The Corridor Capacity Preservation Program

Strategies to delay system expansion, focus development and preserve quality of life

A GUIDE FOR:

- Legislators
- Towns
- Developers
- Property Owners
- Business Owners
- Realtors/Appraisers
- DelDOT Internal Staff

DelDOT

CORRIDOR CAPACITY PRESERVATION PROGRAM GUIDE

Delaware Department of Transportation

Nathan Hayward III
Secretary

Division of Planning
Ralph A. Reeb
Director

Program Contacts

Monroe Hite, III, P.E.
Project Manager

Shanté Stargell, E.I.T.
Project Engineer

CONSULTANT TEAM
Century Engineering, Inc.
Gannett Fleming, Inc.
Remline Corp

TABLE OF CONTENTS

Executive Summary

Section 1 - INTRODUCTION 1
- Program Overview 1
- Delaware's Regional Location 1.2
- Goals of the Program 1.2
- Current Corridors 1.3
- Program History 1.4

Section 2 - LAND USE / CCPP APPROACHES 2
- Community / Developing Areas 2.1
- Secondary Developing Areas (see addendum 2-i) 2.6
- Rural Areas 2.9

Section 3 - HOW THE PROGRAM WORKS 3
- Methods 3
- The Review Process 3.2
  - Public Involvement 3.2
  - County/Municipality Coordination Process 3.2
  - Subdivision and Entrance Review Criteria 3.3
- Real Estate 3.5
  - Acquisition Strategy 3.5
  - Acquisition Process 3.6
  - Other Real Estate-related Policy 3.10

Section 4 - CORRIDOR CAPACITY PRESERVATION PROGRAM: CURRENT CORRIDOR PLANS 4
- SR 1 - Dover Air Force Base south to Nassau (Five Points) 4
- US 13 - Route 10 in Camden south to MD State Line 4.10
- US 113 - Southern limits of City of Milford to MD State Line 4.17
- SR 48 - Hercules Road to Rte 41 ..... 4.17

Section 5 - FREQUENTLY ASKED QUESTIONS 5

Contacts : Program Contacts ..... CA

Addendum : Section 2-i Institute of Transportation Engineer's Trip Generation Manual (2002 ITE Manual) CA.1
- Section 3-i Advanced Acquisition Approval Form CA.2

EXHIBITS

Section 1 - INTRODUCTION

Chart – Delaware Population Growth 1
Map – Delaware's Regional Location 1.2
Map – Current Corridors 1.3
Timeline – Corridor Capacity Preservation Program History 1.4

Section 2 - LAND USE / CCPP APPROACHES

Map – Transportation Investment Areas 2
Photo – Community / Developing Area 2.1
Photo – Alternative Access 2.2
Aerial Photo – Service Roads 2.3
Photo – Local Road Improvements 2.4
Line Drawing – Interchange 2.5
Photos – Intersection Improvements 2.5
Photo – Secondary Developing Area 2.6
Photo – Rural Area 2.9

Section 3 - HOW THE PROGRAM WORKS

Chart #1 – Acquisition Form Preliminary Approvals 3.6
Chart #2 – Advanced Approvals & Funding 3.7
Chart #3 – All Real Estate Acquisitions 3.8
Chart #4 – Department's Normal Acquisition Process 3.9

Section 4 - CURRENT CORRIDOR PLANS

Plan Map – SR1, Nassau To Dover Air Force Base 4.3
Photo – US Route 13 ..... 4.10
US Route 13 Map - Bridgeville Plan 4.18-a
US Route 13 Map - Camden Plan 4.18-b
US Route 13 Map - Delmar Plan 4.18-c
US Route 13 Map - Felton Plan 4.18-d
US Route 13 Map - Greenwood Plan 4.18-e
US Route 13 Map - Harrington Plan (North) 4.18-f
US Route 13 Map - Harrington Plan (South) 4.18-g
US Route 13 Map - Laurel Plan 4.18-h
US Route 13 Map - Seaford Plan (North) 4.18-i
US Route 13 Map - Seaford Plan (South) 4.18-j
US Route 13 Map - Woodside Improvements 4.18-k

3. Apply techniques suitable to the area's investment classification.

DelDOT will focus on two distinct approaches:

1) In areas designated as Communities and Developing Areas, investments will be made in new roads and to support development.
2) In areas designated as Secondary Developing or Rural Areas, there will be little investment in infrastructure. Tools such as limiting access and buying development rights to set aside farmland will be used in these areas.

4. Determine best future use and coordinate actions.

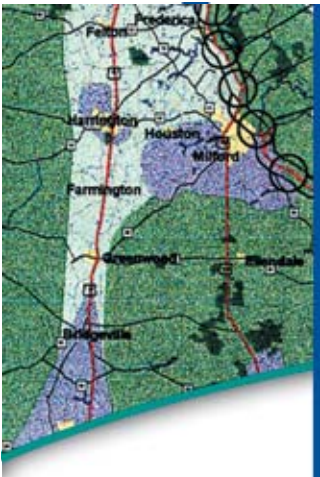
To bring parcels into conformance with this policy, if alternative access is not available or planned, DelDOT may compensate owners by purchasing access rights, development rights, easements, or the property. Purchase of property rights shall be by mutual agreement to the maximum extent possible. Condemnation via eminent domain shall be exercised only as a last resort.

5. Extend the review process.

In addition to DelDOT technical reviews to determine if decisions fit into subdivision and entrance criteria, the public and county and municipal governments review community and traffic impacts, site access, future rights-of-way and applicable federal, state and local laws, regulations and ordinances.

Current Corridors

Section 4 of this Guide reports on the status of each of the corridors in the current Corridor Capacity Preservation Program and gives details of public workshops held during planning.



EXECUTIVE SUMMARY

E

Background

In 1996, the General Assembly passed legislation (Section 145 of Title 17 of the Delaware Code) enabling the Delaware Department of Transportation to develop a program to protect corridors serving "predominantly statewide and/or regional travel" in the State. The law established a roadway nomination process and called for nominations of new corridors every three years through the Department's Statewide Long Range Transportation Plan. In addition to SR1, three corridors were proposed for inclusion in the original program: SR 48 (Lancaster Pike), US 13, and US 113. These three corridors were formally adopted into the program in February 1997.

The Corridor Capacity Preservation Program followed the successful completion of a voluntary program funded by FHWA and applied to a 31-mile section of SR1 between Sussex County and the Dover Air Force Base (DAFB) in Kent County.

Corridor Capacity Preservation Program Goals:

- **MAINTAIN** a road's ability to handle traffic safely and efficiently
- **MINIMIZE** the impacts of increased economic growth
- **PRESERVE** the ability to make future improvements
- **PREVENT** the need to build an entirely new road
- **SORT** local and through traffic

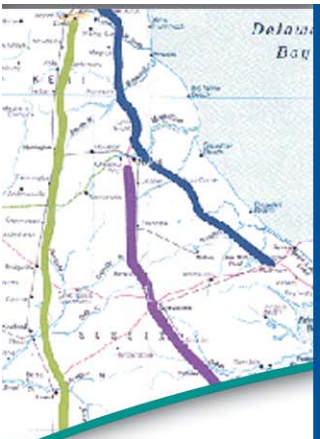
Key Concepts

1. Delay road building.

Traditional planning for new roads usually occurs after land adjacent to the roadway has developed so much that improvement options along the corridor are limited and the only way to solve the problem is to build a new road in a new location or alignment. This is an expensive approach and disruptive to communities. Corridor Capacity Preservation is needed in order to focus development toward existing locations, reduce the need for expansion of the transportation system, and otherwise advance the quality of life of Delawareans and the development policies adopted by the Cabinet Committee on State Planning Issues.

2. Base decisions on land-use strategies.

In 1999, the Governor's Cabinet Committee on State Planning Issues adopted the Strategies for State Policies and Spending, a document that outlines strategies state agencies will use to revitalize existing cities and towns while protecting the environment. It maps the state into four investment areas: Communities, Developing Areas, Secondary Developing Areas, and Rural Areas. Then it lists strategies to be applied to each of these areas.



SECTION 1:
INTRODUCTION
CORRIDOR CAPACITY PRESERVATION PROGRAM

1

Program Overview

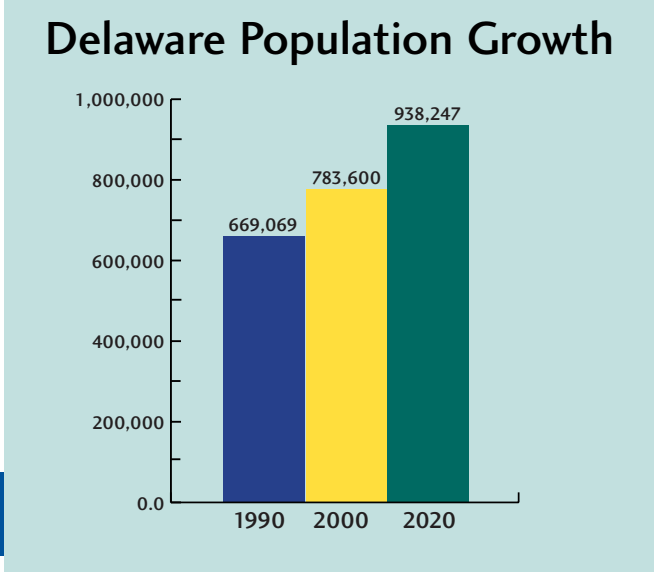
This guide to Delaware's Corridor Capacity Preservation Program (CCPP) contains strategies and information that advance policies adopted by the Cabinet Committee on State Planning Issues. The guide outlines how the state seeks to preserve the roads we already have, improve safety, and focus development toward areas where infrastructure already exists. It assists landowners, developers, businesses, legislators and others in understanding the goals, objectives, and preservation techniques DelDOT is using to retain capacity on Delaware's major highways, particularly those that serve predominantly statewide and/or regional travel.

In the past, if businesses and homes built up along an arterial road to the point that traffic slowed and accidents were increasing, Delaware just built a new road around it. But today, constructing new roads has become a solution of last resort, not only because of the huge cost to build and maintain roads, bridges, and support infrastructure, but also because land and rights-of-way are increasingly difficult, and sometimes impossible, to secure. More pavement inevitably attracts more traffic, in a vicious cycle that increases air, water and noise pollution, eats up trees and farmland, and eventually draws even more cars and trucks to the new road.

