SOUTH CAROLINA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2025 ANNUAL REPORT

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Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 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 20.9 for all projects listed was obtained. Additionally, Fatal and Serious Injuries (F&SI) were reduced from approximately 8.3 F&SI per year, down to 1.3 F&SI per year.

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 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 ($42 Million)
    - Intersection Safety Program ($20M)
    - Road Safety Assessments Program ($17M)
    - Railroad Safety Projects ($5M)
- Vulnerable Road Users ($10 Million)
- Safety Data Analysis ($3 Million)

The SHSP will be updated in 2025 and the HSIP funding allocations above will soon be adjusted to 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 also are currently working together to update the state's Strategic Highway Safety Plan (SHSP) for the years 2025-2029. The updated SHSP will be shared with a number of additional partners for input before it will be 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. 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 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	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only • Other-Roadway Departure Percentage	• Lane miles	• 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

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 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-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?

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
- 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)	$60,467,670	$42,232,402	69.84%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$4,017,538	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$20,395,800	$8,289,483	40.64%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$19,699,151	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$3,520,862	0%
State and Local Funds	$152,718,530	$137,928,369	90.32%
Totals	$233,582,000	$215,687,805	92.34%

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
2024 Center Line Milled in Rumble Stripe District 3	Roadway	Rumble strips – center	41.6	Miles	$577955	$577955	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway
2024 Center Line Milled in Rumble Stripe District 2	Roadway	Rumble strips – center	211	Miles	$1950392	$1950392	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway
2024 Center Line Milled in Rumble Stripe District 4	Roadway	Rumble strips – center	128.4	Miles	$1936965	$1936965	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway
2024 Center Line Milled in Rumble Stripe District 7	Roadway	Rumble strips – center	123.4	Miles	$1336882	$1336882	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway
2024 Center Line Milled in Rumble Stripe District 5	Roadway	Rumble strips – center	90.4	Miles	$478797	$478797	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Lane Departure	Keep vehicles on the roadway
Intersection Improvement SC 183 (Farrs Bridge Rd) / S-55 (Ireland Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$1620952	$1620952	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Intersection Improvement S-169 (Von Ohsen Rd)/S-881 (Lincolnville Rd)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1477369	$1477369	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Choose Appropriate Intersection Traffic Control
Safety Improvements/RSA US 17A	Roadway	Roadway - other	3	Miles	$476130	$529033	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment Plan to perform Road Safety Audits
SC 49 (Lockhart Highway) Union County	Roadway	Roadway - other	4.9	Miles	$4576846	$4576846	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	Keep Vehicles on the Roadway
Safety Improvements/RSA US 29	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.7	Miles	$8585726	$9539696	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment

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
															Plan to perform Road Safety Audits
Safety Improvements/RSA SC 183	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.8	Miles	$4442694	$4936327	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment Plan to perform Road Safety Audits
Intersection Improvement - US 176 (State Rd.) /S-467 (Black Tom Rd.)	Intersection geometry	Intersection realignment	1	Intersections	$3696077	$4106753	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Improve Sight Distance
Intersection Improvement US 25 / US 25 Conn	Intersection geometry	Intersection geometry - other	1	Intersections	$1316571	$1316571	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
S-107 (Meeting St.) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.42	Miles	$1933980	$2148867	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment Plan to perform Road Safety Audits
S-104 (King St.) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.89	Miles	$1546273	$1718081	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment Plan to perform Road Safety Audits
S-404 (Calhoun Street) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.48	Miles	$1904358	$2115954	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment Plan to perform Road Safety Audits

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
S-106 (St. Philip St) - Bike/Ped Safety Improvements/RSA	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.07	Miles	$1330026	$1477807	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment Plan to perform Road Safety Audits
Intersection Improvement - US 501/L-8968/S-905	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$4189134	$4654594	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Intersection Improvement S-279 (Boiling Springs Rd)/S-627 (Bethany Church Rd)/Redmond Rd)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3085282	$3085282	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Intersection Improvement US 278 (Independence Blvd) / S-442 (Argent Blvd)	Intersection geometry	Intersection geometry - other	1	Intersections	$1077678	$1077678	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Intersection Improvement S-279 (Boiling Springs Rd)/S-627 (Bethany Church Rd)/Redmond Rd)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$117681	$117681	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
Safety Improvements/RSA US 17	Pedestrians and bicyclists	Pedestrians and bicyclists – other	2.54	Miles	$2500000	$2500000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	Support the SCDOT Safety Office Investment Plan to perform Road Safety Audits
Intersection Improvement S-908 (Gap Creek Road)/L-745 (Gary Armstrong/Hampton Rd)	Intersection geometry	Intersection geometry - other	1	Intersections	$2000000	$2000000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement

