

CROCOG Implementation of SCDOT Planning Directive 15 Project Selection Criteria and Scoring

Corridor Improvements / Widening Projects

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CROCOG Scoring Criteria	CROCOG Point value
Traffic volume and congestion	The traffic volume and congestion score is based on current and future traffic volumes and the associated level-of-service condition.	35%	AADT 0-2500 2501-5,000 5,001-7,500 7,501-10,000 10,000+	1 2 3 4 5
2 Located on a priority network national highway system (NHS), freight, and strategic corridors) (25 percent)	The priority network score is based on a project's location in relationship to defined priority networks	25%	Priority Designations 3 2 1	5 4 3
Public safety	The public safety score is based on crash rates.	10%	Crash/Severity Index 0-10 10.1-20' 20.1-30 30.1-50 50.1+	1 2 3 4 5
Economic Development	The economic development score is based on an assessment of livability, regional economic development, benefit-cost & cost-effectiveness, and system performance. These assessments should be considered but are not limited to.	7%	Based on the regional significance	1-5
Truck traffic	The truck traffic score is based on current and projected truck percentages.	10%	Truck Traffic >0-3.5% 3.6% - 7% 7.1%-10% 10.1%-13.5% 13.5% +	1 2 3 4 5
Financial viability	The financial viability score is based on estimated project cost in comparison to the ten-year Statewide Transportation Improvement Program (STIP) budget.	5%	Financial Feasibility <\$1 - \$2.5 M \$2.5-4 M	5 4

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CRCOG Scoring Criteria	CRCOG Point value
	Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.		\$4-6 M \$6-8M >\$8M	3 2 1
Pavement quality index	The PQI score is based on pavement condition assessments.	3%	PQI 0-2.6 >2.6 - 3.3 >3.3 - 5.0	5 3 1
Environmental impacts	The environmental impacts score is based on an assessment of potential impacts on natural, social, and cultural resources	5%	Environmental Yes No	1 5
Alternative transportation solutions	The criteria are deemed relevant. However, consideration of alternative transportation solutions is confirmed during the NEPA process.	Not Scored	N/A	N/A
Consistency with local land use plans	The criteria is relevant; however, consistency with local land use plans is verified during project evaluation. Justification is required if the project is inconsistent with the local land use plans.	Not Scored	N/A	N/A

Intersection Improvement Projects

Table B-2

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CRCOG Scoring Criteria	CRCOG Point value
Traffic volume and congestion	The traffic volume and congestion score is based on current and future traffic volumes and the associated level-of-service condition.	35%	AADT 0-2500 2501-5,000 5,001-7,500 7,501-10,000 10,000+	1 2 3 4 5
Located on a priority network national highway system (NHS), freight, and strategic corridors) (25 percent)	The priority network score is based on a project's location in relationship to defined priority networks	15%	Priority Designations 3 2 1	5 4 3
Public safety	The public safety score is based on crash rates and severity index.	25%	Scoring of Severity Index/Crash Rate 0-1 1.01-2 2.01-3 3.01-4 4 +	1 2 3 4 5
Economic Development	The economic development score is based on an assessment of livability, regional economic development, benefit-cost & cost-effectiveness, and system performance. These assessments should be considered but are not limited to.	5%	Based on the regional significance	1-5
Truck traffic	The truck traffic score is based on current and projected truck percentages.	10%	Truck Traffic % 0-3.5% 3.6% - 7% 7.1%-10% 10.1%-13.5% 13.5% +	1 2 3 4 5
Financial viability	The financial viability score is based on estimated project cost in comparison to	5%	Financial Feasibility	

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CROG Scoring Criteria	CROG Point value
	the ten-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding		<\$1M \$1M-\$2M \$2M-\$3.5M \$3.5M-\$5M >\$5M	5 4 3 2 1
Environmental impacts	The environmental impacts score is based on an assessment of potential impacts to natural, social, and cultural resources	5%	Environmental Yes or No	1 5
Alternative transportation solutions	The criteria are deemed relevant. However, consideration of alternative transportation solutions is confirmed during the NEPA process.	Not Scored	N/A	N/A
Consistency with local land use plans	The criteria are deemed relevant; however, consistency with local land use plans is verified during project evaluation. If the project is inconsistent with the local land use plans, justification is required.	Not Scored	N/A	N/A