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

Corridor Improvements / Widening Projects

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

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CRCOG Scoring Criteria	CRCOG Point value
	Additional consideration will be given to		\$4-6 M	3
	projects supplemented with local project		\$6-8M	2
	funding and/or other federal and state funding.		>\$8M	1
Pavement quality	The PQI score is based on pavement	3%	PQI	
index	condition assessments.		0-2.6	5
			>2.6 - 3.3	3
			>3.3 - 5.0	1
Environmental	The environmental impacts score is	5%	Environmental	
impacts	based on an assessment of potential		Yes	1
	impacts on natural, social, and cultural resources		No	5
Alternative	The criteria are deemed relevant.	Not	N/A	N/A
transportation	However, consideration of alternative	Scored	14,71	14,71
solutions	transportation solutions is confirmed			
	during the NEPA process.			
Consistency with	The criteria is relevant; however,	Not	N/A	N/A
local land use	consistency with local land use plans is	Scored		
plans	verified during project evaluation.			
	Justification is required if the project is			
	inconsistent with the local land use plans.			

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	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	CRCOG Scoring Criteria	CRCOG 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