HIGHWAY SAFETY IMPROVEMENT PROGRAM
HSIP
LEADING THE WAY TO A SAFE SYSTEM

SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2026 ANNUAL REPORT



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Table of Contents

HIGHWAY SAFETY 1
IMPROVEMENT PROGRAM 1
Disclaimer 3
Protection of Data from Discovery Admission into Evidence 3
Executive Summary 4
Introduction 5
Program Structure 5
Program Administration 5
Program Methodology 7
Project Implementation 18
Funds Programmed 18
General Listing of Projects 20
Safety Performance 29
General Highway Safety Trends 29
Safety Performance Targets 34
Applicability of Special Rules 36
Evaluation 37
Program Effectiveness 37
Effectiveness of Groupings or Similar Types of Improvements 37
Project Effectiveness 43
Compliance Assessment 44
Optional Attachments 47
Glossary 48

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the Highway Safety Improvement Program as a core Federal-aid program with the goal of achieving a signification reduction in fatalities and serious injuries on all public roads under Section 148, Title 23 of the United States Code (23 USC 148). The program has continued through the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and the Fixing America's Surface Transportation Act (FAST Act) in 2015.
The Highway Safety Improvement Program (HSIP) emphasizes a data-driven, performance-based strategic approach to improving highway safety, through the development and implementation of a Strategic Highway Safety Plan (SHSP), a comprehensive plan that establishes statewide highway safety goals, objectives, and key emphasis areas intended to drive HSIP investment decisions.
This report provides an overview of SCDOT's administration of the Highway Safety Improvement Program (HSIP). SCDOT's HSIP has a primary focus on state-maintained roads since nearly 95 percent of fatal crashes and the vast majority of severe crashes occur on the state system.

Based on before and after analysis of HSIP projects with at least 3 years of crash data available after completion, a total Benefit Cost Ratio of 20.3 for all projects listed was obtained. Additionally, Fatal and Serious Injuries (F&SI) were reduced from approximately 18 F&SI per year, down to 7.7 F&SI per year at these completed HSIP project locations.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

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

Roadway Departure ($38 Million)

- Interstate Safety Program ($5M)

- Roadway Departure Mitigation Program ($33M)

Intersections and Other High Risk Locations ($45 Million)

- Intersection Safety Program ($30M)

- Railroad Safety Projects ($5M)

- Vulnerable Road Users ($10 Million)

Safety Data Analysis ($3 Million)

Safety Education ($1 Million)

The SHSP was updated in 2025 and the HSIP funding allocations above reflect the update.

Where is HSIP staff located within the State DOT?

Engineering

How are HSIP funds allocated in a State?

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

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

In South Carolina, the vast majority (~95%) of fatal crashes occur on state-maintained roadways. Due to this statistic, our primary focus for safety has been on state-maintained roadways. However, we have some intersection improvement projects where a local road intersects with a state-owned road. Additionally, as our crash data is improving in accessibility and completeness, local roads are being incorporated into our Road Inventory Management System (RIMS) for analysis. The Traffic-Safety office and HSIP office staff also make themselves available to assist when requested by our local partners (MPO, COGS, Counties, Cities, etc.) with reviews and recommendations regarding safety performance and potential improvements for local projects.

It is also worth noting that South Carolina maintains the fourth largest highway system in the nation at nearly 41,400 center-line miles of roadway, despite being the 23rd most populous state.

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

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

Describe coordination with internal partners.

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

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

SCDOT and SCDPS recently completed an update to the state's Strategic Highway Safety Plan (SHSP) for the years 2025-2029. The updated SHSP was shared with a number of additional partners for input before it was finalized. These partners included, but are not limited to, the SC Department of Motor Vehicles, SC Department of Environmental Services (SCDES), SC Department of Public Heath (DPH), the Traffic Records Coordinating Committee, the Motorcycle Safety Task Force, the Impaired Driving Prevention Council, and the Palmetto Cycling Coalition.

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

The SCDOT Traffic Engineering Safety Office provides collision data to MPOs and COGs on a regular basis. In the past year, the office has received many requests for evaluating crash data and performing Highway Safety Manual analysis on specific locations. The program AASHTOWare safety is now accessible to MPOs, COGs and other agencies who request access. This program provides collision data to assist with creating safer roadways.

The SCDOT Traffic Engineering Safety Office provides information related to the statewide safety performance targets to all MPOs and COGs, and includes baseline data for every study area. Representatives from the Traffic Safety Office attend MPO and COG meetings as requested to share collision data and crash type analysis.

Program Methodology

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

Yes

SCDOT utilizes Engineering Directives (ED) and internal staff memos that outline the project selection/ranking process. Due to the SCDOT Modernization bill going into effect January 2027, these Engineering Directives are currently under review and many will likely be updated due to the Bill.

ED-71 Safety Intersection Project Prioritization Process

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

ED-73 Interstate Safety Project Selection

ED-74 Road Safety Assessment Project Selection

ED-75 Vulnerable Road User Safety Project Prioritization Process

Select the programs that are administered under the HSIP.

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

Program: HRRR

Date of Program Methodology:1/1/2020

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:2

Program: Intersection

Date of Program Methodology:4/13/2017

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

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

Exposure

- Traffic
- Volume

Roadway

- Functional classification

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Ranking based on B/C:3
Available funding:2

Ranking based on net benefit:3
Cost Effectiveness:1

Program: Roadway Departure

Date of Program Methodology:1/1/2020

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

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

Exposure

- Lane miles

Roadway

- Functional classification
- Other-Number of Travel Lanes

What project identification methodology was used for this program?

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

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

2026 South Carolina Highway Safety Improvement Program

Available funding:2
Other-Roadway Departure Crashes:1

Program: Vulnerable Road Users

Date of Program Methodology:7/25/2018

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- Other-All VRU crashes

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

Available funding:2
Other-Crash Density :1

Program: Other-Interstates

Date of Program Methodology:7/25/2018

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		• Functional classification

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

Available funding:2
Cost Effectiveness: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

- Fatal and serious injury crashes only

Exposure

- Lane miles

Roadway

- Median width
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Relative severity index

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- selection committee

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

Rank of Priority Consideration

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

What percentage of HSIP funds address systemic improvements?

60

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Clear Zone Improvements
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

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

Yes

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

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

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$59,431,650	$53,719,788	90.39%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$14,561,100	$8,466,833	58.15%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$4,017,538	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$20,093,135	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$2,582,725	0%
State and Local Funds	$6,091,250	$0	0%
Totals	$80,084,000	$88,880,019	110.98%

As of August 20th, the SCDOT Office of Traffic Safety has programmed approximately $80M towards HSIP improvements. In addition to the HSIP funding currently programmed and obligated, the SCDOT Office of Traffic Safety has also programmed an additional $71M in state funding (not shown in table above) towards it's state funded/programmed Rural Roads Safety Program. Between both the HSIP and RRSP programs, the SCDOT Office of Traffic Safety has programmed approximately $151M for safety improvements in the state of South Carolina.

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

0%

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

0%

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

5%

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

5%

Approximately 5% of the HSIP office annual funding goes towards non-infrastructure safety projects. (Planning, data, etc.)

