

DelDOT Project Prioritization Criteria Summary

The criteria selected for the enhanced method of prioritization for projects to be considered for inclusion into the 6 year Capital Transportation Program were based on several factors:

- DelDOT's Mission Statement, Vision, and Goals
- DelDOT's current prioritization Process (1998)
- Provisions from TITLE 29 CHAPTER 84 § 8419 of the Delaware Code
- Provisions from the latest Federal Authorization Bill - MAP-21

The Criteria:

1. Safety (33.0%) – The ability of the transportation system to allow people and goods to move freely, without harm.

This criterion is used to assess the extent to which the Project addresses, maintains and improves safety. (Note: Critical ratio value or program data provided by DelDOT Traffic Section)

- a. Identified in a Safety Program (80%) – This criterion is used to assess the extent to which the Project has been identified as a project in the Hazard Elimination Program (HEP) or the High Risk Rural Roads Program (HRRRP).
 - b. Addresses strategies in the State Highway Safety Program (SHSP) (20%) – This criterion is used to assess the extent to which the Project addresses specific strategies in the Delaware Strategic Highway Safety Plan; reducing the frequency and severity of roadway departure crashes, improving safety of intersections and making walking and street crossing safer.
2. System Operating Effectiveness (24.8%) – The ability of the transportation system to efficiently move people, goods and services without excessive delay or inconvenience.

This criterion is used to assess the extent to which the Project meets operating objectives as described in the State Strategy and in regional or local community plans. (Note: Score value is determined by existing state data).

- a. Existing Level of Service (LOS) (50%)
 - b. Identified as a congested corridor in the MPO Congestion and Management Analysis (50%)
3. Multi-Modal Mobility, Flexibility/Access (15.6%) – The ability of a project to provide efficient movement of people and goods between destinations by motor vehicle, pedestrian, bicycle and transit modes (including land side access to airports and marine terminals.)

This criterion is used to assess the extent to which the project addresses transportation choices and allows additional connectivity to the existing system. (Note: Improvement level is defined within rating scale).

- a. Significant Improvement 100% credit

