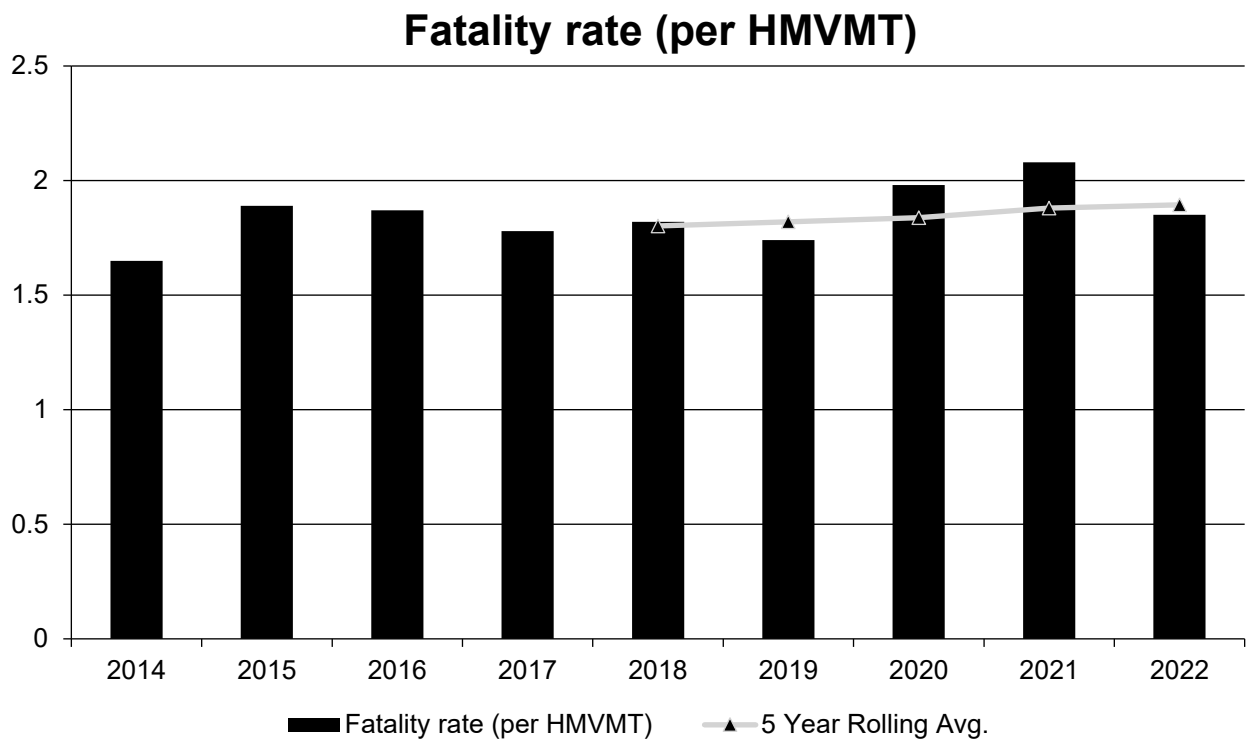
General Highway Safety Trends

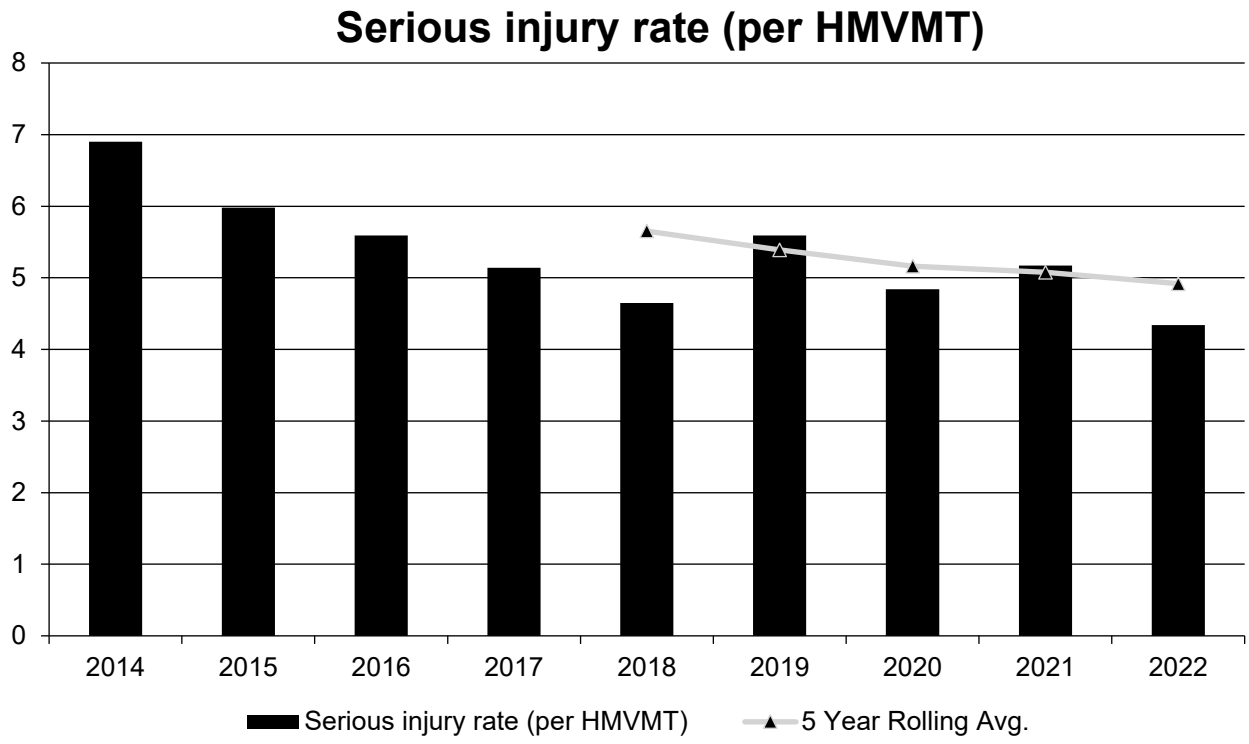
Present data showing the general highway safety trends in the State for the past five years.

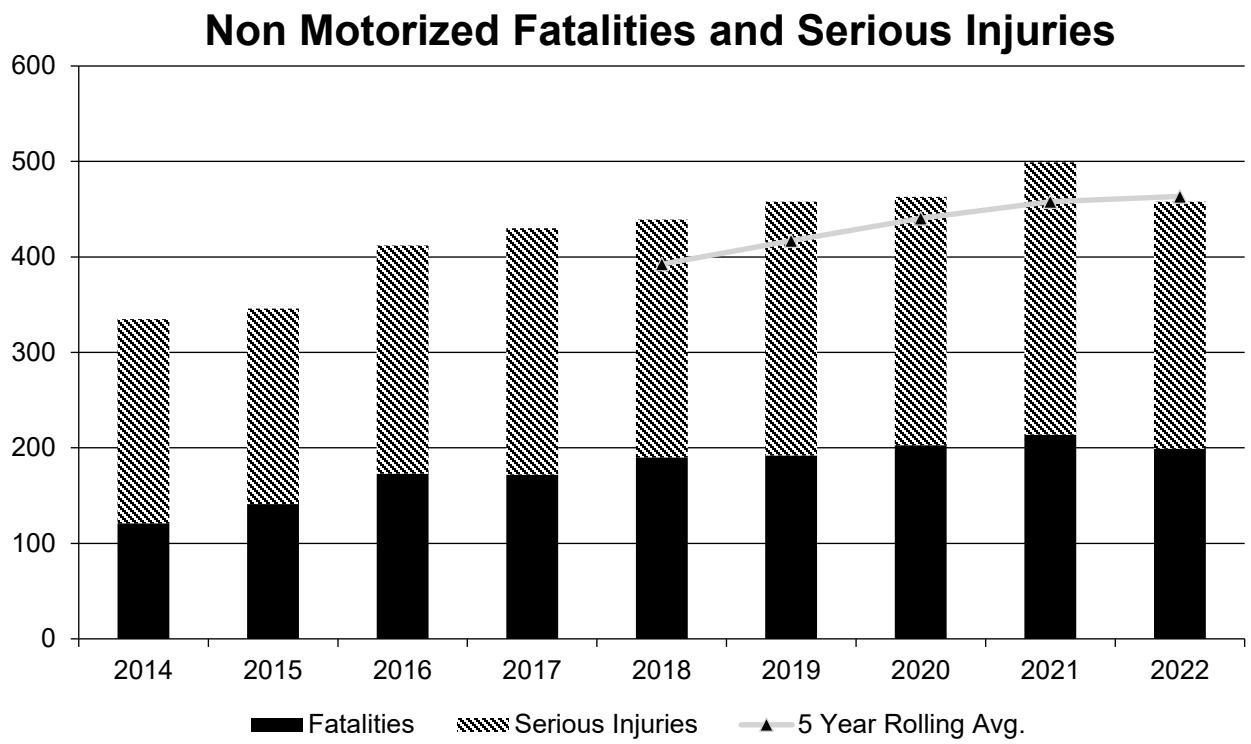
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	823	979	1,020	989	1,036	1,006	1,066	1,198	1,094
Serious Injuries	3,189	3,092	3,049	2,851	2,642	3,237	2,607	2,974	2,563
Fatality rate (per HMVMT)	1.650	1.890	1.870	1.780	1.820	1.740	1.980	2.080	1.850
Serious injury rate (per HMVMT)	6.900	5.980	5.590	5.140	4.650	5.590	4.840	5.170	4.340
Number non-motorized fatalities	121	141	173	172	190	192	203	214	199
Number of non-motorized serious injuries	214	205	239	258	249	266	260	285	259