Corridor Capacity Preservation Program policies advocate land use and transportation plans working together toward the goal of creating a more Livable Delaware, even as we continue to pursue the economic development that brings jobs and vitality to our state.

If it seems like our highways are becoming more crowded, you're right.

In the ten years from 1990 to 2000, our state's population increased by 114,531. By 2020, a projected 154,647 more will join us, for a total of 938,247 Delaware residents.[1] Add to our numbers the hundreds of thousands who come to do business here, or to visit our historic attractions or beautiful downstate beaches - or are just passing through - and you begin to understand the reasons for growing congestion. This handbook details a program that looks ahead rather than behind in planning how we can get the most out of our roadway investments.



Our state's population is projected to grow 40% between 1990 and 2020.

[1] Center for Applied Demography & Survey Research, University of Delaware, US Bureau of Censis (200) Supplementary Survey, Delaware Population Consortium

INTRODUCTION

Program Overview

In 1991, the Corridor Capacity Preservation Program began as a voluntary pilot program applied to the 31-mile section of SR1 that runs between Nassau in Sussex County and the Dover Air Force Base (DAFB) in Kent County. This was one of ten Federal Highway Administration (FHWA)-funded prototype projects involving corridor preservation nationwide. The study focused on providing controlled access, because the capacity of the existing highway can be increased simply by eliminating features that interfere with the flow of traffic, such as entrances and at-grade crossings. SR 1 was a good demonstration project for capacity preservation since it is located in a growth area and was meant to serve both Delaware and regional traffic. (See Section 4 for complete details.)

Why SR1?

"SR 1 serves as the main north-south highway to access the Delaware Beach resort areas. In addition to the resort traffic, eastern Sussex County has been experiencing a high rate of growth in year-round residential traffic and supporting commercial development. This has led to increased congestion and safety issues due to increased travel demand and the mixing of local and through traffic. . . . The need for corridor capacity preservation on this section of SR1 is clearly demonstrated in the high volumes of existing and proposed traffic. Legislation protects corridors serving "predominantly statewide and/or regional travel."[2]

Legislation protects corridors serving predominatly statewide/regional travel.

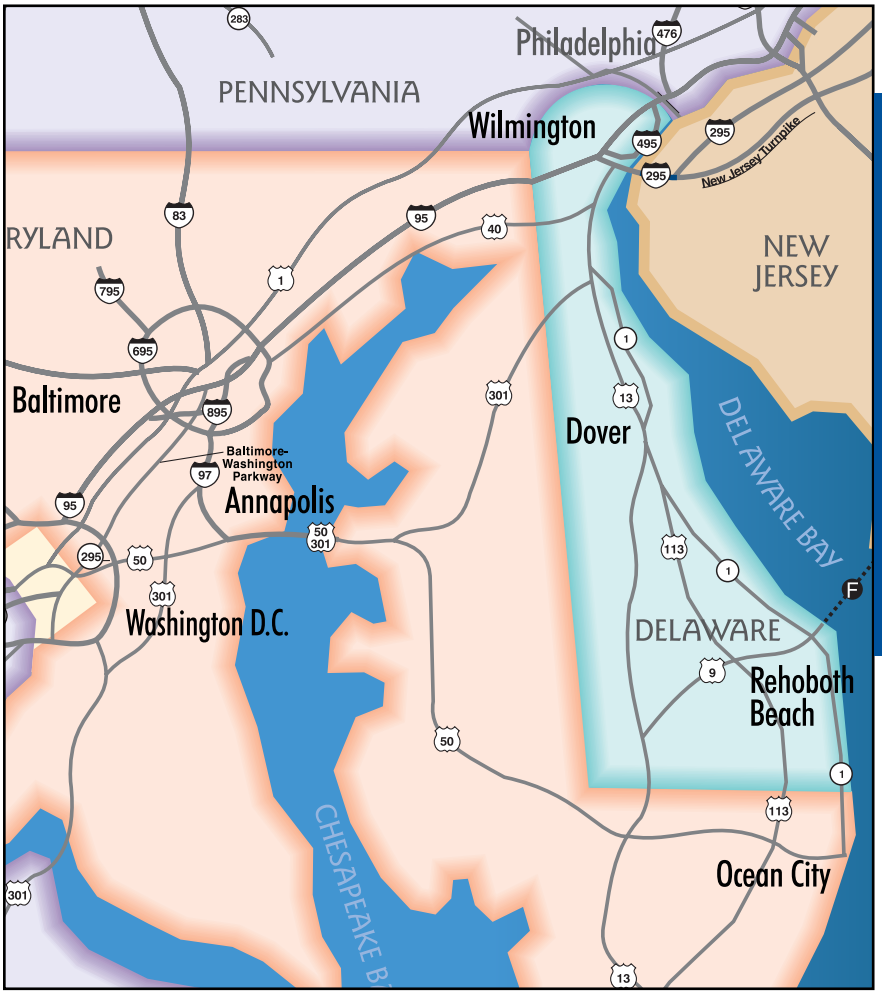
Due to the success of the voluntary program, in 1996, the General Assembly passed legislation (Section 145 of Title 17 of the Delaware Code) enabling the Department to develop a program to protect corridors serving "predominantly statewide and/or regional travel" in the State. The law established a roadway nomination process and called for nominations of new corridors every three years through the Department's Statewide Long Range Transportation Plan. In addition to SR1, three corridors were proposed for inclusion in the original program: SR 48 (Lancaster Pike), US 13, and US 113. These three corridors were formally adopted into the program in February 1997.

[2] Letter from Century Engineering to DelDOT Division of Planning, January 2, 2002.

INTRODUCTION

Delaware's Regional Location
Goals of the Program

Delaware's Major Highways Serve Not Only Our State, But Also the Busy Northeast Corridor Region



Although much of Delaware's pass-through traffic uses I-95, other major roads also carry through-traffic to nearby and distant states. The Corridor Capacity Preservation Program seeks to retain capacity on Delaware's major highways so they can continue to serve statewide and regional traffic.

Goals of the Program

- MAINTAIN a road's ability to handle traffic safely and efficiently
- MINIMIZE the impacts of increased economic growth
- PRESERVE the ability to make future improvements
- PREVENT the need to build an entirely new road
- SORT local and through traffic

INTRODUCTION

Current Corridors

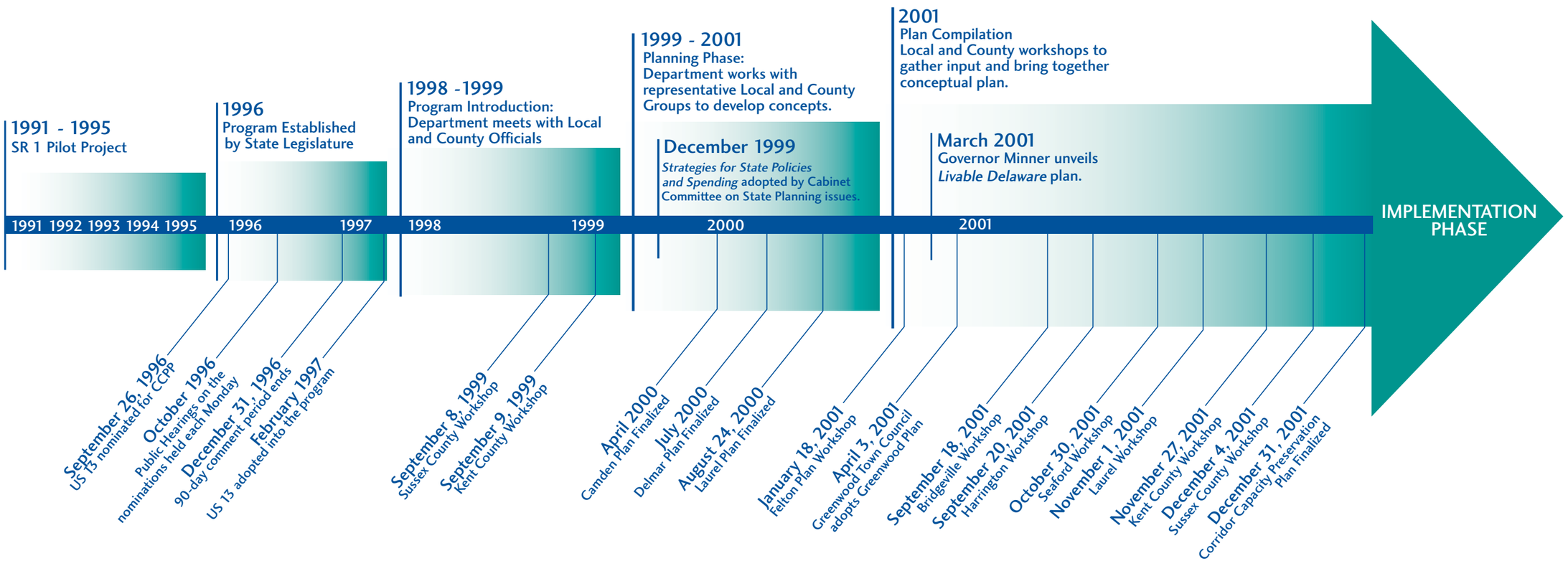
Corridors in the Program

- **SR 1** - Dover Air Force Base south to Nassau (31 Miles)
- **US 13** - Route 10 in Camden south to the Maryland state line (46 Miles)
- **US 113** - Milford south to the Maryland State line (33 Miles)
- **SR 48** - Hercules Road to Route 41 (2 Miles)

Project Schedule

- **1991-1998** - SR plan completed
- **1998-2002** - US 13 plan to be completed
- **2002-2004** - US 113 plan to be completed
- **2002-2004** - SR 48 plan to be completed