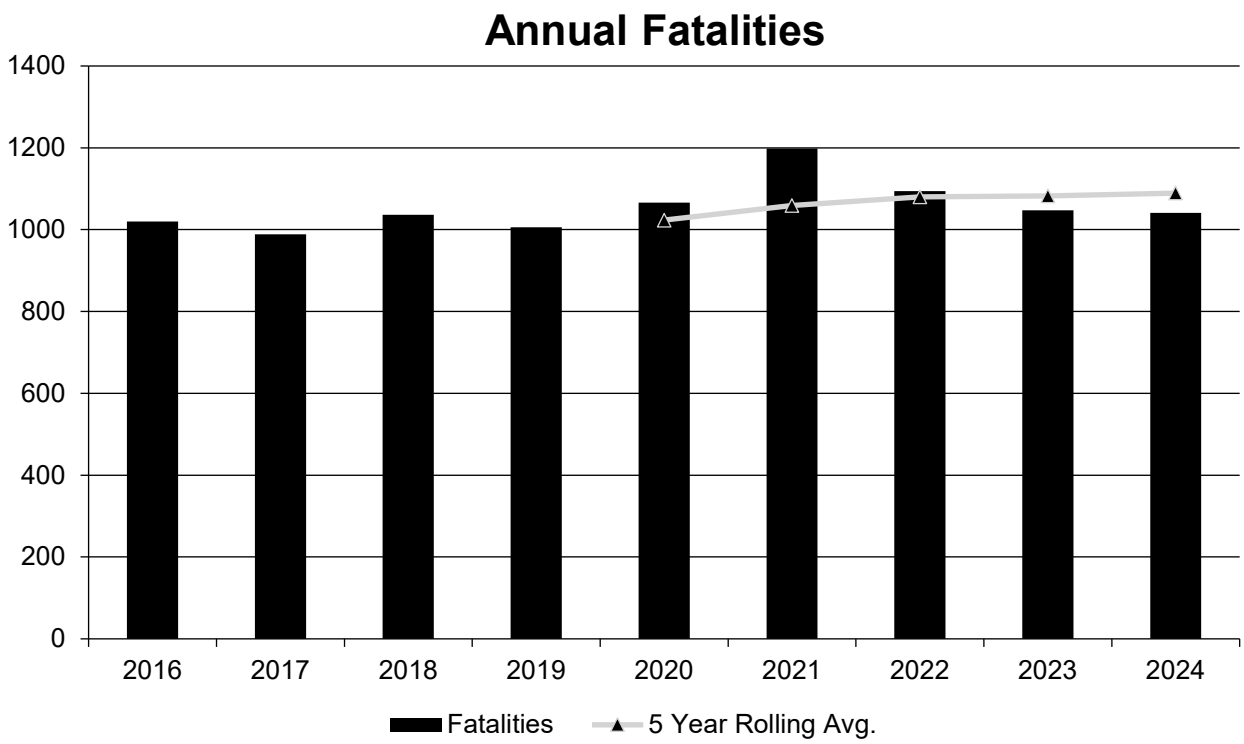
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
District 2 Signal Upgrades - Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	96	Signal heads	$471220	$471220	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Intersections	Improve Driver Awareness of Intersections and Signal Control
District 3 Signal Upgrades and Flashing Yellow Arrow	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	274	Signal heads	$1100000	$1100000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Intersections	Improve Driver Awareness of Intersections and Signal Control
Intersection Improvement US 378 (Myrtle Beach Hwy) / SC 527 (S Brick Church Rd)	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	1	Intersections	$2250000	$2250000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement
SC 183 (Walhalla Highway) Pickens County	Roadway	Roadway - other	6	Miles	$2250000	$2250000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	Reduce Conflict through Geometric Design Improvement