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2022

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	73.8	108.6	0.88	1.3
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.8	3.6	0.84	1.06
Rural Principal Arterial (RPA) - Other	95.6	383.4	2.13	4.09
Rural Minor Arterial	129.2	253.2	2.98	5.84
Rural Minor Collector	13	28.6	4.79	10.53
Rural Major Collector	198.4	386.8	4.05	7.91

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	71.6	163.6	2.38	5.43
Urban Principal Arterial (UPA) - Interstate	50.8	110.8	0.65	1.43
Urban Principal Arterial (UPA) - Other Freeways and Expressways	8.2	25.8	0.95	2.97
Urban Principal Arterial (UPA) - Other	177.8	566.2	2.06	6.53
Urban Minor Arterial	124	440.4	1.72	6.08
Urban Minor Collector	0.6	2.2	0	4.96
Urban Major Collector	80.2	270.2	1.94	6.56
Urban Local Road or Street	39.2	183.6	1.5	7

Year 2021

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	1,059	2,862.2	1.88	5.08
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:1079.0

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

The target of 1,079.0 traffic fatalities was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2023 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2024. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease from the increasing trend in the number of traffic fatalities during calendar year 2024. This target supports the SHSP goal of eliminating traffic fatalities in SC.

Number of Serious Injuries:2549.0

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

A target of 2,549.0 serious injuries was established after thorough analysis of historic data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2023 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2024. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease in from the increasing trend in the number serious injuries during calendar year 2024. This target supports the SHSP goal of reducing serious injuries that resulted from a traffic collision.

Fatality Rate:1.870

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

The target of 1.870 as the fatality rate was established by using the projected fatality number in 2024 along with an expected 2% increase in vehicle miles traveled during that year. As part of the SHSP, reducing the fatality rate remains a valuable target for the state.

Serious Injury Rate:4.410

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

The target of 4.410 as the serious injury rate was established by using the projected serious injury number in 2024 along with an expected 2% increase in vehicle miles traveled during that year. As part of the SHSP, reducing the serious injury rate remains a valuable target for the state.

Total Number of Non-Motorized Fatalities and Serious Injuries:454.8

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

The target of 454.8 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 2023 data, then using this projection the state was able to determine a reasonable target for the five year period ending in 2024. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease in the decreasing trend in the number in fatalities and serious injuries involving pedestrians and bicyclists during calendar year 2024.

These targets were set based on collaboration with the Governors office of Highway Safety representatives. SCDOT chose to use these numbers bases on data and statistical analysis, where SCDPS OHSJP submitted different targets based on the NHTSA final rule.