Corridor Capacity Preservation Program History



SECTION 2:
LAND USE / CCPP APPROACHES

State Transportation Investment Areas
Livable Delaware

2

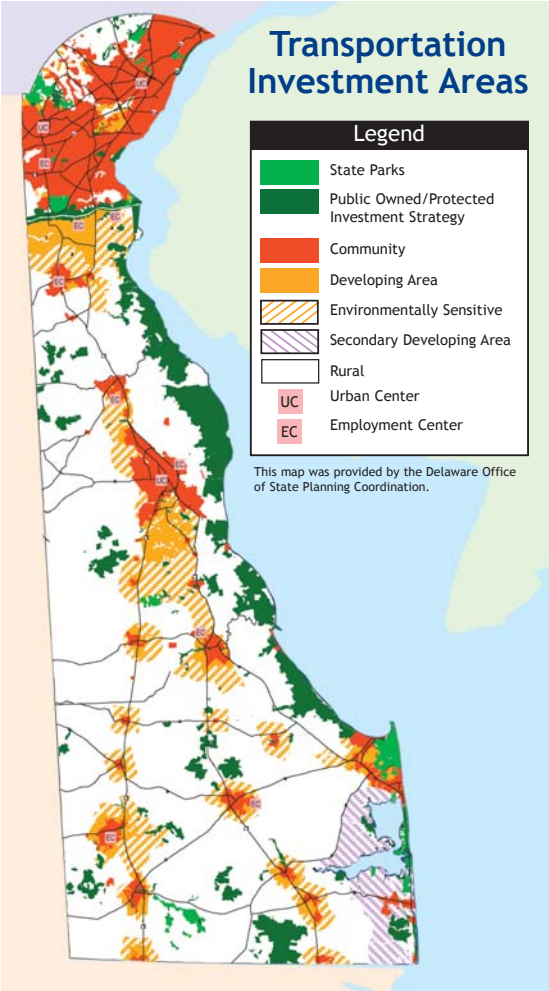
State Transportation Investment Areas

In 1999, the Governor's Cabinet Committee on State Planning Issues adopted the *Strategies for State Policies and Spending*. This document outlines strategies state agencies will use to coordinate state spending to revitalize existing cities and towns while protecting the environment.

It maps the state into land use categories:

- Communities / Developing Areas
- Secondary Developing Areas
- Rural Areas

The pages that follow will discuss the Corridor Capacity Preservation Program (CCPP) techniques DelDOT will apply to each category.



Livable Delaware

In 2000, the Corridor Capacity Preservation Program was revised to reflect the *Strategies for State Policies and Spending* Investment Areas. The program supports not only the State Investment Strategies, but also Livable Delaware, because it encourages and facilitates growth within the designated areas while discouraging growth outside of those non-designated growth areas.

This map guides state transportation investment decisions. It shows the transportation investment areas in the corridor preservation program as well as protected areas and urban and employment areas.

CCPP Land Use / Transportation Investment Approaches:

Communities and Developing Areas

Techniques

- Alternative Access
- Entrance Consolidation
- Service Roads
- Local Road Improvements
- Intersection Improvements
- Interchanges

LAND USE / CCPP APPROACHES

Communities and Developing Areas

LAND USE: Communities

POLICY: Encourage Redevelopment & Reinvestment

"In these areas where population is concentrated, commerce is bustling and a wide range of housing types already exists, state policies will encourage redevelopment and reinvestment."
— *Strategies for State Policies and Spending*, page 16

PRIORITIES: Community Areas will generally be the Department's highest priority area in terms of funding and implementing future projects, in order to focus investment and development toward existing communities.

LONG RANGE WORKING PLAN GROUPS: The Department will form working groups with the counties and towns to assist in the development of future local investment plans.

Example: Community / Developing Area

LAND USE: Developing Areas

POLICY: Accommodate Existing Development & Orderly Growth

"In these areas state investments and policies will be targeted to accommodate existing development and orderly growth."
— *Strategies for State Policies and Spending*, page 17

LONG RANGE WORKING PLAN GROUPS: The Department will form working groups with the counties and towns to assist in the development of future local investment plans.

CCPP APPROACHES: Access Management

Direct Access

For proposed developments, direct access to the corridor may be permitted if reasonable alternative access (either to an existing secondary road or through an adjacent property) is not available.

Direct Access May Be Permitted If: Alternative access is determined to be reasonable but degrades the operation or safety of an adjacent intersection (as determined by a traffic engineering study).

Direct Access May Be Temporary If: The Department constructs an improvement project along the corridor, such as a local access road, the property's direct access may be removed, and access would be provided via the access road.

Alternative Access

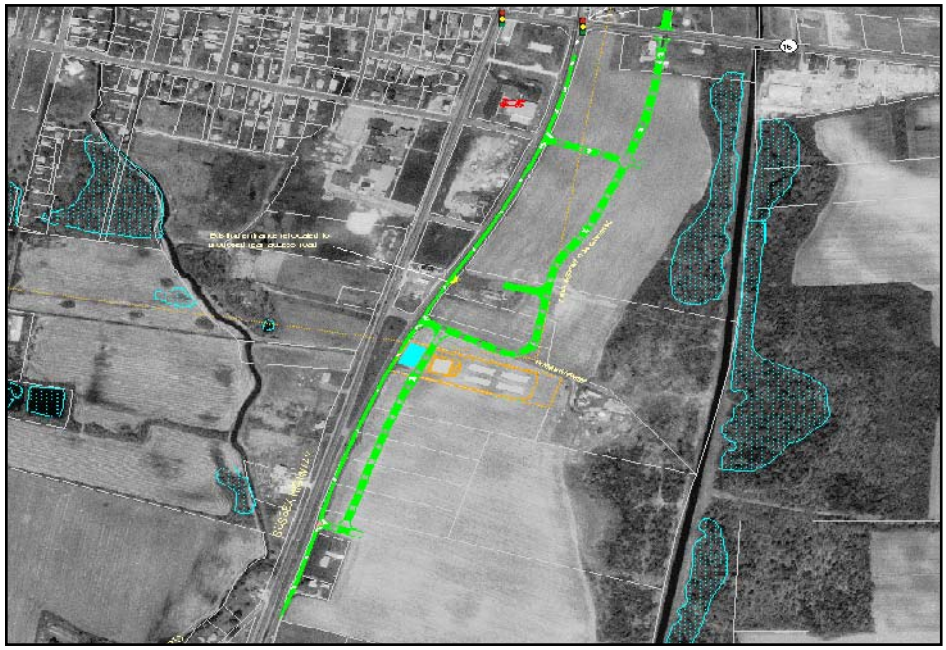
If a property has reasonable alternative access to a secondary road, no direct access to the corridor will be permitted. In determining reasonableness, the Department will evaluate the impact of the alternative access on the functionality and the legal use of the property.

Example: Alternative Access

Access Control

Entrance Consolidation - Reduces the density of access onto a main roadway and creates greater spacing between access points.

Service Roads - Allows for visibility along the corridor and spreads out access to existing local roads and ramps.



Example: Service Roads

Cross Access Easements - A tool used to plan for future entrance consolidations. For new developments or a change in use that requires an entrance permit, a perpetual cross-access easement may be required as part of site plan approval. The easement will provide the opportunity to allow connections to adjacent properties and/or provide for the construction of a future access road or other improvements. Agriculture, landscaping, signs, and parking may be allowed as a temporary use within the easements and right of way reserved along the corridor. Any future removal or relocation of an item placed within the easements and right of way reservation will be the responsibility of the property owner. No structures may be built within these areas.

County/Municipal Set-Asides - Sufficient area must be set aside within the balance of the parcel to satisfy county or municipal requirements (parking, landscaping, signing, sidewalks, etc.) once an access road or other improvement is constructed within the reserved easement or right of way.

Access Improvements

The Department will concentrate its investment in Community Areas and Developing Areas by planning, designing, and constructing transportation improvement projects that maintain the capacity of the corridor. To maintain the free flow of traffic, in addition to building new roads or maintaining bridges and other infrastructure as necessary, projects may involve fairly large improvements such as elevating a roadway to eliminate cross-traffic from a busy, often accident-prone intersection. Other examples of Community / Developing Area type improvements are installing sound barriers, lighting, and additional lanes to an already limited access road.

Local Roads: If we are going to force development onto local roads, we have to improve them. Examples of improvements include acceleration lanes to allow merging into traffic, and reducing points of access from several to one access point.

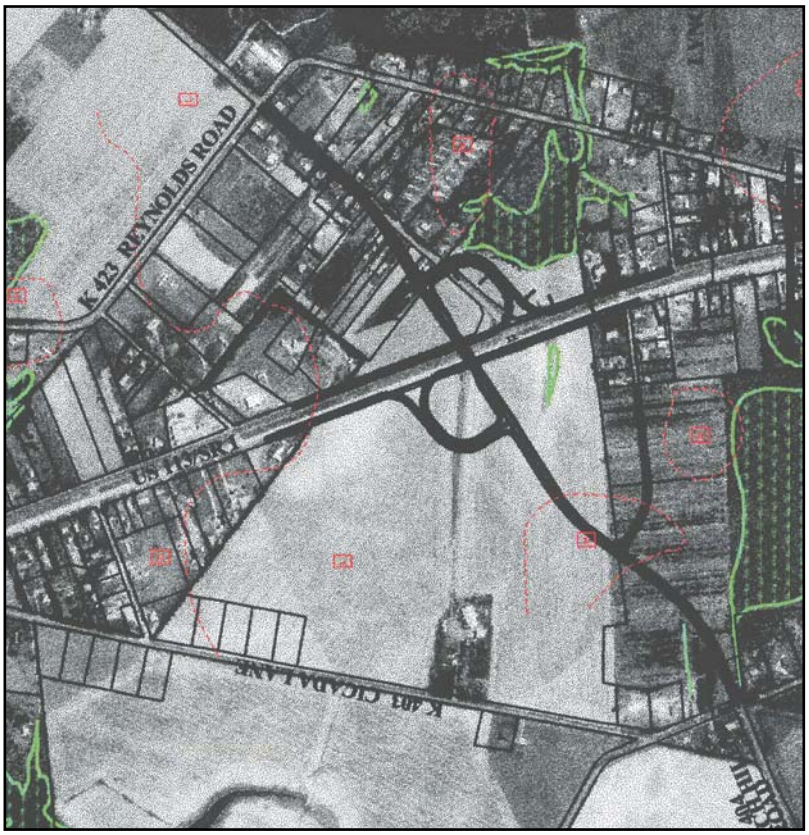
Example: Local Road Improvements

Intersections: Improvements to intersections allow for a higher volume of traffic. Improvements include adding capacity to the intersection to collect traffic and accommodate turns to keep non-turning traffic from using the turn lane as a passing lane.