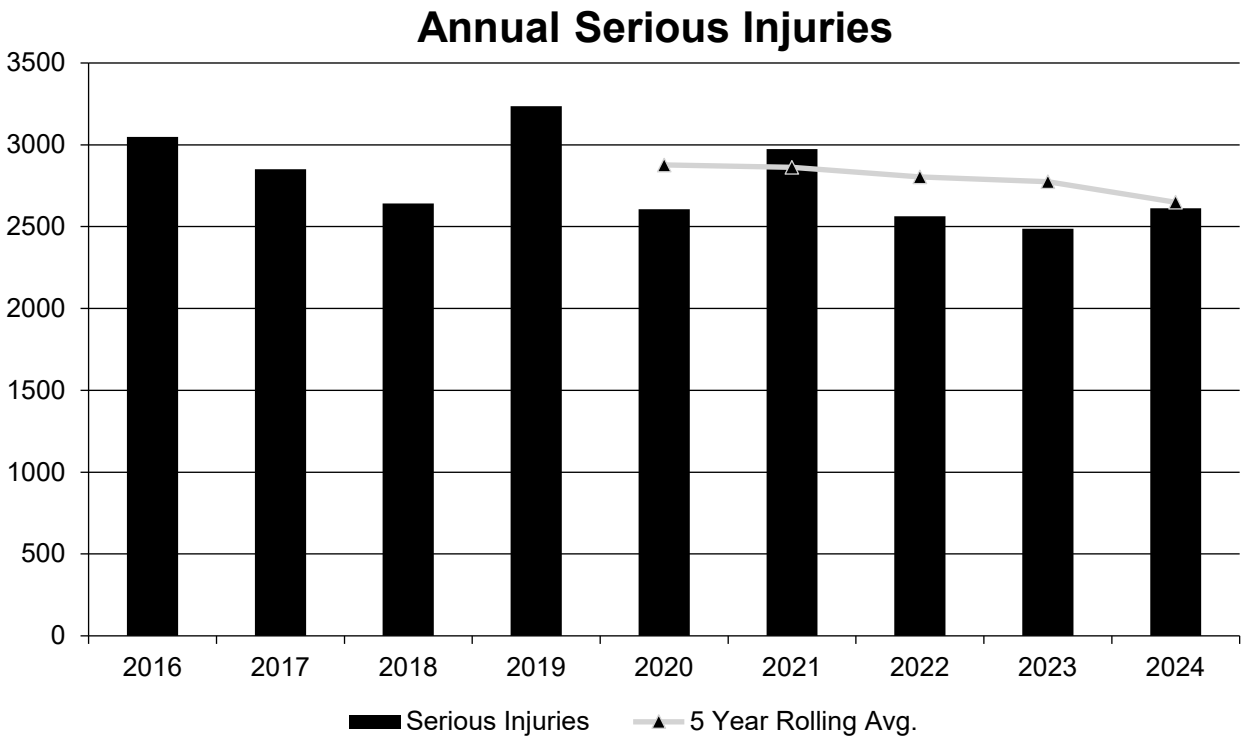
Safety Performance

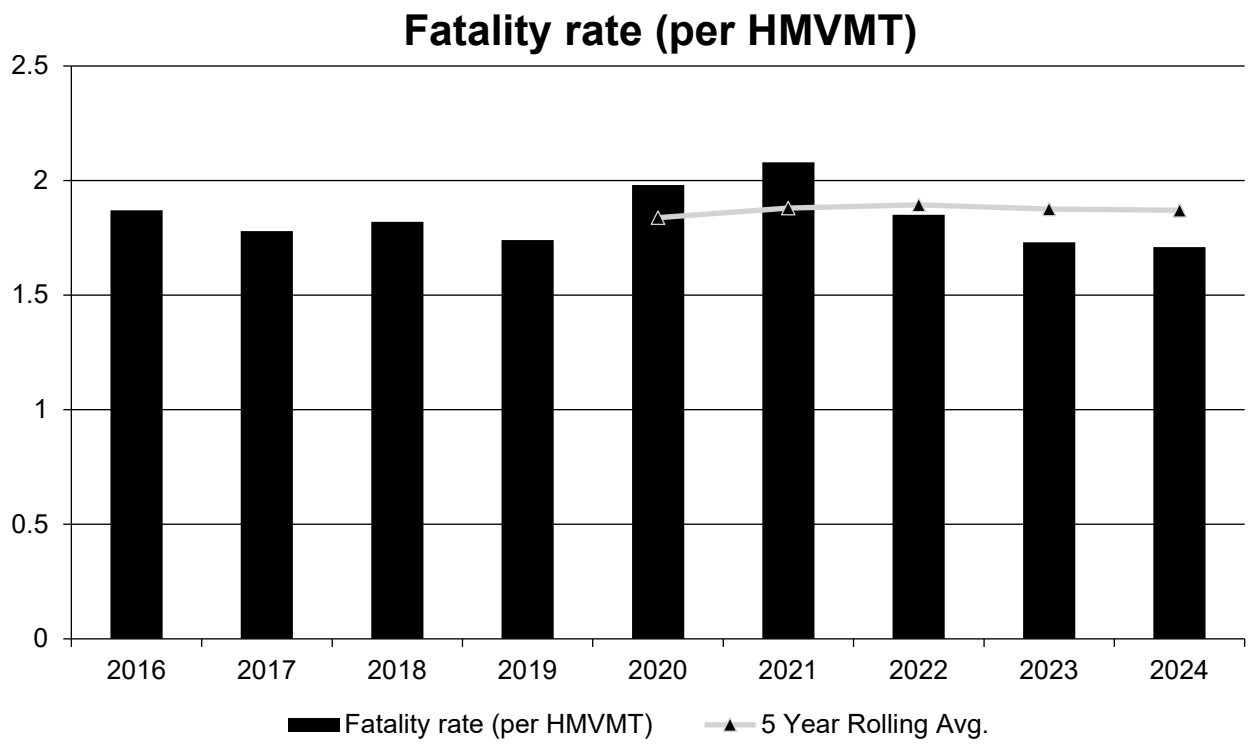
General Highway Safety Trends

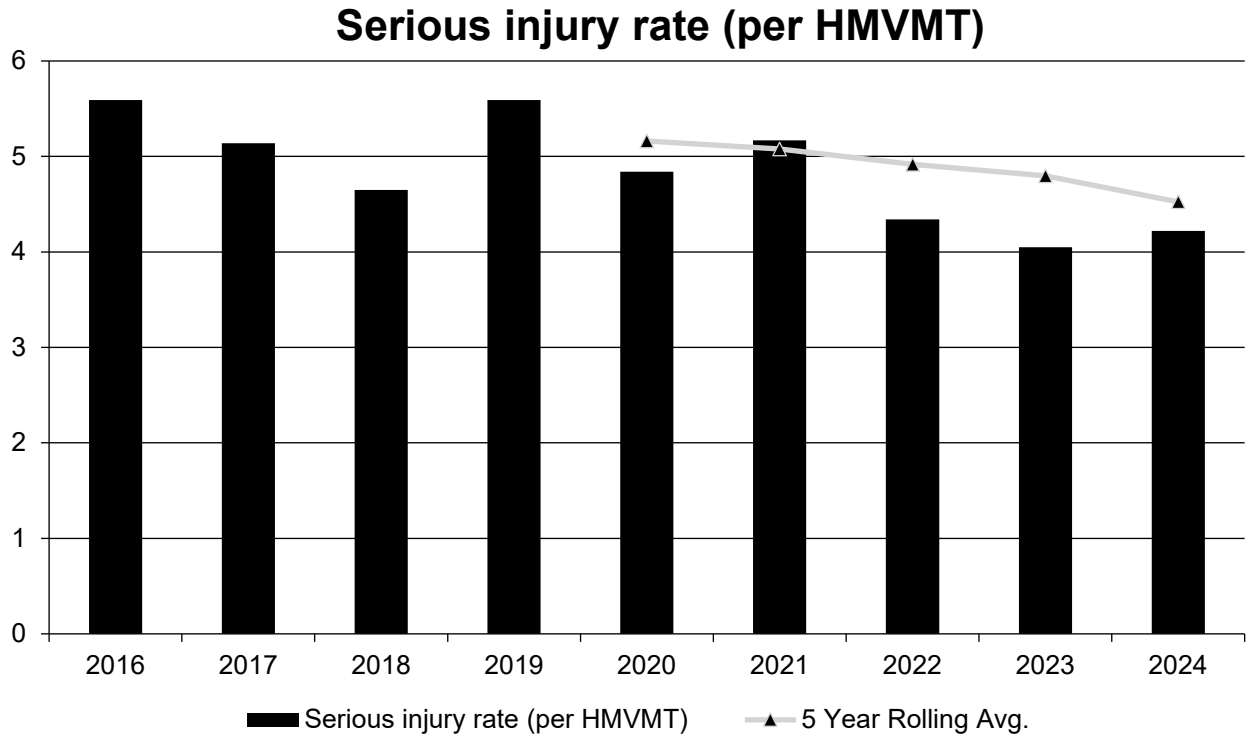
Present data showing the general highway safety trends in the State for the past five years.

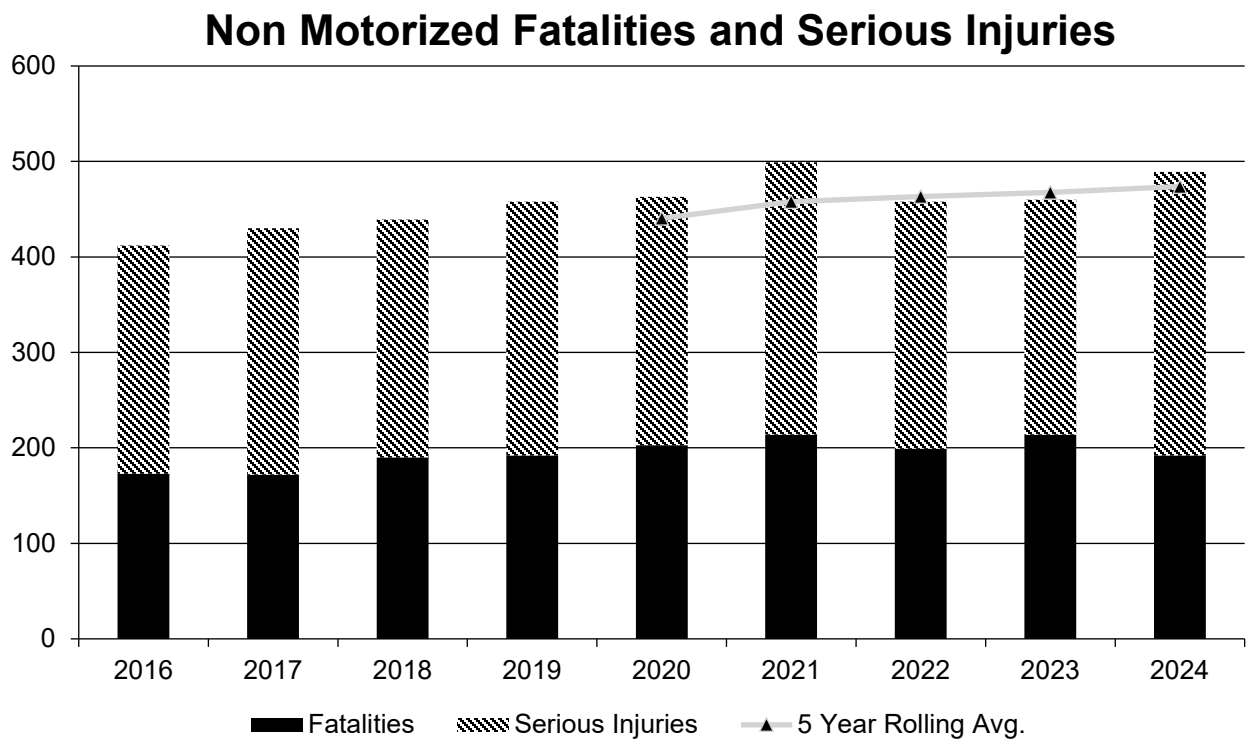
PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	1,020	989	1,036	1,006	1,066	1,198	1,094	1,047	1,041
Serious Injuries	3,049	2,851	2,642	3,237	2,607	2,974	2,563	2,488	2,612
Fatality rate (per HMVMT)	1.870	1.780	1.820	1.740	1.980	2.080	1.850	1.730	1.710
Serious injury rate (per HMVMT)	5.590	5.140	4.650	5.590	4.840	5.170	4.340	4.050	4.220
Number non-motorized fatalities	173	172	190	192	203	214	199	214	192
Number of non-motorized serious injuries	239	258	249	266	260	285	259	246	297