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

South Carolina established a coordinating group comprised of highway safety professionals from the SC Department of Transportation (SCDOT) and the SC Department of Public Safety, which houses the State Highway Safety Office. This group meets to discuss the historical and current trends as well projections related to the five safety performance areas.

Staff from SCDOT is available to provide any information related to the safety targets, including baseline data, to all MPOs. Additionally the SCDOT Planning Office distributes individual MPO baseline data to all MPOs for their information. Statewide baseline and targets are also provided to MPOs. SCDOT also aids MPOs and COGs with crash data and project ranking tools. There are plans to create an online safety data portal through AASHTO Safety and Numetrics to aid the MPO and COGs in their safety programs.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1061.0	1080.0
Number of Serious Injuries	2850.0	2804.6
Fatality Rate	1.820	1.894
Serious Injury Rate	4.892	4.918
Non-Motorized Fatalities and Serious Injuries	500.0	463.4

SCDOT continues to strive forward with it SHSP emphasis areas, and implementing projects using data to drive our projects selections, scopes, and countermeasures.

Applicability of Special Rules

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

Yes

Our program already incorporates the VRU special rule requirements.

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

Yes

Our program already incorporates the HRRR special rule requirements.

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

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	112	133	148	128	135	152	127
Number of Older Driver and Pedestrian Serious Injuries	221	215	23	261	206	241	238

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

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

SCDOT uses 3 years of after data to establish a program wide B/C ratio to gauge effectiveness of projects. With the currently available data, SCDOT achieved a BC of 13.33. This includes a reduction in total crashes of 57%; 73% serious injuries; and a 100% reduction of fatal crashes at SCDOT Safety office project locations.

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

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

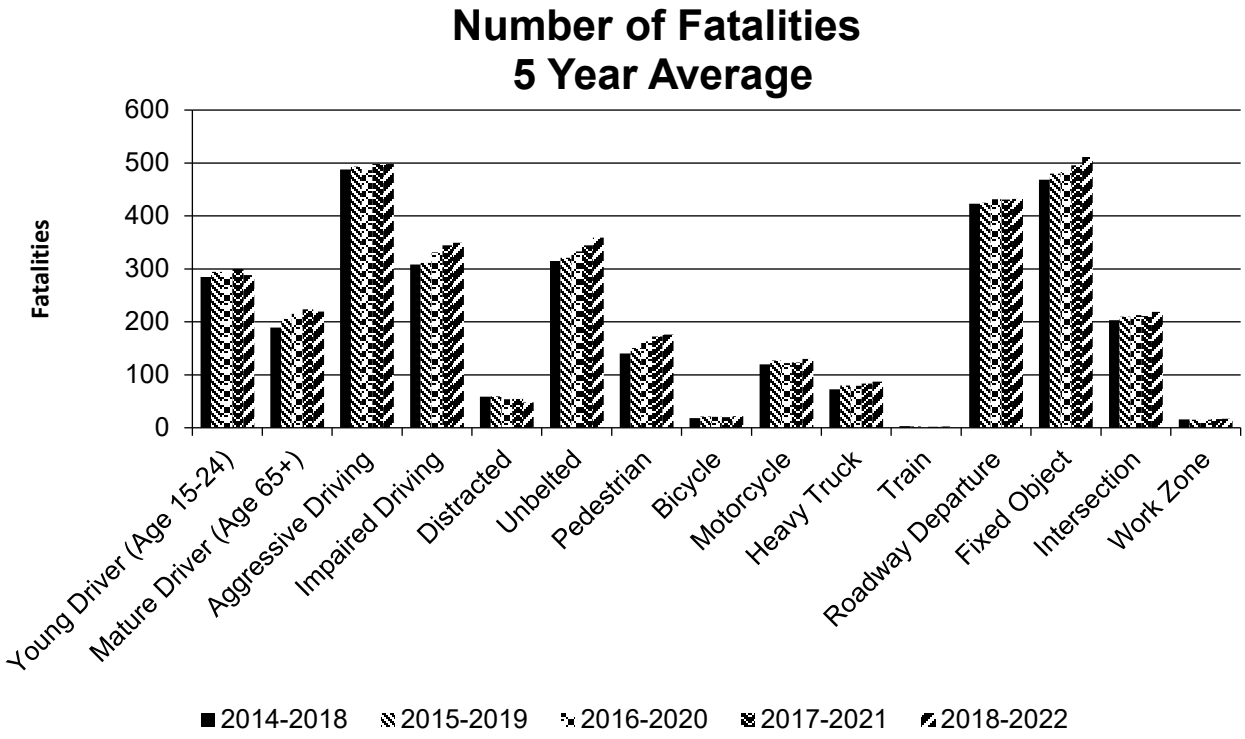
Effectiveness of Groupings or Similar Types of Improvements

