South Carolina Department of Transportation

Engineering Directive

Directive Number: **ED-52** **Effective: November 10, 2026**

Subject: **Interstate Rehabilitation Project Selection Process**

References: **S.C. Code of Laws Sections 57-1-370 and 57-1-460**

Primary Department: **Maintenance**

Act 114 of 2007 established changes to the South Carolina Code of Laws, adding Sections 57-1-370 and 57-1-460, which require the South Carolina Department of Transportation (SCDOT) to promulgate new regulations describing its project selection process. This directive provides details of the engineering ranking process for interstate rehabilitation. The engineering ranking of projects may be considered by the Secretary of Transportation in developing a project priority list.

SCDOT has approximately 850 centerline miles of interstate. The miles of interstate are segmented based on pavement condition and pavement type. These segments will be ranked individually.

The following approved criteria, with associated weightings will be used when establishing the engineering ranking for interstate rehabilitation projects:

- **Pavement Quality Index (PQI) (55% weight, 0 to 550 points)** – PQI is a numerical value representing the overall condition of the pavement surface based on observable and measurable data related to the road segment in question. PQI is based on a 5 point scale, with 0.0 being the worst and 5.0 being the best. Because PQI is the criterion that primarily supports the purpose and need for pavement improvement projects, it has therefore received the highest weighting among the relevant criteria.

- **International Roughness Index (IRI) (20% weight, 15 to 200 points)** – IRI is a measured numerical value for the roughness of a pavement. A pavement can be structurally sound and have poor ride quality. This criterion has an effect on safety and the public's perception of the quality of the pavement and the need for resurfacing. The weighting reflects this importance.

- **Average Daily Traffic (ADT) (15% weight, 15 to 150 points)** – ADT is the average traffic volume per day. Pavements are designed to carry loads expressed as equivalent single axle loads (ESALS). The higher the average daily traffic the faster a pavement will reach the end of its design life and need to be rehabilitated or reconstructed. Therefore, the amount of traffic a pavement carries directly affects its service life. The weighting reflects this importance.

    - **Average Daily Truck Traffic (ADTT) (10% weight, 5 to 100 points)** – ADTT is the percentage of ADT that is truck traffic, converted to truck volume. While an important contributor to the deterioration of a pavement, it is already a factor in the calculation of ADT. Therefore, it is given a lower weighting as a stand-alone criterion.

The weighted criteria are entered into a ranking formula that provides a numerical priority ranking score (PRS). Once eligible candidates are identified, engineers will use the following field review criteria, which are worth a maximum of 300 points, to complete the ranking process:

- **Relative Condition (minus 100 to 100 points)** – This criterion is used so that PQI data accurately reflects the current condition of the pavement due to localized improvements made by SCDOT maintenance forces or accelerated deterioration due to increased loads.

- **Corridor Continuity (0 to 100 points)** – This criterion is used for route segments that would complete the resurfacing of, or add to the completion of the resurfacing of, a route corridor.

- **Contractibility (0 to 100 points)** – Contractibility can be the grouping of interstate segments into one project to achieve economies of scale to reduce project costs.

Under the Interstate Maintenance Program, the highest ranked segments will be grouped into proposed projects that are intended to minimize traffic disruptions and provide efficient contract management opportunities for SCDOT staff. The proposed projects will be submitted to the Secretary of Transportation for approval and inclusion in the Statewide Transportation Improvement Program (STIP).

In general, the number of projects submitted for approval should be commensurate with the amount of funds available and the time required to advance the projects to construction. Once a project is approved by the Secretary of Transportation, it will retain its priority status until constructed or the project's priority is updated with Secretary of Transportation approval.

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