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

0%

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

0%

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

None reportable at this time.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0042133 Intersection Improvements - US 278 (Williston Rd) at SC 302 (Silver Bluff Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$92490	$868000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P037186 Section/Corridor Improvements - US 1 - S-1508 (Ermine Rd) to S-741 (Alexandrea St)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.36	Miles	$575000	$575000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P037883 - RSA US 17 Bus (MP 9.56 - 13.4)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	3.84	Miles	$11656981	$11656981	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P037887 - Safety Improvements/RSA US 17	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.54		$915596	$915596	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P037896 - S-107 (Meeting St.) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.42	Miles	$632997	$632997	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P037897 - S-104 (King St.) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.89	Miles	$400520	$400520	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															safety assessments f
P037901 - S-404 (Calhoun Street) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.48	Miles	$1834165	$1834165	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P037906 - S-106 (St. Philip St) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.07	Miles	$510441	$510441	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments at locations identified as having a high occurrence of pedestrian f
P039379 - Intersection Improvement US 21 (Charleston Hwy)/S-1258 (Old Wire Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$75000	$2797952	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P039385 - Intersection Improvement - US 501/L-8968/S-905	Intersection geometry	Intersection geometry - other	1	Intersections	$1530855	$3226000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041025 - Intersection Improvement US 21 (Columbia Rd) / SC 172 (Bull Swamp Rd)/SC 6 (Caw Caw Hwy)	Intersection geometry	Intersection geometry - other	1	Intersections	$2250000	$2250000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041026 - Intersection Improvement SC 389	Intersection geometry	Intersection geometry - other	1	Intersections	$2572130	$2572130	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
(John Nunn Hwy) / SC 394 (Salley Rd)															geometric design improvement
P041046 - Intersection Improvement US 17 Alt (US 17 A Hwy S) / S-13 (Central Ave)	Intersection geometry	Intersection geometry - other	1	Intersections	$161800	$161800	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041048 - Intersection Improvement SC 116 (Laurel Bay Rd) / S-597 (Stanley Farm Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$2250000	$2250000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041050 - Intersection Improvement US 178 (Liberty Hwy) / S-73 (Baugh Rd) / S-27 (Ruhmah Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$2668459	$2668459	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041051 - Intersection Improvement SC 6 (Highway 6) / S-65 Meadowfield Rd)/L-65 (Jim Spence Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$2679284	$2679284	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041056 - Intersection Improvement US 501 (E Hwy 501) / S-132 (WM Nobles Rd)/Ridge Rd	Intersection geometry	Intersection geometry - other	1	Intersections	$5135339	$5135339	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041417 - Intersection Improvements S-29 with S-167	Intersection geometry	Intersection geometry - other	1	Intersections	$551000	$551000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P041423 - Intersection Improvements S-540 with L-1969	Intersection geometry	Intersection geometry - other	1	Intersections	$2276484	$2276484	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
P041546 - I-77 Safety Improvements	Lighting	Interchange lighting	1	Interchanges	$1866655	$1866655	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Improve driver awareness
P041883 - Section/Corridor Improvements - US 17 (Kings Hwy) MP 33.47 - MP 33.84	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.37	Miles	$175000	$175000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P041847 - I-95 Safety Improvements MM 90 - MM 120	Roadside	Removal of fixed objects (trees, poles, etc.)	30	Miles	$7350000	$7350000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Provide for safe recovery
P041896 - Section/Corridor Improvements - US 17 (Kings Hwy) MP 26.04 - MP 28.61	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.57	Miles	$65000	$65000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P041902 - Section/Corridor Improvement - US 17 BUS MP 13 - MP 19	Pedestrians and bicyclists	Pedestrians and bicyclists – other	6	Miles	$450000	$450000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P041908 - Section/Corridor Improvement - US 17 (Septima Clark Pkwy) MP 30 - MP 31	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Miles	$2616000	$2616000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P041909 - Section/Corridor Improvement - US 29 (Wade Hampton Blvd) MP 11.3 - MP 12.06	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.76	Miles	$1995146	$1995146	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
P043173 - Intersection Improvement - US 401 (Lamar Hwy)/S-13 (S. Center Rd.)	Intersection geometry	Intersection geometry - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P043176 - Intersection Improvements - SC 324 (Hwy 324)/S-101 (Mobley Store Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$107000	$107000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P043180 - Intersection Improvements - S-61 (Myers Rd.)/S-202 (Edgebrook Dr.)	Intersection geometry	Intersection geometry - other	1	Intersections	$310000	$310000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P043181 - Intersection Improvements - S-62 (College Park Rd.)/S-202 (Edgebrook Dr.)	Intersection geometry	Intersection geometry - other	1	Intersections	$300000	$300000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P043236 - Intersection Improvements - SC 41 (Hwy 41)/S-100 (Reelectance/Halfway Creek Rd.)	Intersection geometry	Intersection geometry - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P043266 - S-250 (Howe/Hall Road) Berkeley County	Roadway	Roadway - other	1	Miles	$977558	$977558	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P043441 - 2024 Center Line Milled in Rumble Stripe District 3	Roadway	Rumble strips – center	41.6	Miles	$781677	$781677	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
P044026 - SC 183 (Walhalla Highway) Pickens County	Roadway	Roadway - other	6	Miles	$5938023	$5938023	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P044129 - Intersection Improvement - US 378/S-24 (Pee Dee Hwy)	Intersection geometry	Intersection geometry - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P044130 - Intersection Improvements - US 17 (Jacob Smart Blvd)/S-29 (Smiths Xing)	Intersection geometry	Intersection geometry - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P044285 - Intersection Improvements - SC 200 (Great Falls Hwy)/SC 914 (Memorial Park Rd)/S-25 (Airport Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$200000	$200000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P044286 - Intersection Improvements - US 321 (Kings Mountain St.)/SC 5 (Alexander Love Hwy.)	Intersection geometry	Intersection geometry - other	1	Intersections	$235000	$235000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce conflict through geometric design improvement
P044626 - District 3 Signal Upgrades and Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	64	Signal heads	$375475	$375475	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Improve driver awareness
P044738 - SC 28 Road Departure Project	Roadway	Roadway - other	3.75	Miles	$4331624	$4331624	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
P044847 - 2025 Center Line Milled in Rumble Strip District 1 & 4	Roadway	Rumble strips – center	139	Miles	$968697	$968697	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P044848 - 2025 Center Line Milled in Rumble Strip District 2	Roadway	Rumble strips – center	355	Miles	$2891441	$2891441	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P044849 - 2025 Center Line Milled in Rumble Strip District 3	Roadway	Rumble strips – center	54	Miles	$475425	$475425	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P044850 - 2025 Center Line Milled in Rumble Strip District 7	Roadway	Rumble strips – center	294	Miles	$2114623	$2114623	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045191 - Section/Corridor Improvement - SC 48 (Assembly Street) MP 0 - MP 2.5 - Phase 2 - Multi-Use Path	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.5	Miles	$1049300	$1049300	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office investment plan to perform road safety assessments
P045392 - S-73 (Fish Hatchery Road) MP 2.09 to MP 3.54 Lexington County	Roadway	Roadway - other	1.4	Miles	$1720608	$1720608	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
P045398 - SC 6 (Old Number Six Hwy) MP 10.83 to 15.27 Orangeburg Co.	Roadway	Roadway - other	4.4	Miles	$2660327	$2660327	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045408 - S-278 (Calks Ferry Road) MP 0.00 to 2.97 Lexington Co.	Roadway	Roadway - other	3	Miles	$2286900	$2286900	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045410 - S-25 (Old Manning Road) MP 0.00 to 4.010 Sumter County	Roadway	Roadway - other	4	Miles	$3087700	$3087700	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045449 - District 4 Signal Upgrades - Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	25	Signal heads	$286000	$286000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Improve driver awareness
P045450 - District 7 Signal Upgrades - Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	10	Signal heads	$151800	$151800	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Improve driver awareness
P045620 - 2026 Pavement Markings - District 1	Roadway delineation	Roadway delineation - other	131	Miles	$1645873	$1645873	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045621 - 2026 Pavement Markings - District 2	Roadway delineation	Roadway delineation - other	100	Miles	$1226789	$1226789	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching