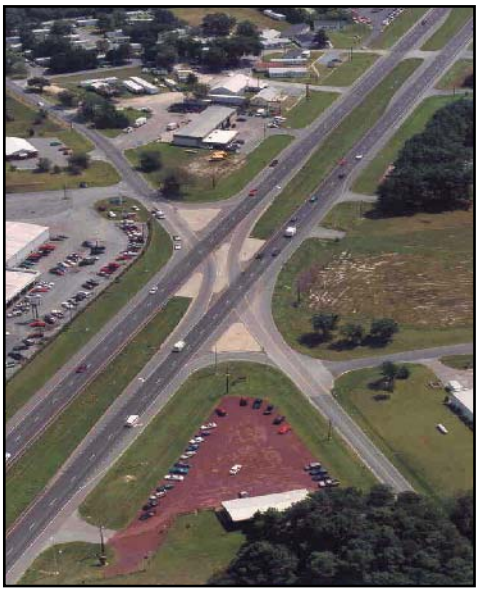
Interchanges: Interchanges are used on major roads to eliminate intersections and limit access by elevating sections of the roadway and adding ramps to access major and minor roadways. Often they replace former at-grade intersections controlled by traffic signals. Traffic merges into and exits off the roadway via a series of controlled ramps.

LAND USE / CCPP APPROACHES

Communities and Developing Areas



Example: Interchange



Example: Intersection Improvements

CCPP Land Use / Transportation Investment Approaches:

Secondary Developing Areas

- Alternative Access
- Low Traffic Generation Direct Access (<200 ADT)
- Entrance Consolidation
- Purchase Development Rights
- Developer-funded Connections

LAND USE: Secondary Developing Areas

POLICY - Orderly development and phased, limited investment.

"In Secondary Developing Areas, the State will promote efficient, orderly development and the coordinated phasing of infrastructure investment, consistent with the extent and timing of future growth, and within the limitations of state financial resources."
- Strategies for State Policies and Spending, 1999

PRIORITIES: The Department does not intend to focus its infrastructure investment in Secondary Developing Areas, in terms of funding projects such as access roads, local road connections, and significant road and intersection improvements. However, as indicated in the Strategies for State Policies and Spending document, the Department will fund projects "where state and local governments agree that such actions are necessary to address unforeseen circumstances involving public health, safety, or welfare" (SSPS, 1999).

Example: Secondary Developing Area

CCPP APPROACHES: Alternative Access

Direct Access

For proposed developments, direct access to the corridor may be permitted if reasonable alternative access (either to an existing secondary road or through an adjacent property) is not available.

Alternative Access

If a property has reasonable alternative access to a secondary road, no direct access to the corridor will be permitted. In determining reasonableness, the Department will evaluate the impact of the alternative access on the functionality and the legal use of the property.

> **Direct Access May Be Permitted If:** Alternative access is determined to be reasonable but degrades the operation or safety of an adjacent intersection (as determined by a traffic engineering study), then direct access to the corridor may also be permitted by way of rights-in/rights-out access only.

Low Traffic Generation

Limiting trips is important in secondary and rural areas to keep secondary and rural roads from becoming a target for growth. Keeping the number of trips low keeps local roads from growing into main streets that would eventually require using more land and building more infrastructure, which would attract more growth, which would require using more land and building more infrastructure, etc.

Direct Access for Properties Generating Less Than 200 Trips Per Day

The Department will only issue entrance permits for direct access to the corridor for proposed land uses that generate 200 vehicular trips per day or less per parcel, as determined by the latest edition of the Institute of Transportation Engineer's Trip Generation Manual (ITE Manual). (Note: See Addendum for Current Chart)

Direct Access for Sub-divided Properties Generating Less Than 200 Total Trips Per Day

For properties proposed to be subdivided, the Department will only issue an entrance permit for direct access to the corridor if the total trip generation for the subdivided parcels equals or is less than 200 trips per day. For example, if a property is subdivided into three lots, the total trip generation for the three combined lots cannot exceed 200 trips per day.

Direct Access for Assembled Properties Generating Less Than 200 Total Trips Per Day

For properties that are proposed to be assembled together for future development, each parcel with exclusive frontage to the corridor will be permitted a trip generation of 200 trips per day. For example, three properties that are assembled together as one development will be permitted a use that generates a maximum of 600 trips per day provided that each individual parcel was large enough to support a land use that would conform with county or municipal requirements and generate at least 200 trips per day per the ITE Manual.

Compensation for Denial of Entrance Permit when Use Exceeds 200 Trips Per Day

The Department will compensate property owners for their compensable interest in the property through the purchase of development rights, for the denial of an entrance permit for proposed uses that exceed the 200 trip per day criteria. The compensation afforded the property owner is based on an independent real estate appraisal.

Entrance Consolidation

Single Entrance Access Roads May Be Required

The Department's philosophy is to connect adjacent properties to reduce access points. In support of this, developers may be required to construct access roads as part of their development to ultimately provide connections to adjacent properties.

All access locations will be considered temporary until such time that the access can be combined with the access to adjoining properties.

Cross-access Easements Required in Site Plan

Cross-access easements (which also permit construction of an access road by a developer) will be required as part of the site plan approval for all proposed developments.

Purchase Development Rights

If necessary, DelDOT can purchase the development rights attached to a property without purchasing the property itself. For example, a farm owner could be paid to permanently restrict his property for agricultural use. The property would continue to generate a low level of traffic and the farm owner is able to preserve its current use.

Developer Funded Connections

Since DelDOT is not investing in infrastructure in Secondary Areas, two or three private property owners may get together, or a developer may decide to build their own service road in order to gain access where DelDOT had not planned to provide it.

CCPP Land Use / Transportation Investment Approaches:

Rural Areas

- Alternative Access
- No New/Expanded Access to Highway
- Entrance Consolidation
- Purchase Access/Development Rights
- Work with Department of Agriculture, Department of Natural Resources & Environmental Control (DNREC), and The Nature Conservancy to Partner Land Purchases

LAND USE: Rural Areas

POLICY - Preserve the rural economy and natural resources.

"State policies will encourage the preservation of a rural lifestyle and discourage new development."
- Strategies for State Policies and Spending, 1999

PRIORITIES: The Department does not intend to focus its infrastructure investment in Rural Areas, in terms of funding projects such as access roads, local road connections, and significant road and intersection improvements. As indicated in the Strategies for State Policies and Spending document, "transportation projects will include only necessary drainage, maintenance, and safety improvements, and programs to efficiently manage regional highway facilities." (SSPS, 1999). The Corridor Capacity Preservation Program's primary goal is to manage and preserve existing regional highways, which is in accordance with the State investment strategies.

Example: Rural Areas

Rural Areas

Alternative Access

No new or expanded direct access

No new or expanded direct access to the corridor will be permitted in these areas. Access will be permitted to existing secondary roads. If alternative access is determined to be reasonable but degrades the operation or safety of an adjacent intersection (as determined by a traffic engineering study), then direct access to the corridor may also be permitted by way of rights-in/rights-out access only.

Only Exceptions

No expanded access will be permitted in these areas except as noted below:

Single residential driveway expansion: A single residential driveway can be expanded to serve no more than four additional residential lots. For example, a new minor subdivision may be permitted provided all access is internal to the subdivision and access to the corridor is limited to one existing residential driveway. No future subdivision utilizing this driveway will be permitted.

Existing commercial driveway expansion: Existing commercial driveways will be permitted to expand for a proposed use that generates less than 100 trips per day. For example, if expansion of an existing business or the addition of a new business is proposed to utilize an existing commercial driveway, the additional new trip generation may not exceed 100 trips per day.

Existing residential driveway (One acre or less): A residential driveway will be permitted to existing lots one (1) acre or less along U.S. Route 13 only. There are currently 28 parcels located in Kent and Sussex Counties on U.S. Route 13 that are 0.25 acres to 1.05 acres in total. These parcels were previously subdivided to be developed as residential lots. The proposed traffic from these parcels would be negligible. It would be advantageous to both the Department and the Program if we allow access to these parcels on an individual basis provided they are developed residentially rather than pursuing the development rights of each parcel.

No New/Expanded Access

Future Subdivisions

With regards to future subdivisions, our position will remain the same. We will oppose the subdivision through the County process. If a lot is created with sole access on U.S. Route 13, we will deny access and purchase the property rights. This approach may be expanded to U.S. Route 113 and Delaware Route 1 pending further analysis.

Compensation

If access to a property is not permitted, the Department will compensate the property owner for the loss of access. The compensation due to the loss of access is based on an independent real estate appraisal.

SECTION 3:
HOW THE PROGRAM WORKS

3

Methods

Identify Best Future Design

An overall approach for the corridor is developed that considers the locations of existing and future intersections or interchanges, driveways, service roads, environmental constraints, and county land use plans. This approach becomes the basis for decisions regarding the management and improvement of the roadway, including entrance applications.

Review Permits

Counties and local governments submit rezoning, subdivision and entrance permit applications which DelDOT reviews for consistency with corridor capacity preservation plans.

Coordinate Actions

To ensure efforts are mutually supportive, DelDOT coordinates actions with county and local government comprehensive plans.

Manage Access

DelDOT works with property owners to find alternative access to their property other than directly onto the corridor. Access management seeks to limit the number of points where vehicles enter and exit the highways to existing intersections, or as few intersections as possible, in order to reduce congestion and increase safety.

Refine Site Development Plans

DelDOT works with property owners to achieve a site design that conforms to the Corridor Capacity Preservation Program and meets the goals of both the owners and the program.

Purchase Access Rights

DelDOT can purchase access rights from a property owner. The property owner retains the ability to develop the property and pursue alternate access.

Purchase Development Rights

If necessary, DelDOT can purchase the development rights attached to a property without purchasing the property outright. For example, a farm owner could be paid to permanently restrict his property for agricultural use. The property would continue to generate a low level of traffic and the farm owner is able to preserve its current use, while still maintaining ownership.