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2016
2017
2018
2019
2020
2021
2022
2023
2024
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 2024

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	62.6	85	0.78	1.07
Rural Principal Arterial (RPA) - Other Freeways and Expressways	1.6	3.4	0.47	1.18
Rural Principal Arterial (RPA) - Other	99.8	157.4	2.33	3.69
Rural Minor Arterial	128.8	230.6	3.04	5.43
Rural Minor Collector	13.6	24.2	5.13	9.07
Rural Major Collector	183.2	325.4	3.89	6.93

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	70.6	135.4	2.39	4.58
Urban Principal Arterial (UPA) - Interstate	56.4	108.2	0.66	1.29
Urban Principal Arterial (UPA) - Other Freeways and Expressways	9.2	25.6	0.96	2.63
Urban Principal Arterial (UPA) - Other	175.6	568	1.91	6.15
Urban Minor Arterial	136.4	471.4	1.8	6.23
Urban Minor Collector	1	4	1.17	5.76
Urban Major Collector	92.2	277.8	2.02	6.14
Urban Local Road or Street	46.6	191.8	1.52	6.41

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)				
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 2026 Targets *

Number of Fatalities:1059.0

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

The target of 1,059.0 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 projected 2025 and 2026 data. This showed a projected increase in the number of fatalities when compared to the baseline. SC aimed to set the target below the 2019–2023 baseline to demonstrate improved performance. 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 analyzing historical data and trend line projections. For this measure, a polynomial order 2 trend analysis was used to determine projected 2025 and 2026 data, then using this projection the state was able to decide on a reasonable target for the five year period ending in 2026. 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 the calendar years 2025 and 2026. This target supports the SHSP goal of reducing serious injuries that result 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 2025 and 2026 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:4.500

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

The target of 4.500 as the serious injury rate was established by using the projected serious injury number in 2025 and 2026 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:467.9

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

The target of 467.9 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 2025 and 2026 data, then using this projection the state was able to decide on a reasonable target for the five year period ending in 2026. 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 years 2025 and 2026.

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 2024 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	1079.0	1089.2
Number of Serious Injuries	2549.0	2648.8
Fatality Rate	1.870	1.870
Serious Injury Rate	4.410	4.524
Non-Motorized Fatalities and Serious Injuries	454.8	473.8

The state anticipates meeting one of the five safety performance targets for 2020-2024. The preliminary five year averages for each measure are shown above.

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	2018	2019	2020	2021	2022	2023	2024
Number of Older Driver and Pedestrian Fatalities	148	128	135	152	127	166	178
Number of Older Driver and Pedestrian Serious Injuries	23	261	206	241	238	239	279

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 20.9. This includes a reduction in total crashes of 37%; 82% serious injuries; and a 88% 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