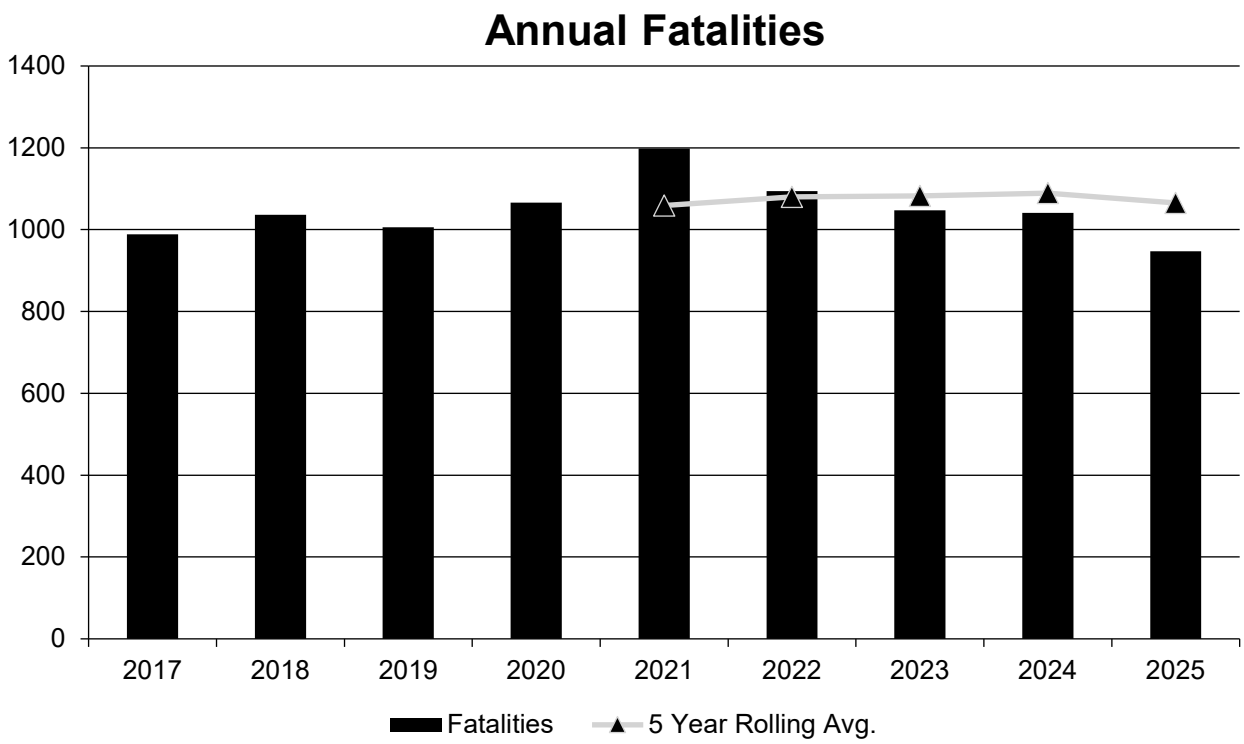
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															into the opposite lane
P045622 - 2026 Pavement Markings - District 3	Roadway delineation	Roadway delineation - other	175	Miles	$2470902	$2470902	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045623 - 2026 Pavement Markings - District 4	Roadway delineation	Roadway delineation - other	100	Miles	$1433878	$1433878	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045624 - 2026 Pavement Markings - District 5	Roadway delineation	Roadway delineation - other	100	Miles	$1157003	$1157003	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045625 - 2026 Pavement Markings - District 6	Roadway delineation	Roadway delineation - other	50	Miles	$733291	$733291	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane
P045626 - 2026 Pavement Markings - District 7	Roadway delineation	Roadway delineation - other	100	Miles	$1155033	$1155033	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway, and prevent vehicles from encroaching into the opposite lane