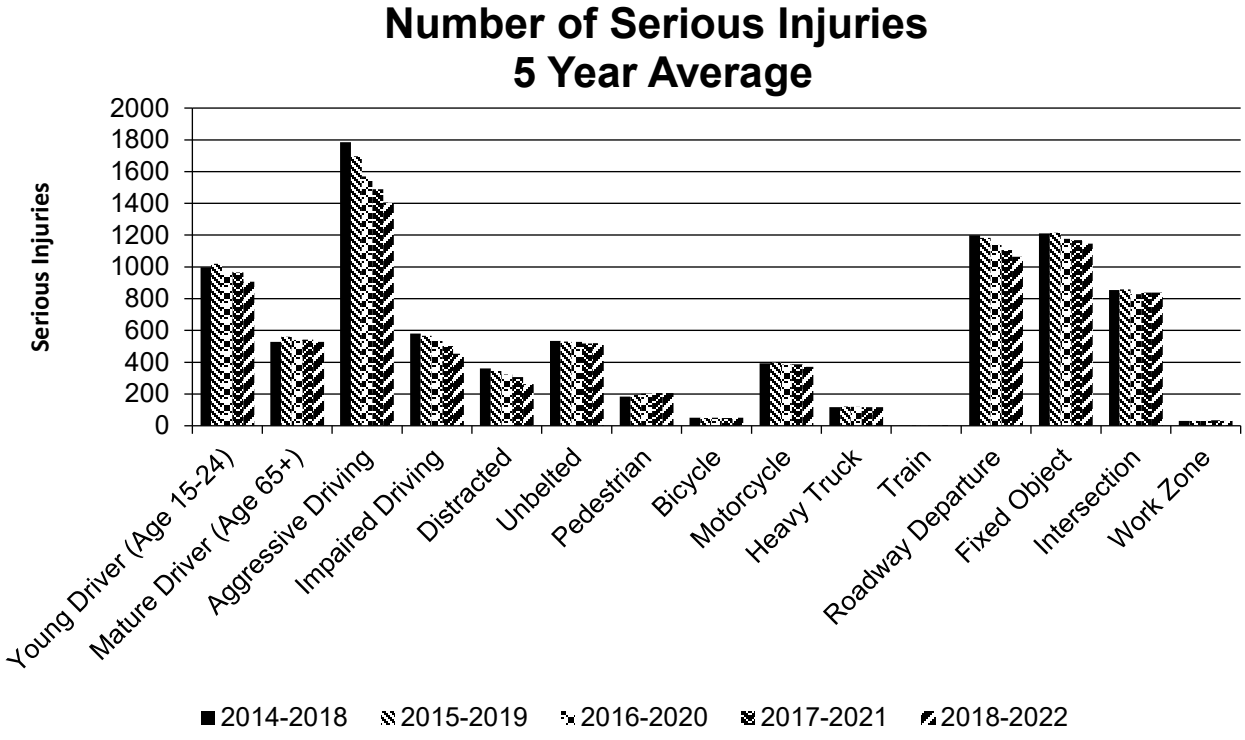
Present and describe trends in SHSP emphasis area performance measures.