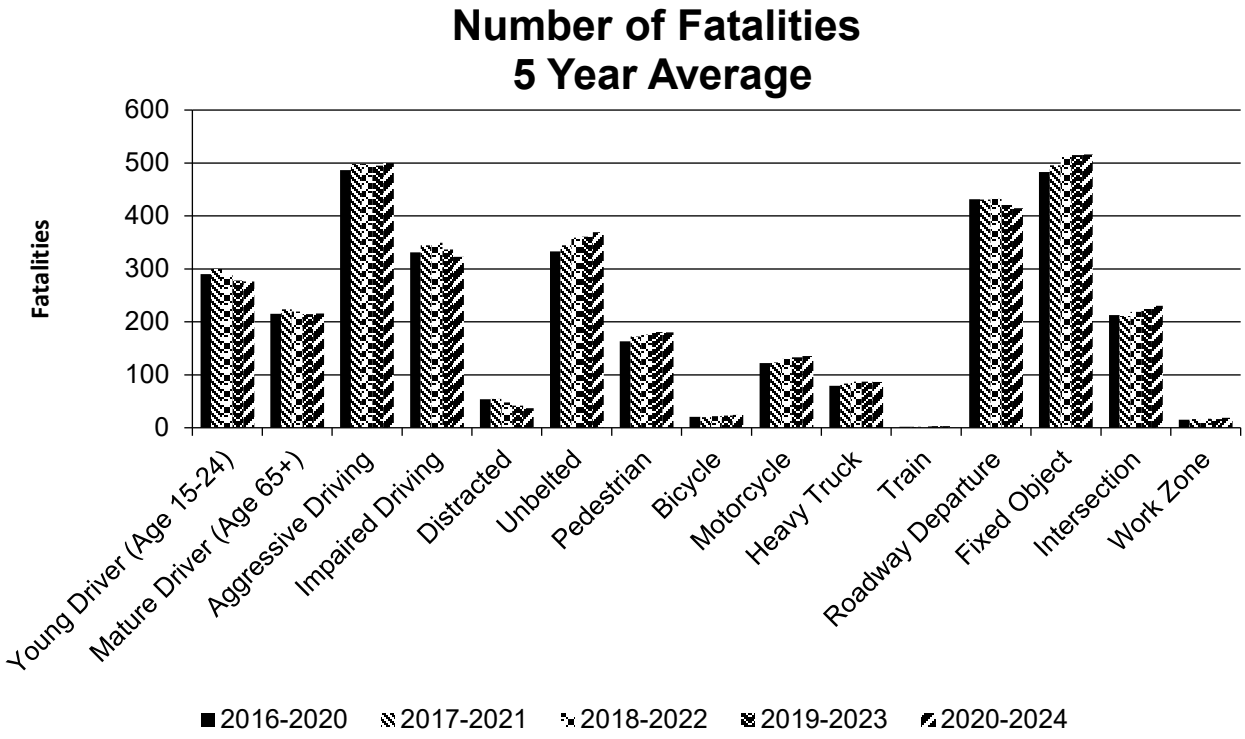
Effectiveness of Groupings or Similar Types of Improvements

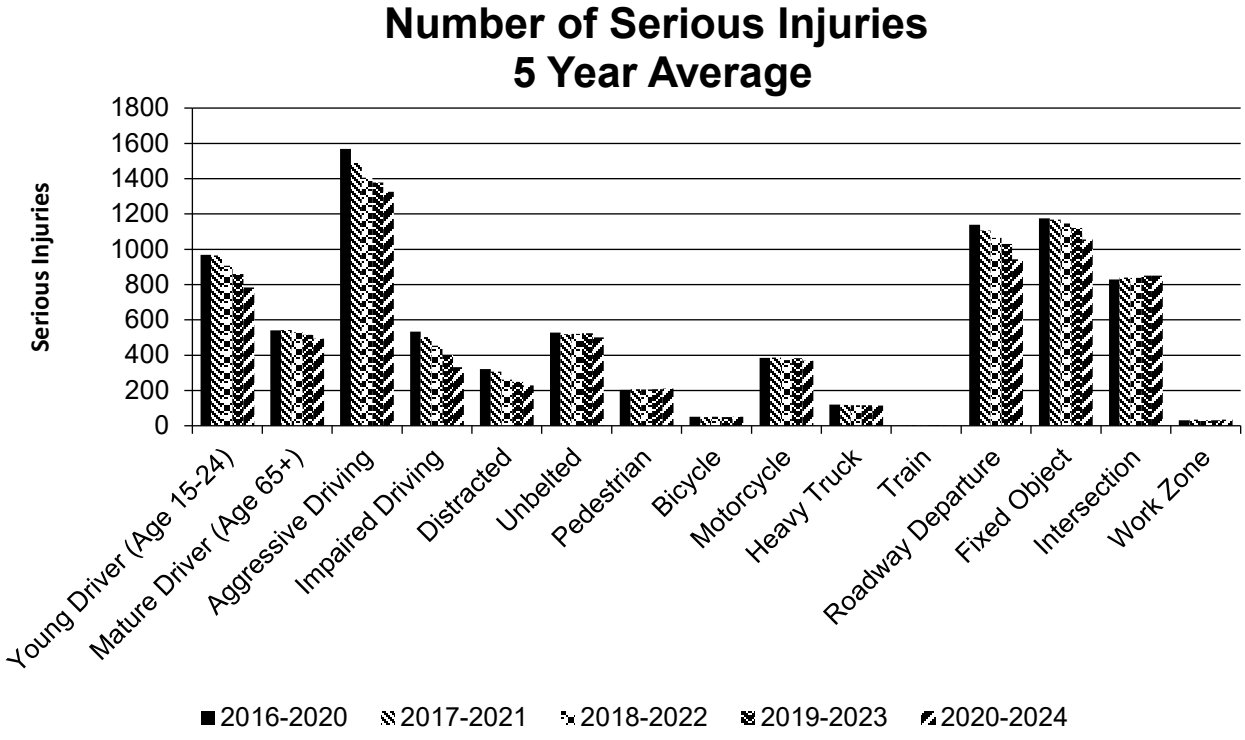
Present and describe trends in SHSP emphasis area performance measures.