HOW THE PROGRAM WORKS

Methods

Purchase Property

DelDOT can also preserve capacity by purchasing property, in whole or in part, to ensure that it is available for any necessary transportation improvements in the future, such as service roads or bus lanes.

Develop Individual Projects

In accordance with an overall preservation program, DelDOT can develop and implement individual projects as the need for them arises. Types of projects include, but are not limited to, intersection improvements, route changes, service road connections, local road connections, and the construction of interchanges.

Provide Consultation

DelDOT can make suggestions to property owners and developers about site planning so they can best accommodate the requirements of the program.

HOW THE PROGRAM WORKS

The Review Process

Public Involvement - Shaping transportation in our communities is a cooperative effort. Since our goal is to create an ongoing dialogue between DelDOT and the community, periodic public involvement and public review is built into the Corridor Capacity Preservation Program process.

Public Meetings & Workshops - From early planning to final completion, the public plays an important role by helping to review and refine ideas at regularly scheduled intervals. Usually this is done as preliminary planning is completed and as the project is being finalized (and more often if the project is very large), as part of reviews by the Governor's Council on Transportation (COT) and also during reviews by regional Metropolitan Planning Organizations and program funding of Delaware's 6-year Capital Transportation Program (CTP) in the Bond Bill passed by the General Assembly. (*Note: Delaware has two MPOs - The Dover/Kent County Metropolitan Planning Organization and the Wilmington Area Planning Council (WILMAPCO). Urban areas of Sussex County have less than the required 50,000 permanent population needed to establish an MPO.)

Working Groups - Often on large projects with multiple issues, DelDOT forms a Community Working Group made up of local civic and business leaders, state legislators, municipal heads, emergency personnel, and residents. Working groups look at an issue in depth and represent many community viewpoints during decision-making.

County/Municipality Coordination Process - The Development Coordination Section of the Division of Planning will provide comments on all rezoning requests that are located within designated Corridors, consistent with the current Memorandum of Agreement with the Counties.

Rezoning Process/Traffic Impacts - All properties located along Corridor Capacity Preservation routes will be subject to the same rezoning process that is currently required by DelDOT and will require a finding with respect to traffic impact. The Development Coordination Section of the Division of Planning will carry out this review.

Address Corridor Capacity Preservation Conditions - In order to conform to the Corridor Capacity Preservation Program, adequate conditions must be noted on the approved plan prior to DelDOT finalizing its findings with respect to traffic impact or issuing an entrance permit.

The conditions shall address such issues as:
- mitigation of traffic.
- phasing.
- site access.
- dedication or reservation of rights of way.
- applicable federal, state and local laws, regulations and ordinances.

HOW THE PROGRAM WORKS

The Review Process

Subdivision and Entrance Review Criteria - In addition to existing Departmental policies and regulations, the following review criteria will guide DelDOT actions within the existing corridor to preserve traffic capacity, maintain safe travel, and secure the means to provide long term improvements as needed:

Technical Review - All development proposals located along Corridor Capacity Preservation routes will be subject to a review process that ensures conformance with the Corridor Capacity Preservation Program. This technical review will be carried out by the Development Coordination Section of the Division of Planning.

Preliminary Conference - A preliminary conference between DelDOT and the Applicant will be encouraged in order to ensure compliance with the corridor access criteria.

Adequate Right of Way - In order to conform to the Corridor Capacity Preservation Program, adequate right of way reservation may be necessary in order to preserve the capacity of the existing road.

Plans to Convert Direct Access to Controlled Access - Proposed site plans may be required to contain provisions for ultimately converting direct access to controlled access. Such access could be provided by means of:

- Access roads.
- Access to existing secondary roads which intersect with a Corridor Capacity Preservation route.
- Combining entrances with adjacent properties.
- Street layout that includes stub end streets to be connected with future adjacent subdivisions should be signed to be consistent with the Department's Stub Street for Future Interconnection Policy (Policy Implement Number S-23).

Indemnity to Owners - If proposed access locations are not in conformance with the Corridor Capacity Preservation Program, or if right of way and access control requirements unreasonably preclude the owner's otherwise legal use of the property, DelDOT will attempt to indemnify the owner through:

- Planning for the construction of alternative access.
- Making financial compensation for development restrictions caused.
- Purchasing real estate interests.

Approval Subject to Mitigating Improvements - Development along a designated Corridor that will exceed the capacity of the road will only be approved subject to mitigating improvements being made by the developer that may include roadway improvements and/or traffic management agreements.

Cooperative Agreements - Cooperative shared access agreements between adjacent landowners will be encouraged.

Additional Traffic Signals - DelDOT will monitor traffic operations and implement minor projects on an interim basis, such as roadway relocations and intersection improvements, as long as they are consistent with the Corridor Capacity Preservation Program. In the interim, no additional traffic signals will be allowed on Corridor Capacity Preservation routes that are already limited access, such as SR 1. However, on some corridors, such as Rt. 13, signals may be necessary. Temporary signals may be considered if there is an identified project in the Capital Improvement Program to replace the signal with an overpass or interchange in the future. DelDOT will review signal warrants, in accordance with current procedures. At locations where signal warrants have been satisfied, the Department will develop and pursue alternatives to traffic signals that address the particular signal warrant issue.

Real Estate: Acquisition Strategy

It is preferable to reduce access points in order to preserve a corridor's capacity via management measures. The reduction of entrances has a positive effect upon the capacity of the highway, and this strategy should be pursued as a priority along these corridors. However, acquisitions of real estate (in fee, or such partial interests necessary to achieve the Program goals and objectives) become warranted when the application of this policy creates unreasonable hardship with respect to the sale or legal use of property.

For the most part, transportation investment will be focused in Community Areas and Developing Areas to support existing and planned growth. Where future service roads or other alternative property access plans have been developed, such that right-of-way will be needed, it is appropriate to consider temporary access to the corridor where practical alternatives are not available and:

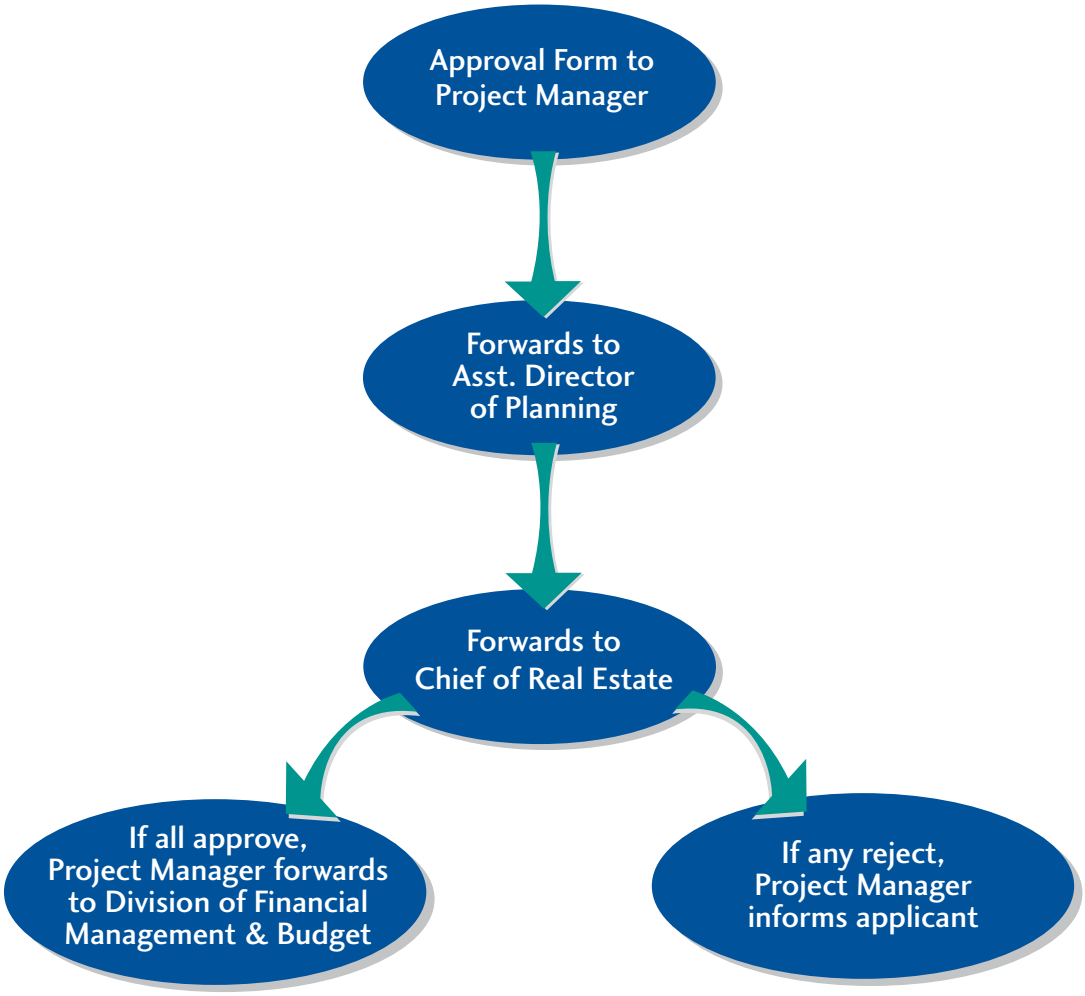
Acquire the necessary right-of-way for projects - (access roads, system modifications, intersection upgrades), in accordance with the Department's policy on advanced acquisitions if hardship is demonstrated, or a protective buy is warranted.

Reserve right-of-way, seek accommodation - Otherwise, in response to land development proposals, request reservations of right-of-way, or seek accommodation with future plans (additional building setbacks, with landscaping, stormwater management, or other uses that can be practically relocated).