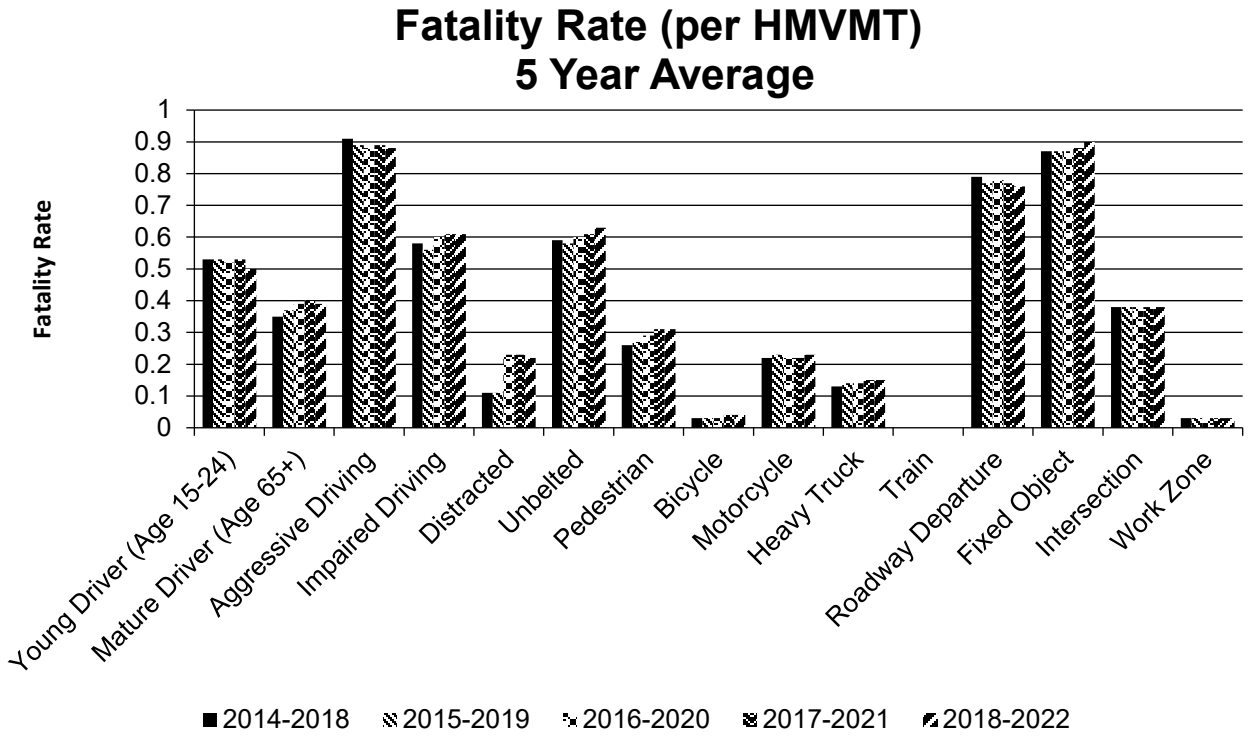
Year 2022

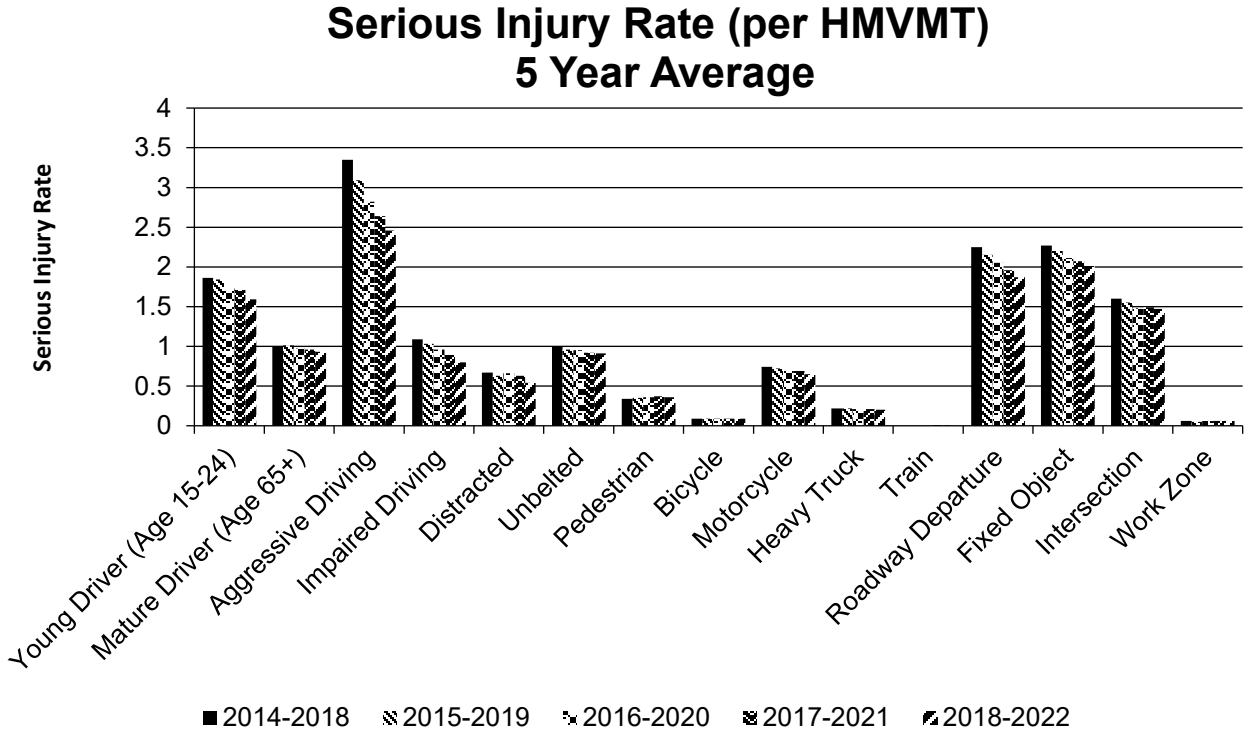
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Young Driver (Age 15-24)		288.2	907	0.5	1.59
Mature Driver (Age 65+)		219.4	529	0.39	0.93
Aggressive Driving		497.8	1,404.6	0.88	2.46
Impaired Driving		349.2	453.8	0.61	0.8
Distracted		48	261.6	0.22	0.54

