

ACT 114 PRIORITIZATION REQUIREMENTS

Project Prioritization Requirements pursuant to SC Code of Laws, Section 57-1-370 (B)(8):

“...the Commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria:

- a. Financial viability
- b. Public safety
- c. Potential for economic development
- d. Traffic volume and congestion
- e. Truck traffic
- f. The pavement quality index
- g. Environmental impact
- h. Alternative transportation solutions; and
- i. Consistency with local land use plans.”

SCDOT Act 114 Project Prioritization Process:

- (1) The SCDOT Commission established prioritization criteria for each program category within six months of passage of Act 114.
- (2) Promulgation of State Regulation 63-10(C)(3) established a methodology for application of criteria and required the State Highway Engineer to establish the weight to be used for each criteria, as well as a ranking process (outlined through SCDOT Engineering Directives). The methodology and application of the criteria is provided as a recommendation to the Commission for approval.
- (3) Engineering Directives outlining weights for criteria were put into place in early 2009 and updated as necessary
- (4) Staff applies the criteria to prioritize projects lists, which are then submitted to the Commission for approval. Projects from these lists are then presented to the Commission for inclusion in the STIP as funding is available.

Project Type	Criteria and Weighting
Bridge Replacements	<u>75% based on the Following Data Collected:</u> <ul style="list-style-type: none">• Structural Condition• Traffic Status• Average Daily Traffic• Average Daily Truck Traffic Percentage• Detour Length <u>25% based on Engineering Judgment in the Following Areas:</u> <ul style="list-style-type: none">• District maintenance capabilities, frequency of repairs, effectiveness of repairs, funding availability, including contracts• Coordination with other SCDOT projects• Additional engineering review of rehab vs. replacement options• Current and future economic/industrial development• Route continuity and river basin upgrades• Improved emergency services and emergency evacuation routes• Strategic and network planning for current and future needs• Environmental impacts• Current and future housing developments• New schools and/or changes in bus routes
Interstate Mainline Capacity Projects (Widenings)	Volume to Capacity - 30% Public Safety - 20% Truck Traffic - 10% Pavement Condition - 10% Financial Viability - 10% Environmental Impacts - 10% Economic Development - 10%
Interstate Interchange Projects	<u>80% based on the Following Data Collected:</u> <ul style="list-style-type: none">• Passenger Vehicle Travel Time• Truck Vehicle Travel Time• Passenger Vehicle Delay• Passenger Vehicle Distance• Truck Vehicle Distance• Truck Vehicle Time• Truck Detour Distance• Design-related Fatal Crashes• Design-related Personal Injury Crashes• Design-related Personal Damage Crashes• Other Fatal Crashes• Other Personal Injury Crashes• Other Personal Damage Crashes Economic Development – 10% Environmental Impacts – 10%
Resurfacing Projects (Non-interstate)	Pavement Condition Average Daily Traffic Average Daily Truck Traffic Pavement Maintenance Costs Location and Significance to Communities/Local Businesses