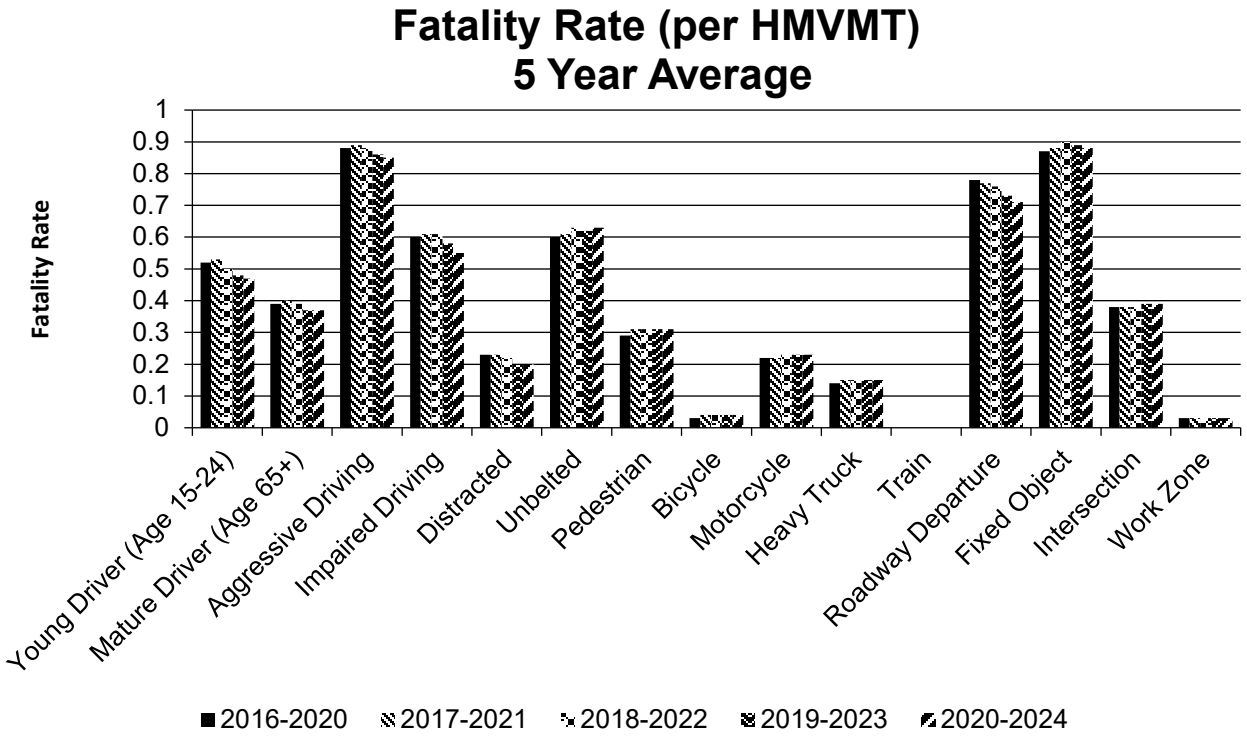
Year 2024

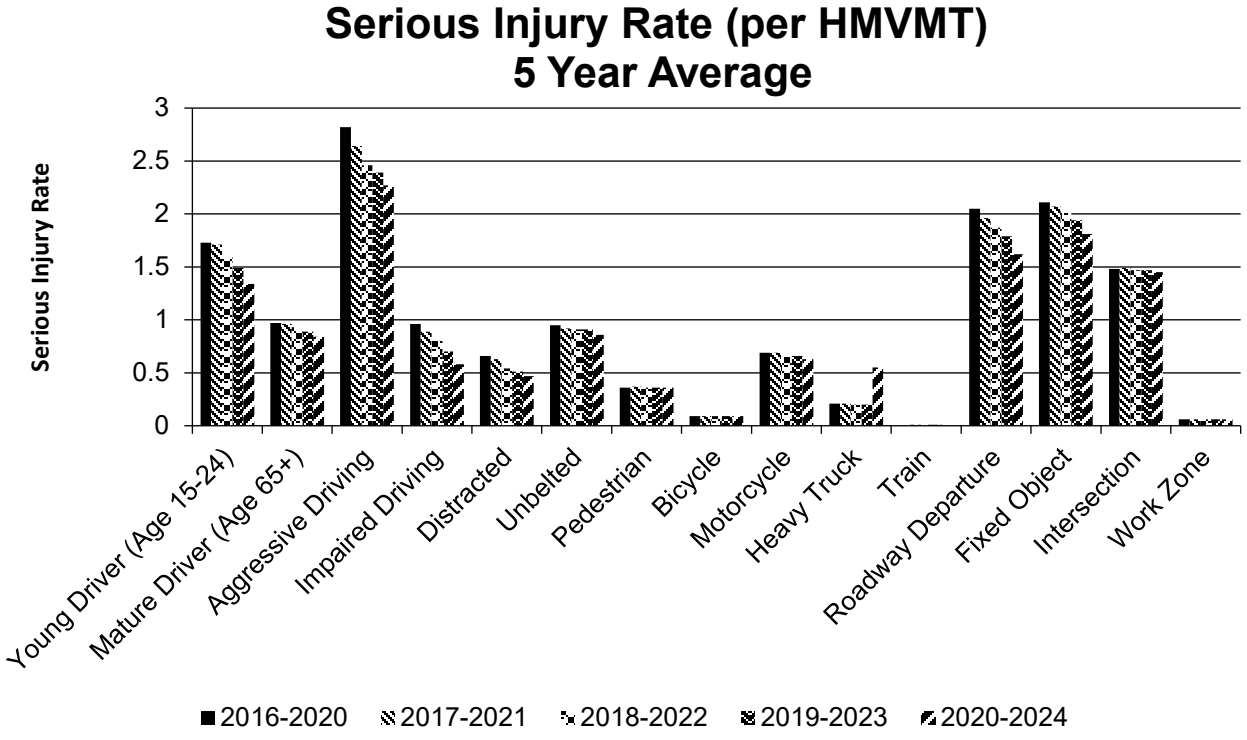
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Young Driver (Age 15-24)		276.4	782.6	0.47	1.34
Mature Driver (Age 65+)		215.6	493.2	0.37	0.84
Aggressive Driving		499.6	1,326.4	0.85	2.27
Impaired Driving		322.8	331.8	0.55	0.58
Distracted		37.2	228.4	0.2	0.47
Unbelted		369.4	501.4	0.63	0.86
Pedestrian		180.2	211.2	0.31	0.36

