

Appendix B

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

Corridor Improvements / Widening Projects

The following criteria apply to stand-alone projects. The Regional Mobility Program Priority Corridor Program project selection criteria are currently being evaluated by the SCDOT.

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 10000+ 7,501-<10,001 5,001-<7,501 2,501-< 5,000 <2,500	1-5
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 relation to defined priority networks	25%	Points given to each category of the significant corridor classification	1-3-5
Public safety	The public safety score is based on crash rates.	10%	Scoring is based on the average crash of each Functional Class	1-5
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 regional significance	1-5
Truck traffic	The truck traffic score is based on current and projected truck percentages.	10%	Truck Traffic >13.5% >10.1%-13.4% >7.1%-10% >3.6%-7% 0-3.5%	2-5

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CRCOG Scoring Criteria	CRCOG Point value
Financial viability	The financial viability score is based on estimated project cost in comparison to 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.	5%	Project Cost <\$500K >\$500K-\$2M >\$2M-\$3.5M >\$3.5M-\$5M >\$5M	1-5
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	1-3-5
Environmental impacts	The environmental impacts score is based on an assessment of potential impacts to natural, social, and cultural resources	5%	Environmental Yes No	1 or 5
Alternative transportation solutions	The criteria are deemed relevant; however, consideration of alternative transportation solutions is confirmed during the NEPA process.		Qualitative	Qualitative
Consistency with local land use plans	The criteria are relevant; however, verification of consistency with local land use plans is confirmed during project evaluation. If the project is inconsistent with the local land use plans, justification is required.		Qualitative	Qualitative

Intersection Improvement Projects

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 10000+ 7,501-<10,001 5,001-<7,501 2,501-< 5,000 <2,500	1-5
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 relation to defined priority networks	15%	Points given to each category of the significant corridor classification	1-3-5
Public safety	The public safety score is based on crash rates.	25%	Scoring is based on the average crash of each Functional Class	1-5
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 >13.5% >10.1%-13.4% >7.1%-10% >3.6%-7% 0-3.5%	1-5
Financial viability	The financial viability score is based on estimated project cost in comparison to the ten-year Statewide Transportation Improvement Program (STIP) budget. Additional	5%	Project Cost <\$500K >\$500K-\$2M >\$2M-\$3.5M >\$3.5M-\$5M >\$5M	1-5

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CROCOG Scoring Criteria	CROCOG Point value
	consideration will be given to projects supplemented with local project funding and/or other federal and state funding			
Environmental impacts	The environmental impacts score is based on an assessment of potential impacts on natural, social, and cultural resources	5%	Environmental Yes or No	1 or 5
Alternative transportation solutions	The criteria are deemed relevant. However, consideration of alternative transportation solutions is confirmed during the NEPA process.		Qualitative	Qualitative
Consistency with local land use plans	The criteria are relevant. However, verification of consistency with local land use plans is confirmed during project evaluation. Justification is required if the project is inconsistent with the local land use plans.		Qualitative	Qualitative