Acquisition Process

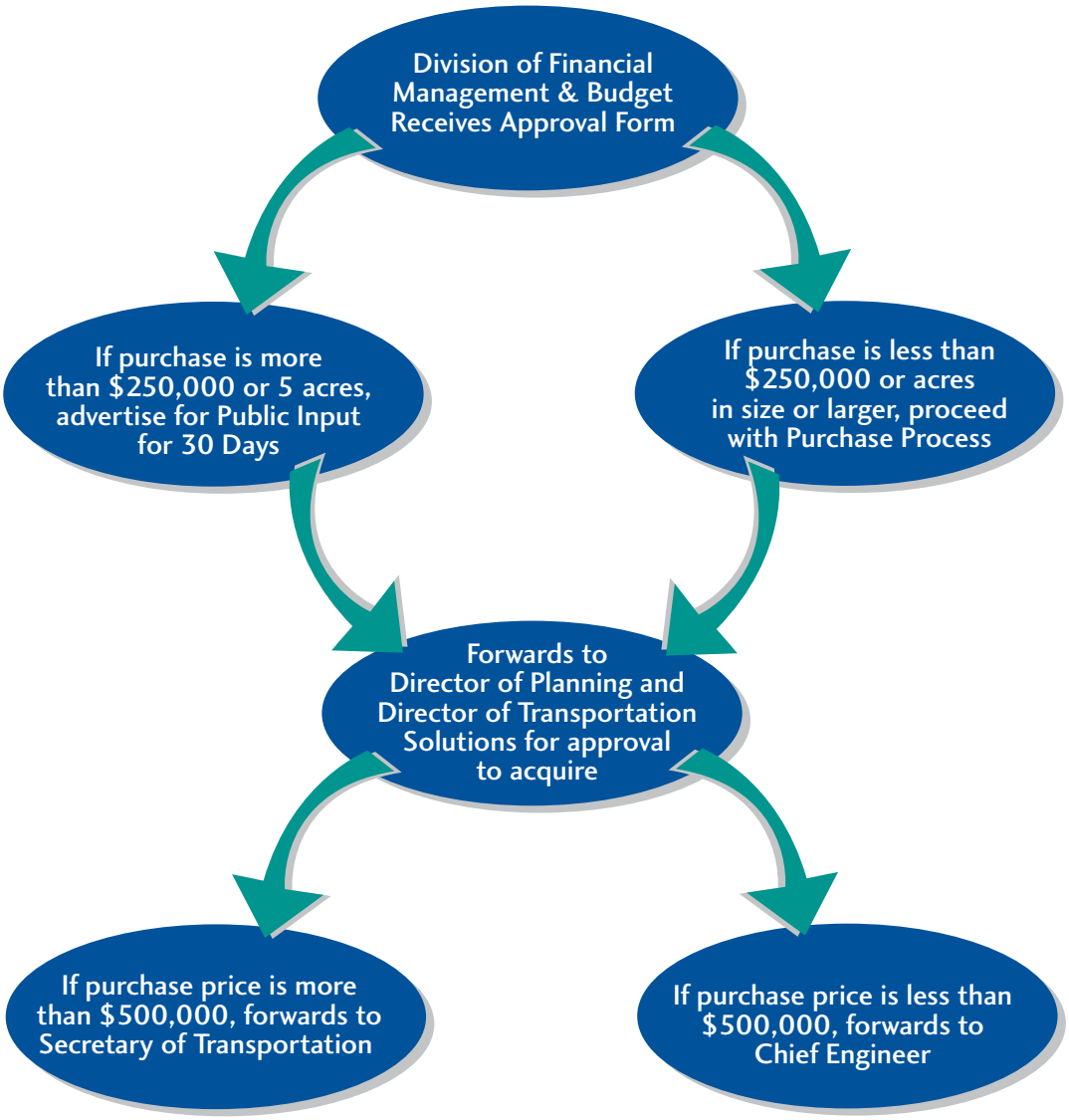
Should the technical review process (described in this section under "Subdivision and entrance review criteria") determine that acquisition of real estate interests is necessary in order to protect the corridor from roadside development that compromises the corridor's safety or capacity, the following process will be followed:

Real Estate Acquisition Process
#1 -Acquisition Form* Preliminary Approvals

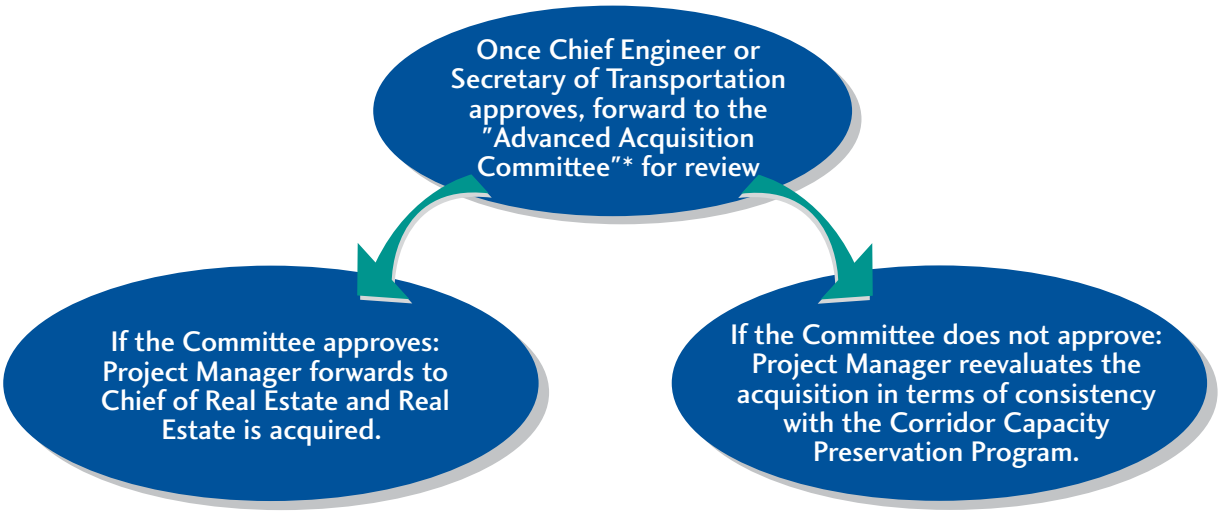


*Note: See Addendum for Advanced Real Estate Acquisition Approval Form

Real Estate Acquisition Process
#2 - Advanced Approvals & Funding



Real Estate Acquisition Process
#3 - All Real Estate Acquisitions



* Note: "Advanced Acquisition Committee Members"[3]

- Secretary of the Department of Natural Resources and Environmental Control (DNREC)
- Secretary of the Department of Transportation
- Secretary of the Department of Agriculture
- Director of the Delaware Economic Development Office
- Governor's Chief of Staff
- A member of the Senate designated by the President Pro Tempore
- A member of the House of Representatives designated by the Speaker of the House
- Two members of the public, one designated by the President Pro Tempore of the Senate and one designated by the Speaker of the House

[3]This Committee was established in accordance with Title 17 of the Delaware Code, Section 137 (a)(2). The role of this Committee is, "To determine the consistency of such action with the State's overall goals for land use planning." (17 De. C. 137 (a)(2))

Real Estate Acquisition Approval Process
#4 - Department's Normal Acquisition Process

Other Real Estate-related Policy

Reimbursement for Reconfiguring Subdivision

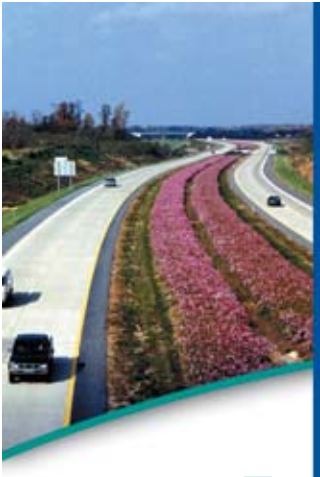
When subdivision property lines were created as part of a recorded, approved subdivision prior to this Policy revision and the lots are not configured to allow for corridor right-of-way requirements, including frontage roads where required, the Department will reimburse the owner for engineering costs needed to reconfigure the subdivision to correspond with this Policy.

Monitoring for Purchase Opportunities

DelDOT Planning and Real Estate personnel will monitor the corridors for potential real estate property purchase opportunities.

Power of Eminent Domain

As noted in Title 17, Section 145 of the Delaware Code, the Department may exercise the power of eminent domain to purchase property by condemnation as part of this Program. When a property owner does not object to DelDOT's acquisition of property or property rights, but disagrees with the Department's offer of just compensation, then in such cases, condemnation action will be employed in order that the court decide the matter of compensation.



SECTION 4:
CURRENT CORRIDOR PLANS

4

SR 1 - Dover Air Force Base south to Nassau

Timeframe: 1991 - 1998

Status: Plan Completed

Strategy for Delaware Route 1

The plan for Delaware Route 1 is to convert the corridor to limited access over time. This will be accomplished by:

- Purchasing property rights (access rights, development rights, fee simple) as new development is proposed (reactive approach).

We are considering taking a more proactive approach to purchase of property rights in the future. This will involve the development of criteria to prioritize property acquisitions.

- Coordinate new development with proposed improvements.
- Prioritize capital projects (i.e. interchanges, service roads) identified in the completed corridor plan.

Develop a monitoring/triggering program to better define the appropriate timing to construct proposed improvements.

- Interim improvements - Determine whether less expensive interim improvements may be made.
- Design and build capital projects as needed.

(See Section 2 for specifics in Communities, Developing Areas, Secondary Developing areas and Rural locations)

CURRENT CORRIDOR PLANS

SR 1 Background

The SR 1 corridor includes all property with frontage on SR1 or located within 500 feet of its centerline. The limits of the SR1 corridor are the Dover Air Force Base (DAFB) to the north, and the Nassau overpass near Lewes to the south. The corridor is approximately 46 miles long, and extends through Kent and Sussex Counties. SR 1 serves as the main north-south highway to access the Delaware beach resort area. Prior to completion of the ten projects listed below, in addition to resort traffic, eastern Sussex County had been experiencing a high rate of growth in year-round residential traffic and supporting commercial development. This led to increased congestion and safety issues due to increased travel demand and the mixing of local and through traffic.

To address these congestion and safety issues, DelDOT constructed a limited access highway from DAFB south of Dover northward to I-95. Construction began in the 1980s and was completed in 2002. The corridor was originally one of ten Federal Highway Administration (FHWA)-funded pilot projects in the national corridor capacity preservation program. In 1996, legislation was passed making SR1 the first of four corridors in Delaware's Corridor Capacity Preservation Program. This allowed DelDOT to develop a long-range plan that set forth major goals, policies, strategies, and priority actions that meet the transportation needs for the State.