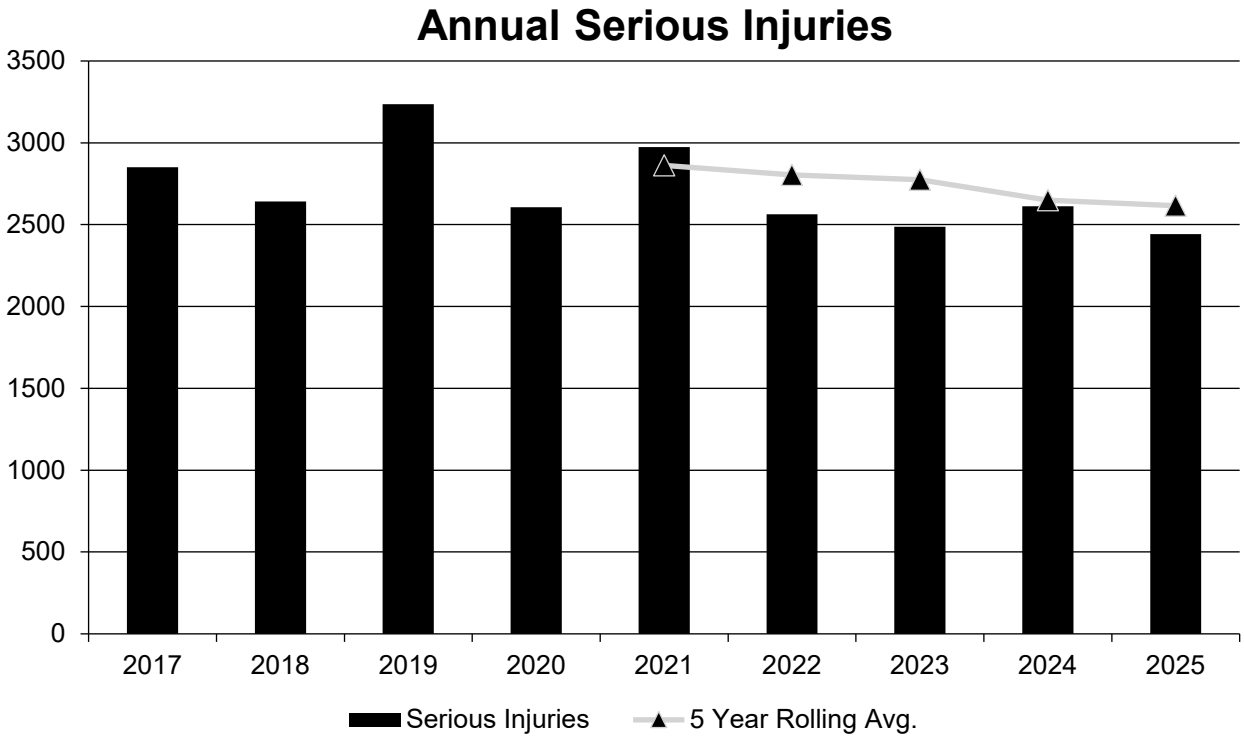
Safety Performance

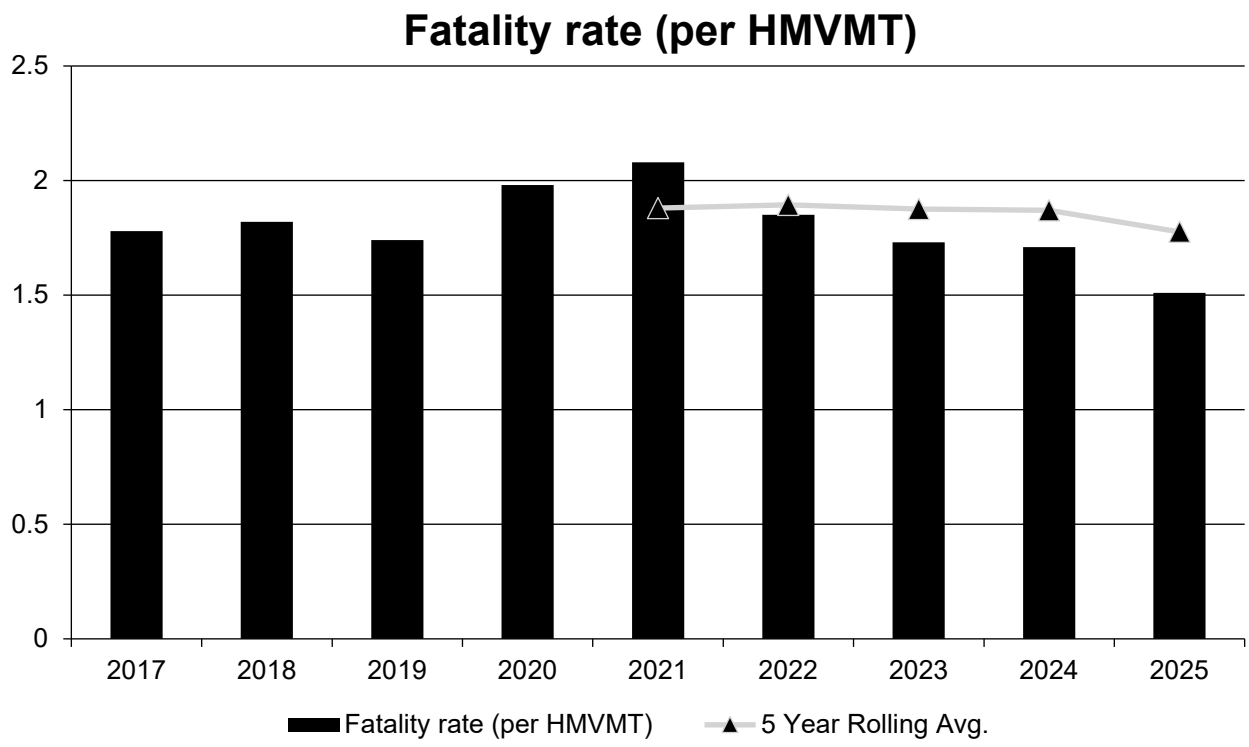
General Highway Safety Trends

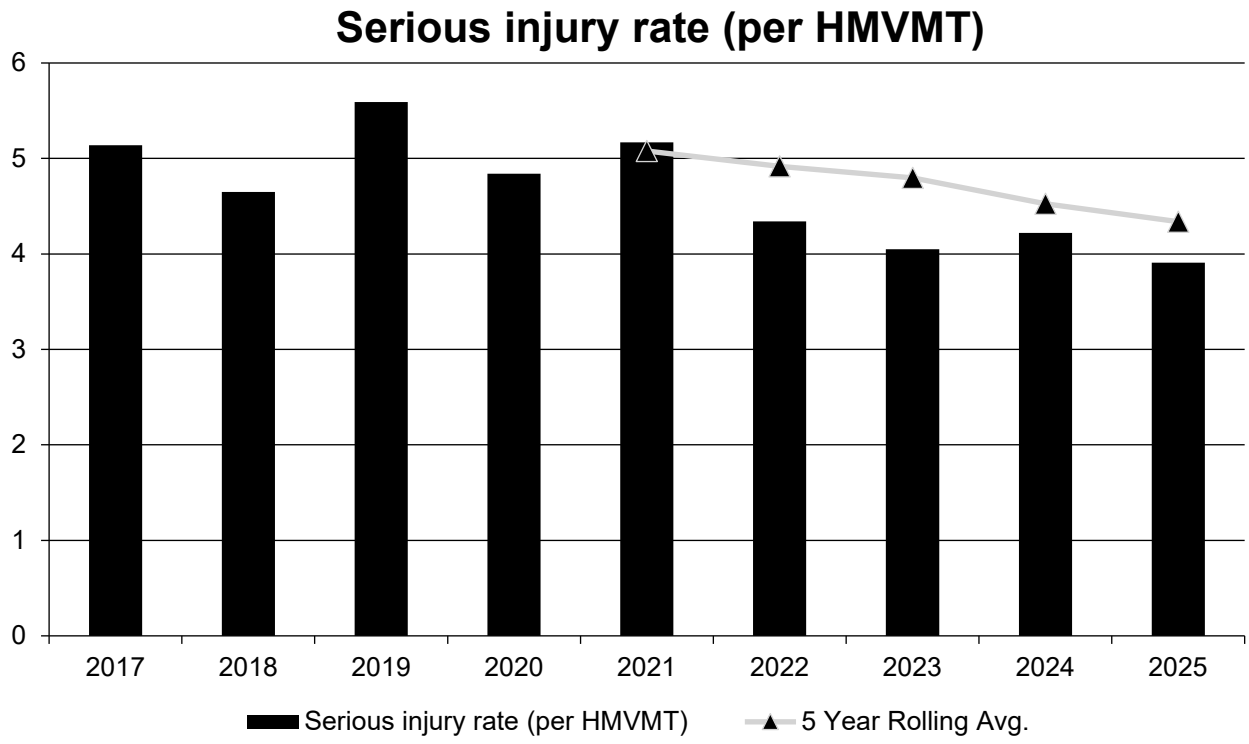
Present data showing the general highway safety trends in the State for the past five years.