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)
Bicycle		24.2	50.6	0.04	0.09
Motorcycle		135.2	368.6	0.23	0.63
Heavy Truck		86.4	114.8	0.15	0.55
Train		3.2	2.6	0	0
Roadway Departure		414.8	942.6	0.71	1.62
Fixed Object		516.4	1,055.6	0.88	1.81
Intersection		230.2	850.6	0.39	1.45
Work Zone		18.6	34.4	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
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024


Number of Serious Injuries
5 Year Average
Serious Injuries
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
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024


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
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
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
2016-2020
2017-2021
2018-2022
2019-2023
2020-2024

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)
US 501 & S-1315	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	43.00	63.00	3.00	1.00	1.00		21.00	19.00	68.00	83.00	23.63
US 21 & SC 170	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Intersection traffic control - other	35.00	30.00			1.00	1.00	13.00	17.00	49.00	48.00	-1.29
SC 246 & SC 702	Urban Major Collector	Intersection geometry	Intersection realignment	3.00	3.00	1.00		3.00		1.00	1.00	8.00	4.00	62.87
US 76 & S-72	Rural Principal Arterial (RPA) - Other	Intersection traffic control	Modify control – Modern Roundabout	8.00	4.00					8.00	1.00	16.00	5.00	1.80
SC 9 & SC 9 (Bus) & SC410	Rural Principal Arterial (RPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	2.00	10.00			1.00		10.00	3.00	13.00	13.00	3.49
US 301 & SC 267	Rural Principal Arterial (RPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	8.00	5.00			3.00		7.00	1.00	18.00	6.00	16.38
S-408 & S-485	Urban Major Collector	Intersection geometry	Intersection realignment	20.00	6.00					4.00	1.00	24.00	7.00	1.52
S-73 & S-719	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	7.00	5.00			2.00		3.00	2.00	12.00	7.00	4.79
US 29 & US 29 Bus	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection realignment	12.00	6.00					4.00		16.00	6.00	1.41
US 52 & S-528	Urban Principal Arterial (UPA) - Other	Intersection geometry	Innovative Intersection (e.g. MUT, RCUT, QR)	9.00				2.00		2.00		13.00		4.69
US 76 & SC 263	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection realignment	14.00	6.00	2.00			1.00	3.00		19.00	7.00	153.02

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
SC 11 & S-58	Rural Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	6.00	3.00	1.00				7.00		14.00	3.00	40.30
S-112 & S-193	Urban Major Collector	Intersection geometry	Intersection realignment	27.00	17.00				1.00	12.00	2.00	39.00	20.00	0.66
US 17 alt & S-48 & S-40 & S-97	Rural Minor Arterial	Intersection geometry	Intersection geometry - other	8.00	6.00			1.00		9.00	4.00	18.00	10.00	2.85
US 301 & SC 403	Rural Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	2.00	7.00	1.00		2.00		8.00		13.00	7.00	33.46
SC 12 & S-1196	Urban Minor Arterial	Interchange design	Interchange design - other	21.00	23.00					3.00	3.00	24.00	26.00	0.42
S-63 & S-1026	Urban Minor Arterial	Intersection traffic control	Modify control – Modern Roundabout	18.00	2.00			1.00		17.00		36.00	2.00	5.37

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	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]

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.

The State is 100% compliment with MIRE FDE elements in its software since last year. The State is currently utilizing a vendor to collect more ‘up to date’ field inventory data to populate the several FDE elements that SCDOT sees as ‘out of date at this time’. The total completion of this project should be completed by next summer.

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 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.