Project Scope and Cost

SR1 is the largest public works project ever undertaken in the state of Delaware. The new route connects Tybouts in New Castle County to Routes 13 and 113 south of Dover and provides a controlled access connection from I-95 to those highways south of Dover. The route was planned to minimize impacts on wetlands, agricultural and historic resources. Total cost of the project for planning, engineering design, right-of-way acquisition, environmental remediation, construction, inspection and debt service reached close to one billion dollars. Construction contracts accounted for over $470 million.

The project moved over 28 million cubic yards of soil, laid over 1.1 million tons of asphalt pavement, and placed over 1.4 million square yards of concrete. One of the most recognizable landmarks of the project is the C&D Canal Bridge. This award-winning concrete cable-stayed bridge has a total length of 4,650 feet and provides a 138-foot vertical clearance for ships passing through the canal.

CURRENT CORRIDOR PLANS

Sensitivity to the Environment / Heritage

The project showed sensitivity to natural resources by preserving existing wetlands as much as possible and creating over 488 acres of new wetlands to replace those which could not be avoided. By partnering with the natural resource agencies, DelDOT was able to coordinate the construction of the new wetlands with the roadway construction, which provided many benefits.

One example was the reuse of massive amounts of earth that needed to be removed during construction. The excavated earth or fill was used to create the new wetlands and to construct the roadway embankment. Reuse of this fill kept thousands of dump trucks off local roads.

Another important consideration was the preservation of our heritage. DelDOT worked with the State Historic Preservation Office and preservation groups to determine if the project area had historical significance. Before construction, DelDOT conducted extensive archeological excavations to learn more about how the early residents of this region lived and interacted. DelDOT involved the public by holding open houses and inviting schools to visit the sites and participate in digs.

Current phases of these projects have been completed. However, future planned phases, such as service roads or interchanges, may be triggered by criteria such as population growth or rising traffic counts.

Project 1 - Nassau to Overbrook

Project 2 - SR 16 Interchange

Project 3 - SR 5 Intersection

Project 4 - Argos Corner to South Milford / Phase I - SR 30 Extensions to Bus Route 1

Project 5 - Milford By-Pass

Project 6 - North Milford to Spring Hill / Phase I - K19 Interchange and Widen Shoulders

Project 7 - South Frederica

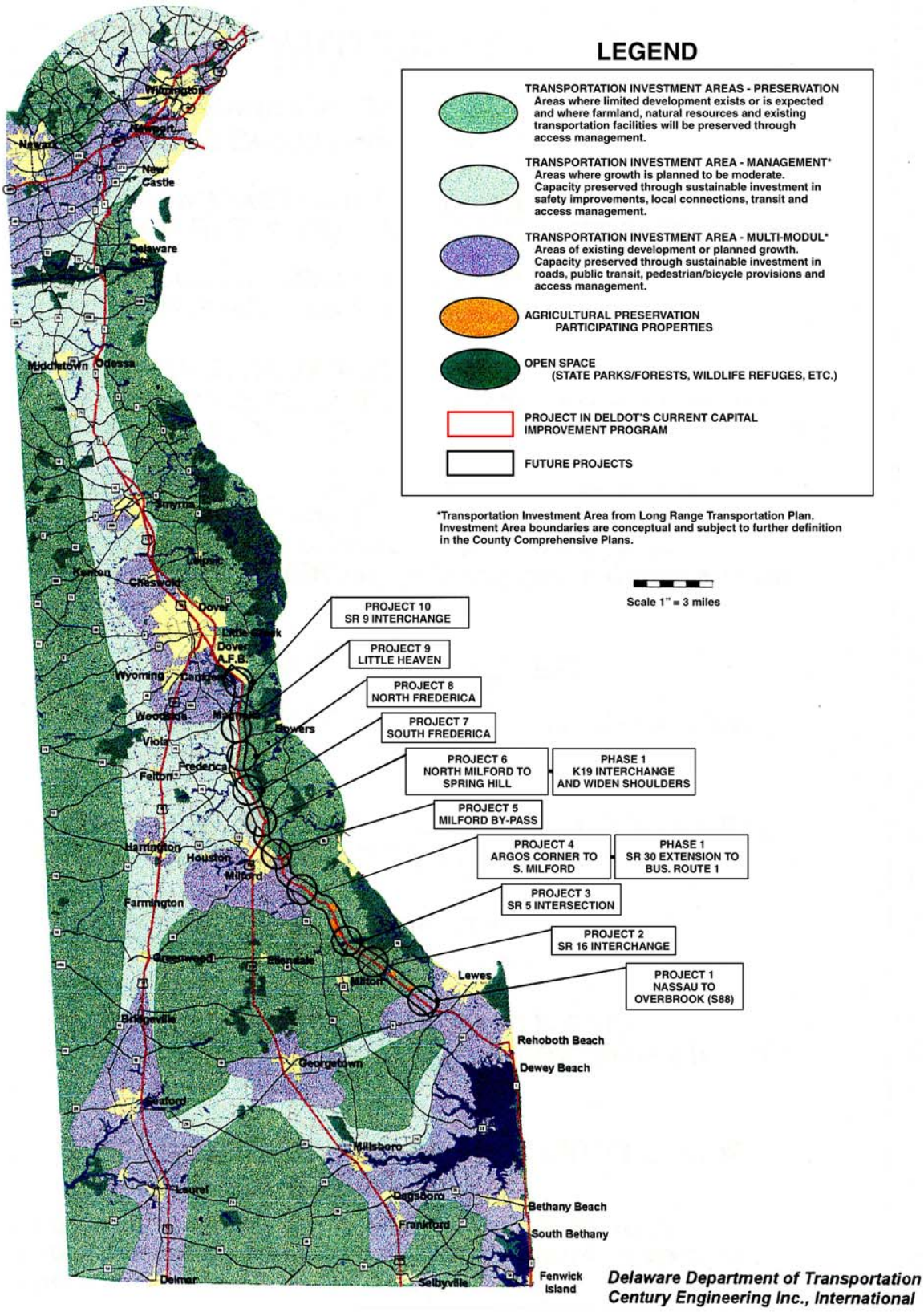
Project 8 - North Frederica

Project 9 - Little Heaven

Project 10 - SR 9 Interchange

CURRENT CORRIDOR PLANS

CCPP SR1, Nassau to Dover Air Force Base



CURRENT CORRIDOR PLANS

Project Summary Update

The following project summary compares the SR1, Corridor Capacity Preservation program as presented at the WORKSHOP held on July 17, 1996, with the information developed in the past two years.

NASSAU TO OVERBROOK (S88)

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for service roads as improvements are needed in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development rights

WORKSHOP OCTOBER 21, 1998

- Multimodal Investment Area
- PHASE I - Grade separation at S265 and at S88 using the existing roads as the ramp access
- PHASE II - Construct a new southbound lane south of Red Mill Pond; then transition north of Red Mill Pond to the east side and construct a new northbound lane to north of S88
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Reserve or purchase right-of-way for future improvements in the long term

OVERBROOK (S88) TO WAPLES POND

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future service roads and a grade separated interchange to replace existing signalized intersection at SR16
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Intersection improvements at SR5 to eliminate the east to north movement. Use SR16 for that movement

CURRENT CORRIDOR PLANS

SR1 Workshops

WORKSHOP OCTOBER 21, 1998

- Preservation Investment Area
- Grade separated interchange at SR16
- Intersection improvements at SR5 to eliminate the east to north movement. Use SR16 for this movement.
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Reserve or purchase right-of-way for future improvements in the long term

WAPLES POND TO ARGOS CORNER

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Permit access for agriculture use only
- Purchase Development Rights

WORKSHOP OCTOBER 21, 1998

- Preservation Investment Area
- Reserve or purchase right-of-way for future improvements in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights

CURRENT CORRIDOR PLANS

SR1 Workshops

ARGOS CORNER TO SOUTH MILFORD

WORKSHOP JULY 17, 1996

- Argos Corner By-Pass is a controlled access facility
- Refine Site Development Plans
- Purchase Development Rights and Access Rights
- Reserve or purchase right-of-way for future improvements in the long term
- Provide connection between SR30 and SR1 Business
- Coordinate and minimize impacts to proposed subdivision as improvements to SR1 are needed in the future

WORKSHOP OCTOBER 21, 1998

- Multimodal Investment Area west of SR1 and Preservation Investment Area east of SR1
- PHASE I - Extend SR30 to SR1 Business Route funded for design FY1998 and construction FY2001
- PHASE II - Construct grade separation interchange at SR1/SR30 intersection using existing roads as the on/off ramps
- PHASE III - Construct new southbound lane of SR1 from Argos Corner By-Pass to north of S207. Existing northbound lane will become a service road. North of S207 construct a service road to the east connecting to S206.
- PHASE IV - Construct interchange at Argos Corner S224/SR1
- Reserve or purchase right-of-way for future improvements in the long term

MILFORD BY-PASS

WORKSHOP JULY 17, 1996

- Milford By-Pass is a controlled access facility
- Eliminate cross traffic at S209. This was completed in 1997-1998.
- Provide grade separated interchange SR1/K409
- Eliminate cross traffic at North 10th Street

CURRENT CORRIDOR PLANS

WORKSHOP OCTOBER 21, 1998

- Management Investment Area
- The proposed improvements remain the same now as at the 1996 WORKSHOP.

NORTH MILFORD TO SOUTH FREDERICA

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements in the long term.
- Minimize disruption to property owners
- Purchase Development Rights and Access Rights
- Coordinate and refine Site Development Plans

WORKSHOP OCTOBER 21, 1998

- Management Investment Area south of K19. North of K19, west of SR1 is Management Investment Area and east of SR1 is Preservation Investment Area.
- PHASE I - Construct grade-separated interchange at SR1/K19 to eliminate signalized intersection. Also reconstruct and widen shoulders. K409 north to K403
- PHASE II - Construct relocated Road K125 over SR1 and connect to K406. Existing K409 would be on/off access from SR1. At South Frederica, construct overpass to east side and connect to K120. On the west side and connect to K120. On the west side extend K119 north to K10. Construct access ramps off SR1 and close existing crossovers.