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)
Unbelted		359.2	520	0.63	0.91
Pedestrian		176.2	206	0.31	0.36
Bicycle		22	51.2	0.04	0.09
Motorcycle		129.8	371.4	0.23	0.65
Heavy Truck		87	116.2	0.15	0.2
Train		2.4	3.4	0	0.01
Roadway Departure		432.4	1,064.8	0.76	1.87
Fixed Object		511.2	1,146	0.9	2.01
Intersection		218.8	838.4	0.38	1.47
Work Zone		17.2	31.2	0.03	0.06


Number of Fatalities
5 Year Average
Fatalities
600
500
400
300
200
100
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
2000
1800
1600
1400
1200
1000
800
600
400
200
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Aggressive Driving
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
Motorcycle
Heavy Truck
Train
Roadway Departure
Fixed Object
Intersection
Work Zone
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022

Project Effectiveness

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

Compliance Assessment

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

12/09/2020

What are the years being covered by the current SHSP?

From: 2020 To: 2024

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

2025

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	95	100	95
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	95		
	Surface Type (23) [24]	100	100					100	95		
	Begin Point Segment Descriptor (10) [10]	100	100					100	95	100	95
	End Point Segment Descriptor (11) [11]	100	100					100	95	100	95
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	95	100	95

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	95		
	Average Annual Daily Traffic (79) [81]	100	100					100	95		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	95	100	95
INTERSECTION	Unique Junction Identifier (120) [110]			100	95						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	95						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	95						
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					95	95				
	Year of Ramp AADT (192) [182]					95	95				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**75.00**	**73.13**	**99.09**	**99.09**	**100.00**	**95.00**	**100.00**	**95.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

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

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. Of the 33 unique MIRE FDE identified, the South Carolina Department of Transportation currently has access to 91%, missing only three elements: Median Type, Intersection/Junction Geometry, and Intersection/Junction Traffic Control.

The SCDOT Traffic Safety Office and Roadway Inventory Division have been working together to prioritize the collection of the remaining MIRE FDE elements and also to identify collection methods. The most efficient method will be to utilize the contracting services of company that is familiar with this type of data collection effort. SCDOT just awarded a contract with a vendor to begin the collection of the necessary data items that we currently do not have (or are considered outdated). That project began in July of this year and is just getting started. We hope to anticipate having all of the necessary data captured; QA/QC and ready to be ingested by our internal system by the end of next year. As of right now we feel confident in meeting the MIRE deadline of 09/30/2026.

Optional Attachments

Program Structure:

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

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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