

South Carolina Department of Transportation

Engineering Directive

Directive Number: ED-77 **Effective:** January 17, 2023

Subject: Rural Interstate Freight Network Mobility Improvement Project
Prioritization Process

References: Section 57-1-370 of South Carolina Code of Laws, 1976, as amended; S.C. Code of Regulations 63-10, as amended

Primary Department: Planning

In 2007, the South Carolina General Assembly enacted Act 114. One of the landmark items in Act 114 was the requirement that the South Carolina Department of Transportation (SCDOT) establish a project prioritization process. In 2016, the General Assembly enacted Act 275. Act 275 eliminated some of Act 114's requirements but it retained the requirement for project prioritization. This requirement is codified in Section 57-1-370 of the South Carolina Code of Laws, 1976, as amended. Additional detail on the process is found in S.C. Code of Regulations 63-10, as amended.

This engineering directive details the process for ranking **rural interstate freight network** mobility improvement needs using objective and quantifiable criteria.

SCDOT has approximately 2,239 lane miles of rural interstate routes. Rural interstate routes will be ranked on a statewide priority basis for freight mobility improvement.

The following **relevant** criteria and associated weightings will be used when calculating the scores to rank freight mobility improvement candidates on a scale of 0 to 1,000 points. The higher the point value a rural interstate route receives, the higher the priority for freight mobility improvement.

- **Truck Travel Time Reliability (TTTR) (25% weight, 0 to 250 points)** – TTTR is a numerical value that indicates how reliable the truck travel times are for a segment of interstate. The closer the TTTR value is to 1.0, the more reliable the travel time.
- **Freight Density (25% weight, 0 to 250 points)** – Freight density is a measure in tons (tonnage) of the amount of freight moved across a segment of the freight network and is an indication of the importance of that segment in the movement of freight in the state. The 2040 projections are used to take the growth in freight tonnage into consideration.
- **Truck Crashes (25% weight, 0 to 250 points)** – This criterion is a measure of the number of truck crashes per mile along a segment of interstate, and represents the safety component of the prioritization process for rural interstate freight network mobility improvement projects.
- **Average Annual Daily Truck Traffic (AADTT) (10% weight, 0 to 100 points)** – AADTT is the average annual daily number of trucks carried by a segment of interstate.

- **Potential for Economic Development/Service to the Ports (10% weight, 0 to 100 points)** – This criterion is used to address current and potential economic development by indicating key routes for moving freight to and from inland and marine port terminals in South Carolina.
- **Connectivity (5% weight, 0 to 50 points)** – This criterion is used to ensure the connectivity of six lane sections of rural interstate segments and is meant to prevent the creation of a six-lane section that is not connected to another six-lane section.

The weighted criteria are entered into a ranking formula that provides a numerical priority ranking score (PRS). Based on the result of this ranking score, rural interstate routes will be prioritized on a statewide basis with the highest score receiving the highest priority.

The following Act 114 criteria were considered but deemed **not relevant** as they relate to this program category priority list, as they do not support the **purpose and need** of rural interstate freight network mobility improvement program.

- **Financial Viability** – Not relevant as part of the prioritization process since rural interstate freight mobility improvements will be made based on available funding.
- **Environmental Impact** – Not relevant as part of the prioritization process since these projects involve freight mobility improvements on existing interstate segments.
- **Alternative Transportation Solutions** – Not relevant to freight mobility improvement projects on existing interstate segments.
- **Consistency with Local Land Use Plans** – Not relevant to the prioritization process since this program category consists of freight mobility improvements on existing interstate segments.

Upon completion of the prioritization process, the prioritized list of projects will be presented to the SCDOT Commission for approval and inclusion in the Statewide Transportation Improvement Program (STIP).

All raw data used by the Planning Office to determine the prioritization of candidates for inclusion in the rural interstate freight network mobility improvement program will be kept on file as required by Departmental Directive 51 and SCDOT's record retention schedules.

Approved by: Brent Rewis, P.E.
Deputy Secretary for Intermodal Planning

Approved by: Leland Colvin, P.E.
Deputy Secretary for Engineering

History: Issued on October 18, 2019
First Revision on January 17, 2023