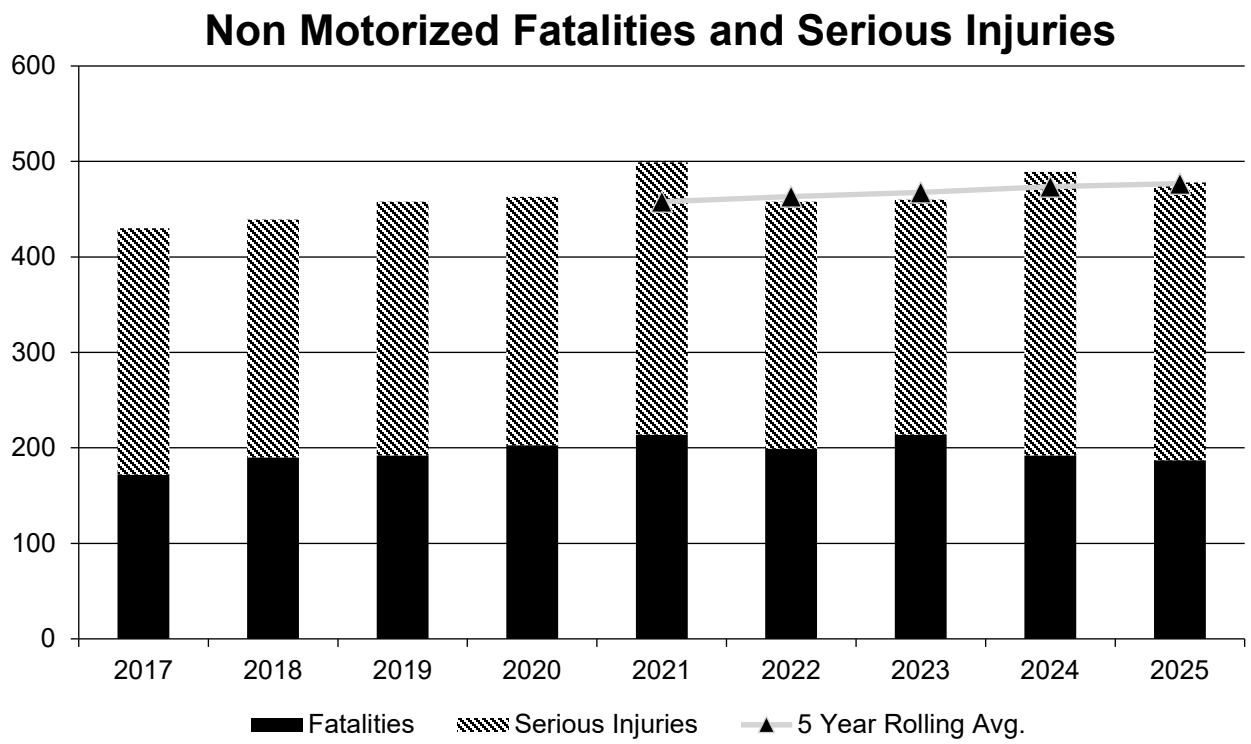
PERFORMANCE MEASURES	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatalities	989	1,036	1,006	1,066	1,198	1,094	1,047	1,041	947
Serious Injuries	2,851	2,642	3,237	2,607	2,974	2,563	2,488	2,612	2,442
Fatality rate (per HMVMT)	1.780	1.820	1.740	1.980	2.080	1.850	1.730	1.710	1.510
Serious injury rate (per HMVMT)	5.140	4.650	5.590	4.840	5.170	4.340	4.050	4.220	3.910
Number non-motorized fatalities	172	190	192	203	214	199	214	192	187
Number of non-motorized serious injuries	258	249	266	260	285	259	246	297	291


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2017
2018
2019
2020
2021
2022
2023
2024
2025
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2017
2018
2019
2020
2021
2022
2023
2024
2025
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2017
2018
2019
2020
2021
2022
2023
2024
2025
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2017
2018
2019
2020
2021
2022
2023
2024
2025
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 2025

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	58	73.6	0.73	0.92
Rural Principal Arterial (RPA) - Other Freeways and Expressways	1.8	3.6	0.64	1.3
Rural Principal Arterial (RPA) - Other	95	152.8	2.24	3.6
Rural Minor Arterial	121.2	216.4	2.86	5.11
Rural Minor Collector	12.8	24.6	4.88	9.32
Rural Major Collector	172.8	305.2	3.74	6.62

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	70.4	118.4	2.4	4.04
Urban Principal Arterial (UPA) - Interstate	57.8	110.4	0.63	1.22
Urban Principal Arterial (UPA) - Other Freeways and Expressways	8.2	28.6	0.79	2.72
Urban Principal Arterial (UPA) - Other	178	594.8	1.81	6.03
Urban Minor Arterial	132.2	470.4	1.71	6.09
Urban Minor Collector	1	5.6	1.17	6.87
Urban Major Collector	98	281.6	2.06	5.92
Urban Local Road or Street	49.6	202	1.54	6.33

Year 2023

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	1,070	2,734.6	1.85	4.74
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				

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)
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 2027 Targets *

Number of Fatalities: 1055.0

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

The target of 1,055 traffic fatalities was established after thorough discussions, analysis of historical data, and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine a projected decrease in the number of fatalities when compared to the baseline. This target supports the SHSP goal of eliminating traffic fatalities in SC.

Number of Serious Injuries:2519.0

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

A target of 2519 serious injuries was established after analyzing historical data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2026 and 2027 data, then using this projection the state was able to decide on a reasonable target for the five year period ending in 2027. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease in the number of serious injuries during calendar years 2026 and 2027. This target supports the SHSP goal of reducing serious injuries that result from a traffic collision.

Fatality Rate:1.690

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

The target of 1.69 as the fatality rate was established by using the projected fatality number in 2026 and 2027 along with an expected increase in vehicle miles traveled during those years. As part of the SHSP, reducing the fatality rate remains a valuable target for the state.

Serious Injury Rate:4.040

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

The target of 4.04 as the serious injury rate was established by using the projected serious injury number in 2026 and 2027 along with an expected increase in vehicle miles traveled during those years. 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:486.0

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

The target of 486 non-motorized fatalities and serious injuries was established after a thorough analysis of historical data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2026 and 2027 data, then using this projection the state was able to decide on a reasonable target for the five year period ending in 2027. By examining planned projects and current safety initiatives (in the fields of education, enforcement, and engineering), the state was able to calculate an expected decrease in the number in fatalities and serious injuries involving pedestrians and bicyclists during calendar year 2026 and 2027.

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

South Carolina established a coordinating group comprised of highway safety professionals from the SC Department of Transportation (SCDOT) and the SC Department of Public Safety, which houses the State Highway Safety Office. This group meets to discuss the historical and current trends as well projections related to the five safety performance areas. Staff from SCDOT is available to provide any information related to the safety targets, including baseline data, to all MPOs. Additionally the SCDOT Planning Office distributes individual MPO baseline data to all MPOs for their information. Statewide baseline and targets are also provided to MPOs. SCDOT also aids MPOs and COGs with crash data and project ranking tools using a newly implemented online safety data portal through
AASHTOware Safety and Numetrics. This online program will aid the MPO and COGs in their safety programs.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2025 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	1080.0	1065.4
Number of Serious Injuries	2764.0	2615.8
Fatality Rate	1.782	1.776
Serious Injury Rate	4.561	4.338

Non-Motorized Fatalities and Serious Injuries	453.4	476.8

The state anticipates meeting four of the five safety performance targets for 2021-2025.

