

Appendix B

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

Corridor Improvements / Widening 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	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. The crash rate formula is based on the SCDOT formula.	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.	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
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	5%	Project Cost <\$500K >\$500K-\$2M >\$2M-\$3.5M >\$3.5M-\$5M >\$5M	1-5

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CRCOG Scoring Criteria	CRCOG Point value
	funding and/or other federal and state funding.			
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	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. The crash rate formula is based on the SCDOT formula.	25%	Scoring formula 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 consideration will be given to projects	5%	Project Cost <\$500K >\$500K-\$2M >\$2M-\$3.5M >\$3.5M-\$5M >\$5M	1-5

PL-15 Criteria	PL-15 Description	PL-15 Weighting	CRCOG Scoring Criteria	CRCOG Point value
	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

CRCOG Rural Bicycle and Pedestrian Project Ranking Criteria

Criteria	Purpose	Weight	Scoring per Criteria
1. Safety	Reduces crashes and address's locations with documented pedestrian/bicycle injuries or fatalities. Includes speeding, lack of sidewalks, unsafe crossings, and roadway characteristics.	25%	1-5 per each criterion. Lowest cumulative score 1 and highest cumulative score 5.
2. Connectivity & Gap Closure	Connects existing sidewalks, trails, bike lanes, parks, schools, and neighborhoods. Eliminates missing links in the network.	20%	
3. Access to Destinations	Improves access to schools, employment centers, transit, downtowns, medical facilities, shopping, and parks.	15%	
4. Project Readiness & Cost Effectiveness	Evaluates right-of-way availability, utility conflicts, environmental constraints, and construction cost relative to benefits.	15%	
5. Existing & Potential Demand / Community Need	Evaluates existing and projected pedestrian/bicycle use and the extent to which the project serves disadvantaged communities, households with limited vehicle access, older adults, children, and people with disabilities.	15%	
6. Community Support	Reflects adopted plans, citizen requests, public engagement, and local priorities.	10%	

Approved By SCDOT Executive Committee of the Board 8/20/2026.