Applicability of Special Rules

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

Yes

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

Yes

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	2019	2020	2021	2022	2023	2024	2025
Number of Older Driver and Pedestrian Fatalities	128	135	152	127	166	178	150
Number of Older Driver and Pedestrian Serious Injuries	261	206	241	238	239	279	260

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)

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

SCDOT uses 3 years of after data to establish a program wide B/C ratio to gauge effectiveness of projects. With the currently available data, SCDOT achieved a average BC of 20.3. This includes a reduction in total crashes of 54%; 64% serious injuries; and a 40% reduction of fatal crashes at SCDOT Safety Office project locations evaluated with 3 years of after data.

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

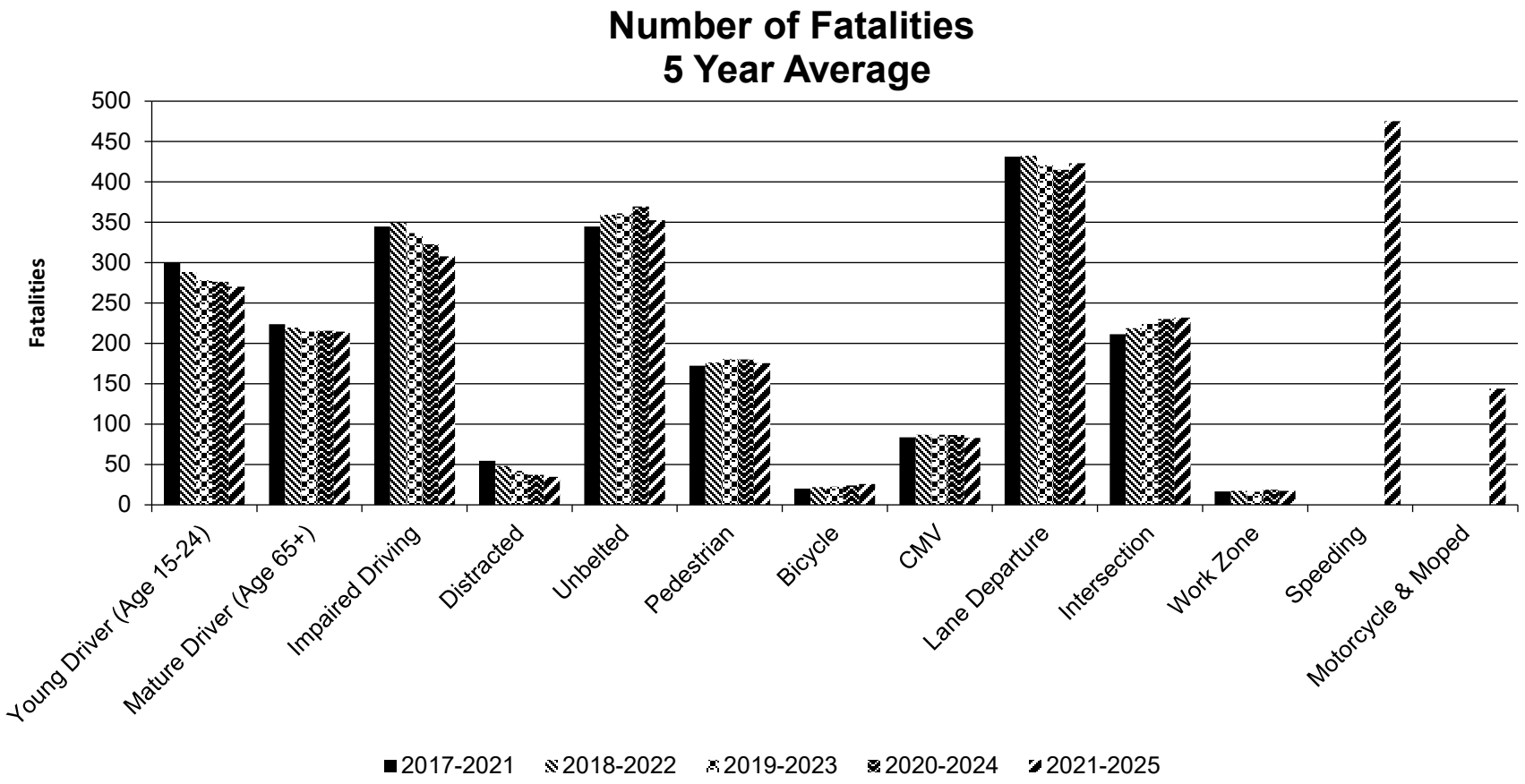
- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- More systemic programs
- Other-Increased use of alternative intersections statewide

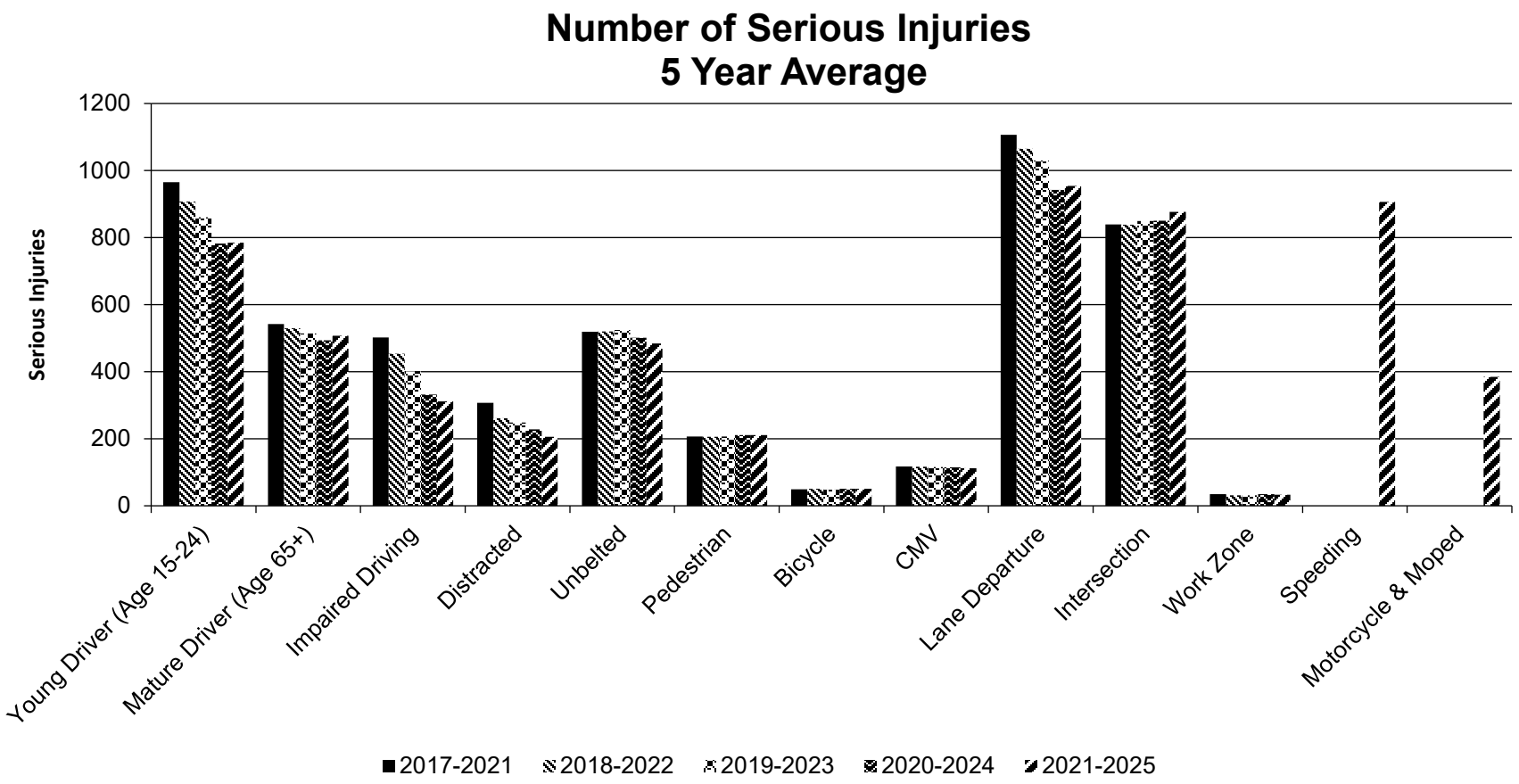
Effectiveness of Groupings or Similar Types of Improvements

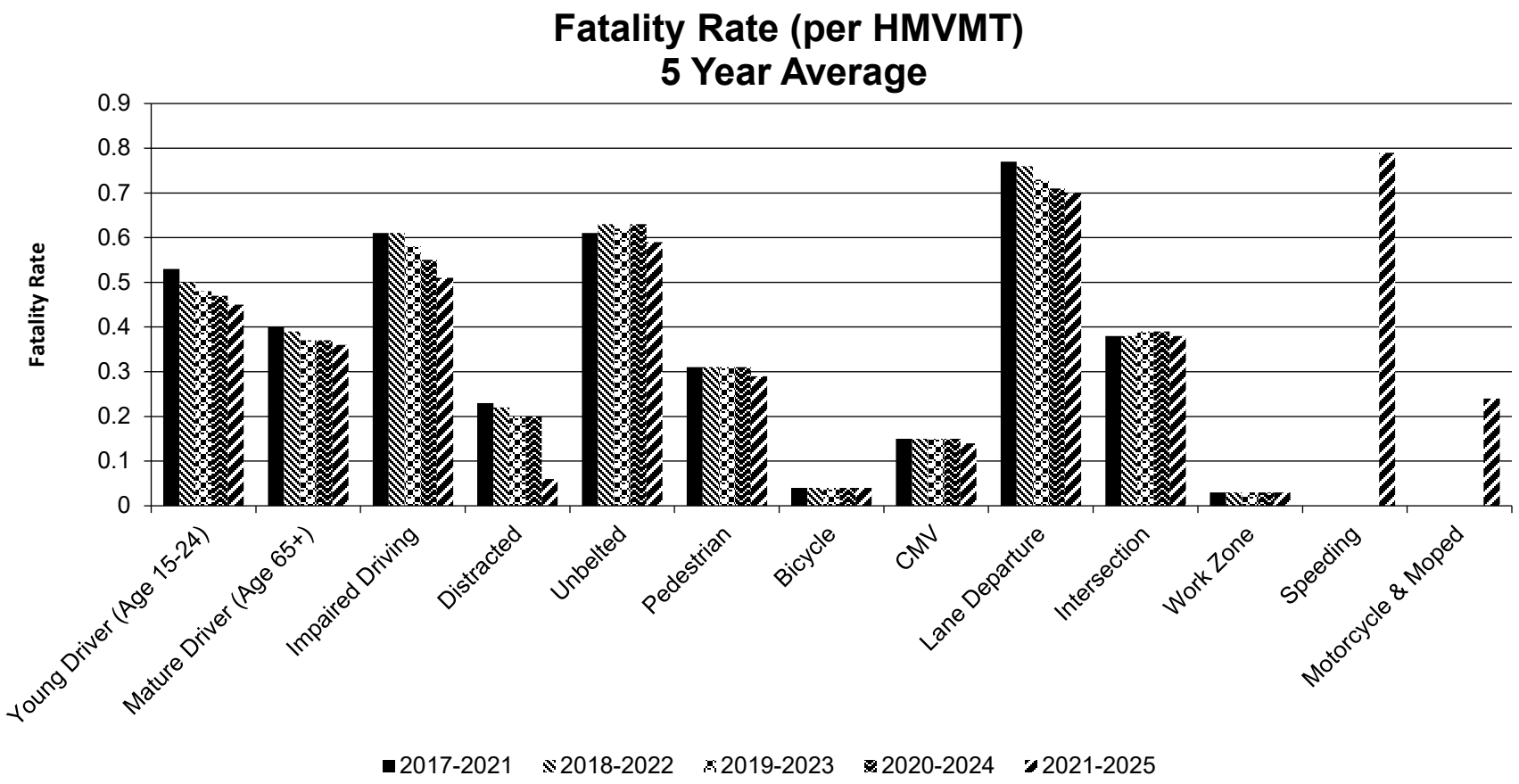
Present and describe trends in SHSP emphasis area performance measures.

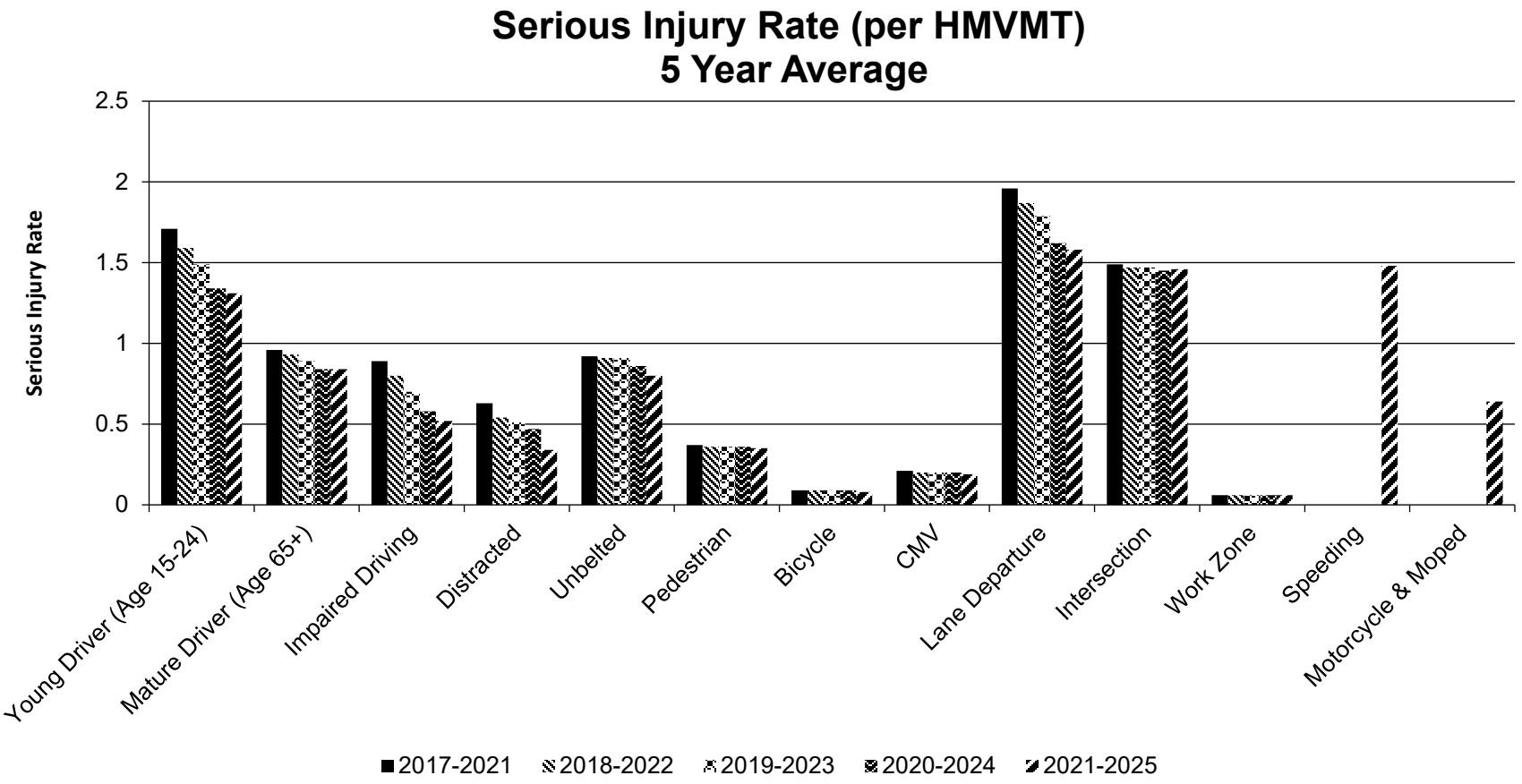
Year 2025

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Young Driver (Age 15-24)	All	270.2	785.2	0.45	1.31
Mature Driver (Age 65+)	All	214.4	507.2	0.36	0.84
Impaired Driving	All	307.8	311.6	0.51	0.52
Distracted	All	34.8	206	0.06	0.34
Unbelted	All	352.6	484.4	0.59	0.8
Pedestrian	Vehicle/pedestrian	175.6	211.2	0.29	0.35
Bicycle	Vehicle/bicycle	25.8	50.6	0.04	0.08
CMV	Truck-related	83	112.6	0.14	0.19
Lane Departure	Run-off-road	423	954	0.7	1.58
Intersection	Intersections	232	876.4	0.38	1.46
Work Zone	All	17.2	33	0.03	0.06
Speeding	Speed-related	475.2	906.8	0.79	1.48
Motorcycle & Moped	All	144	384.6	0.24	0.64


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
CMV
Lane Departure
Intersection
Work Zone
Speeding
Motorcycle & Moped
2017-2021
2018-2022
2019-2023
2020-2024
2021-2025


Number of Serious Injuries
5 Year Average
Serious Injuries
1200
1000
800
600
400
200
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
CMV
Lane Departure
Intersection
Work Zone
Speeding
Motorcycle & Moped
2017-2021
2018-2022
2019-2023
2020-2024
2021-2025


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Young Driver (Age 15-24)
Mature Driver (Age 65+)
Impaired Driving
Distracted
Unbelted
Pedestrian
Bicycle
CMV
Lane Departure
Intersection
Work Zone
Speeding
Motorcycle & Moped
2017-2021
2018-2022
2019-2023
2020-2024
2021-2025



Minor edits to the list of Emphasis Areas Performance Measures have been made to align with the most recent SHSP update for 2025 - 2029.

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
P037217 - US 176	Urban Principal Arterial (UPA) - Other	Roadway	Roadway - other	828.00	693.00	2.00	3.00	6.00	2.00	245.00	183.00	1081.00	881.00	9.15
P037686 - S-164 @ S-95	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	13.00	6.00					2.00	2.00	15.00	8.00	0.96
P037686 - S-164 & S-548	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	15.00	6.00						2.00	15.00	8.00	-1.11
P037686 - S-164 & L-737	Urban Minor Arterial	Intersection geometry	Intersection realignment	10.00						1.00		11.00		2.82
P030231 - US 178 & SC 88	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Modify control – Modern Roundabout	19.00	26.00			1.00		2.00		22.00	26.00	2.26
P039386 - SC 81 & S-327	Urban Minor Arterial	Intersection geometry	Intersection geometry - other	23.00	1.00					11.00	3.00	34.00	4.00	21.35
P040451 - S-31	Urban Local Road or Street	Roadway	Roadway - other	4.00	2.00		1.00			3.00		7.00	3.00	-62.49
P040472 - S-18	Rural Major Collector	Roadway	Roadway - other	11.00	3.00	2.00		1.00		7.00	6.00	21.00	9.00	79.31
P040455 - SC 92	Rural Major Collector	Roadway	Roadway - other	2.00		1.00				3.00		6.00		44.13
P040459 - US 276	Rural Minor Arterial	Roadway	Roadway - other	22.00	22.00	2.00		2.00	1.00	8.00	8.00	34.00	31.00	36.12
P030817 - S-279	Urban Minor Arterial	Roadway	Roadway widening - curve	16.00	1.00			1.00		4.00		21.00	1.00	5.12
P040452 - S - 279	Rural Local Road or Street	Roadway	Roadway - other	7.00	11.00		1.00	3.00		3.00	1.00	13.00	13.00	-34.67
P040453 - S-34	Rural Major Collector	Roadway	Roadway - other	17.00	13.00	1.00		1.00	2.00	2.00	9.00	21.00	24.00	18
P00460 - S-145	Urban Major Collector	Roadway	Roadway - other	21.00	14.00	2.00		2.00		7.00	3.00	32.00	17.00	41.89
P032088 - SC 642	Urban Principal Arterial (UPA) - Other	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1568.00	398.00	5.00	4.00	22.00	9.00	362.00	92.00	1957.00	503.00	141.24

Compliance Assessment

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

12/23/2025

What are the years being covered by the current SHSP?

From: 2025 To: 2029

When does the State anticipate completing its next SHSP update?

2030

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	100	100	100
	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	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	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
	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	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	100						
	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]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**	**100.00**

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

The state is 100% in compliance with the MIRE FDE requirements.

Under the Highway Safety Improvement Program, FHWA is required to establish a subset of the model inventory of roadway elements that are useful for the inventory of roadway safety. (23 U.S.C. 148(f)(2)(a)). The model inventory of roadway elements is the listing and standardized coding by the FHWA of roadway and traffic data elements critical to safety management, analysis, and decision making. (23 148(a)(5)). FHWA established a specific subset of Model Inventory of Roadway Elements (MIRE) known as the Fundamental Data Elements (FDE) under 23 CFR Part 924. These elements represent the minimum essential data required to support a State's data-driven safety program. States are required to collect and maintain this data across three primary road classifications: Non-local paved roads; local paved roads and unpaved roads. (23 CFR 924.9(a)(1); 23 CFR 924.17) Per 23 CFR 924.11(b), the State must have access to a complete collection of the MIRE fundamental data elements data on all public roads by September 30, 2026. Please indicate below whether or not your State has met the MIRE FDE requirement.

Pursuant to 23 CFR 924.11(b), South Carolina has access to a complete collection of the MIRE fundamental data elements on all public roads.

Optional Attachments

Program Structure:

ED-71-Intersection Safety 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 Vulnerable Road User Safety Project Prioritization Process.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.