SOUTH FREDERICA TO NORTH FREDERICA

WORKSHOP JULY 17, 1996

- Purchase Access Rights
- Purchase Development Rights
- Reserve or purchase right-of-way for future improvements in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Minimize disruption to property owners as improvements are needed in the long term

CURRENT CORRIDOR PLANS

WORKSHOP OCTOBER 21, 1998

- Management Investment Area west of SR1 and Preservation Investment Area east of SR1
- Construct grade separated interchange at SR1/K12 as access on/off southbound lane and construct new access on/off northbound lane
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Purchase Access Rights
- Reserve or purchase right-of-way for future improvements in the long term

NORTH FREDERICA TO NORTH LITTLE HEAVEN

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements including service road and grade separated interchange in the long term
- Purchase Access
- Purchase Development Rights
- Continue to coordinate with the Agriculture Preservation Program

WORKSHOP OCTOBER 21, 1998

- Management Investment Area west of SR1 and Preservation Investment Area east of SR1
- Construct new Northbound lane from north of K372 to north of Little Heaven K373. Also construct a service road on the east side leaving the existing southbound lane as a service road on the west. Continue the service road on the east to bridge SR1 connect to US 113A opposite the Barkers Landing development. Access on/off SR1 will be at K373.
- Reserve or purchase right-of-way for future improvements in the long term

CURRENT CORRIDOR PLANS

SR1 Workshops

NORTH OF LITTLE HEAVEN TO DOVER AIR FORCE BASE

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements including service road and grade separated interchange in the long term
- Purchase Access Rights
- Purchase Developments Rights
- Refine Site Development Plans
- Continue to coordinate with the Agriculture Preservation Program

WORKSHOP OCTOBER 21, 1998

- Multimodal Investment Area west of US113/SR1 and Preservation Investment Area east of SR1 from Little Heaven to SR9. From SR9 to DAFB is a Management Investment Area
- Construct grade separated interchange at SR1 and SR9
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Purchase Access Rights
- Reserve or purchase right-of-way for future improvements in the long term

US Route 13 - Route 10 in Camden South to the Maryland State Line

Timeframe: 1998 - 2002

Status: Plan Completed

Current phases of these projects have been completed. However, future planned phases, such as service roads or interchanges, may be triggered by criteria such as population growth or rising traffic counts.

History

- September 27, 1996 - U.S. Route 13 corridor nominated for CCPP, with notice to each county and municipality seeking comments.
- October 1996 - public hearings on the nomination held in each county.
- December 31, 1996 - 90- day public comment period ends.
- February 1997 - U.S. Route 13 corridor adopted into the Program.

CURRENT CORRIDOR PLANS

Strategy for US Route 13

The plan for US Route 13 is to minimize new entrances and traffic signals along the corridor. This will be accomplished by the following:

- Work with municipalities along the corridor to develop master plan
- Complete the Corridor Plan
- Use Corridor Plan as a guideline for local municipalities, property owners, and developers
- Creation of series of service roads and access enhancements in developing areas to accommodate new development
- Permit direct access for low traffic generating development in Secondary Developing Areas
- Purchase of property rights in Secondary Developing and Rural Areas as new development is proposed (reactive approach). We are considering taking more of a proactive approach to purchase of property rights in the future. This will involve the development of criteria to prioritize property acquisitions.
- Prioritize capital projects (i.e. interchanges, service roads) identified in the completed corridor plan. Develop a monitoring/triggering program to better define the appropriate timing to construct proposed improvements.
- Design and build capital projects as needed.

(See Section 2 for specifics in Communities, Developing Areas, Secondary Developing areas and Rural locations)

US Route 13

Background and Scope

Prior to the construction of SR1, Routes 13 and 113 served as the main north/south highway connecting Delawareans to Sussex County beach resort areas. Route 13 links to the new SR1 and also was originally intended as a bypass around the State's capital in Dover. However, many restaurants, retail and service businesses, as well as Dover Downs Speedway and Slots, and Delaware State College have grown up along the bypass, leading to increased congestion and many intersections where accidents are more likely to occur. Traffic often slows significantly at the point where Routes 13 and 113 meet.

Route 13 runs through farmland and many of Delaware's small towns including Bridgeville, Camden, Delmar, Felton, Greenwood, Harrington, Laurel, Seaford and Woodside. Improvements seek to make it easier for local traffic to separate from through-traffic and to reduce the number of intersections and traffic lights that slow through traffic. Improvements such as service roads, intersection improvements, addition of connecting roads and deceleraton lanes, signal timing improvements , shoulders and turn radii are planned for these areas. See maps for specifics of Corridor Capacity Preservation Plans.

US Route 13 Local Municipal Coordination

Workshops were held throughout Kent and Sussex Counties where local leaders, business and agricultural representatives, and residents worked with DelDOT to formulate plans for the Route 13 corridor. Following are the locations and dates the meetings were held and a brief summary of what took place.

US Route 13 Improvement Plans

(See improvement plan maps for Bridgeville, Camden, Delmar, Felton, Greenwood, Harrington, Laurel, Seaford and Woodside that follow.)

Local Municipal Working Groups

Felton

A formal working group was not established. Instead the US 13 CCPP worked with the Town through open Town council meetings at the Felton Town Hall.

Meeting Dates:	July 10, 2000 August 14, 2000 September 11, 2000 October 2, 2000
Workshop:	January 18, 2001 Felton Fire Hall

Plan: The Felton Plan is complete and it was sent to the Town for acknowledgement on March 7, 2001. The Plan includes the median channelization of the US 13/Peach Basket Road/Andrews Lake Road intersection, access to the Ludlow property, and it identified properties with alternative access.

Harrington

A formal working group was established. The members include representatives from the City of Harrington, Emergency Services, the State Fairgrounds, and property owners. All working group meetings were held at the Harrington City Hall.

Meeting Dates:	August 4, 1999 January 13, 2000 March 1, 2001 March 29, 2001 May 3, 2001 May 24, 2001
Workshop:	September 20, 2001 Harrington Fire Hall

Plan: The Harrington Plan is currently being finalized and will be sent to the City for acknowledgement when available.

CURRENT CORRIDOR PLANS

US Route 13 Working Groups

Greenwood

A formal working group was not established. Instead the US 13 CCPP worked with the Town through open Town council meetings at the Greenwood Town Hall.

Meeting Dates:	August 1, 2000 September 5, 2000 January 2, 2001
Workshop:	No workshop was required since improvements were to be developer-funded.

Plan: The Greenwood Plan is complete and it was sent to the Town for acknowledgement on March 5, 2001. The Plan includes a service road east of US 13 from south of the Town limits to north of SR 16 and it identifies four access points on US 13 and two access points on SR 16. The Town adopted the Plan during the April 3, 2001 Town Council meeting.

Bridgeville

A working group was established with the Bridgeville Planning Commission and community members. All working group meetings were held at the Bridgeville Town Hall.

Meeting Dates:	August 10, 1999 September 11, 2000 April 3, 2001 May 15, 2001 August 23, 2001
Workshop:	September 18, 2001 Bridgeville Fire Hall

Plan: The Bridgeville Plan is currently being finalized and will be sent to the Town for acknowledgement when available.

Seaford

A formal working group was established. The members include representatives from the City of Seaford, Emergency Services, and property owners. All meetings were held at the City Hall Annex.

Meeting Dates:	May 2, 2000 May 16, 2000 March 27, 2001 April 24, 2001 June 28, 2001
Workshop:	October 30, 2001 Seaford Middle School

Plan: The Seaford Plan is currently being finalized and will be sent to the City for acknowledgement when available.

CURRENT CORRIDOR PLANS

US Route 13 Working Groups

Laurel

A second working group was established and started where the previous working group left off. The members include representatives from the Town of Laurel, business community, and property owners. All working group meetings were held at the Laurel Town Hall.

Meeting Dates:	July 29, 1999 October 14, 1999 February 9, 2000 February 22, 2000 May 9, 2001 May 23, 2001 June 19, 2001 August 8, 2001
Workshop:	November 1, 2001 Laurel High School

Plan: The Laurel Plan has been finalized and sent to the Town for acknowledgement.

Delmar

A formal working group was established. The members include representatives from the Town of Delmar, business community, and property owners.

Meeting Dates:	April 11, 2000 May 23, 2000 June 20, 2000
Workshop:	N/A

Plan: The Delmar Plan is complete and was given to the Town and affected property owners. The Plan includes service roads east and west of US 13 and median improvements.

CURRENT CORRIDOR PLANS

US Route 13 Working Groups

Emergency Services

DelDOT met with representatives from various emergency services (police, fire, ambulance) for both Kent and Sussex County to review and receive input on the U.S. Route 13 Corridor Plan.

Kent County Meeting:	September 13, 2001 DelDOT Administration Building in Dover
Sussex County Meeting:	September 14, 2001 DelDOT South District Office in Georgetown

Kent County Coordination

A formal working group was established. The members include representatives from the County, state regulatory agencies, and business community. All working groups meetings were held at the Kent County Administration Building in Dover.

Upon completion of the working group meetings, a countywide public workshop was held to solicit additional public comments on the Plan in Kent County.

Meeting Dates:	October 11, 2000 November 15, 2000 January 24, 2001 April 4, 2001 May 1, 2001 (Presentation to Kent County Levy Court)
Workshop:	November 27, 2001 W.T. Chipman Middle School in Harrington

Sussex County Coordination

A formal working group was not established. Instead, the CCPP Team met with Bob Stickels, Sussex County Administrator, and Lawrence Lank, Director of Sussex County Planning and Zoning on August 29, 2001, to discuss the U.S. Route 13 Corridor Plan in Sussex County.

Further, each of the Sussex County Councilmen participated in the working group meetings for their respective area as well as attended the local workshop for that area. Upon completion of the working group meetings and local area workshops, a countywide public workshop was held to solicit additional public comments on the Plan in Sussex County.

Workshop:	December 4, 2001 Seaford Middle School

CURRENT CORRIDOR PLANS

US Route 113 - Milford south to the Maryland State Line

Timeframe: 2002 - 2004

Status: Plan Being Developed

Strategy for US Route 113

The plan for US Route 113 is to minimize new entrances and traffic signals along the corridor and over time convert the facility to limited access highway to possibly include bypasses around existing municipalities. This will be accomplished by the following:

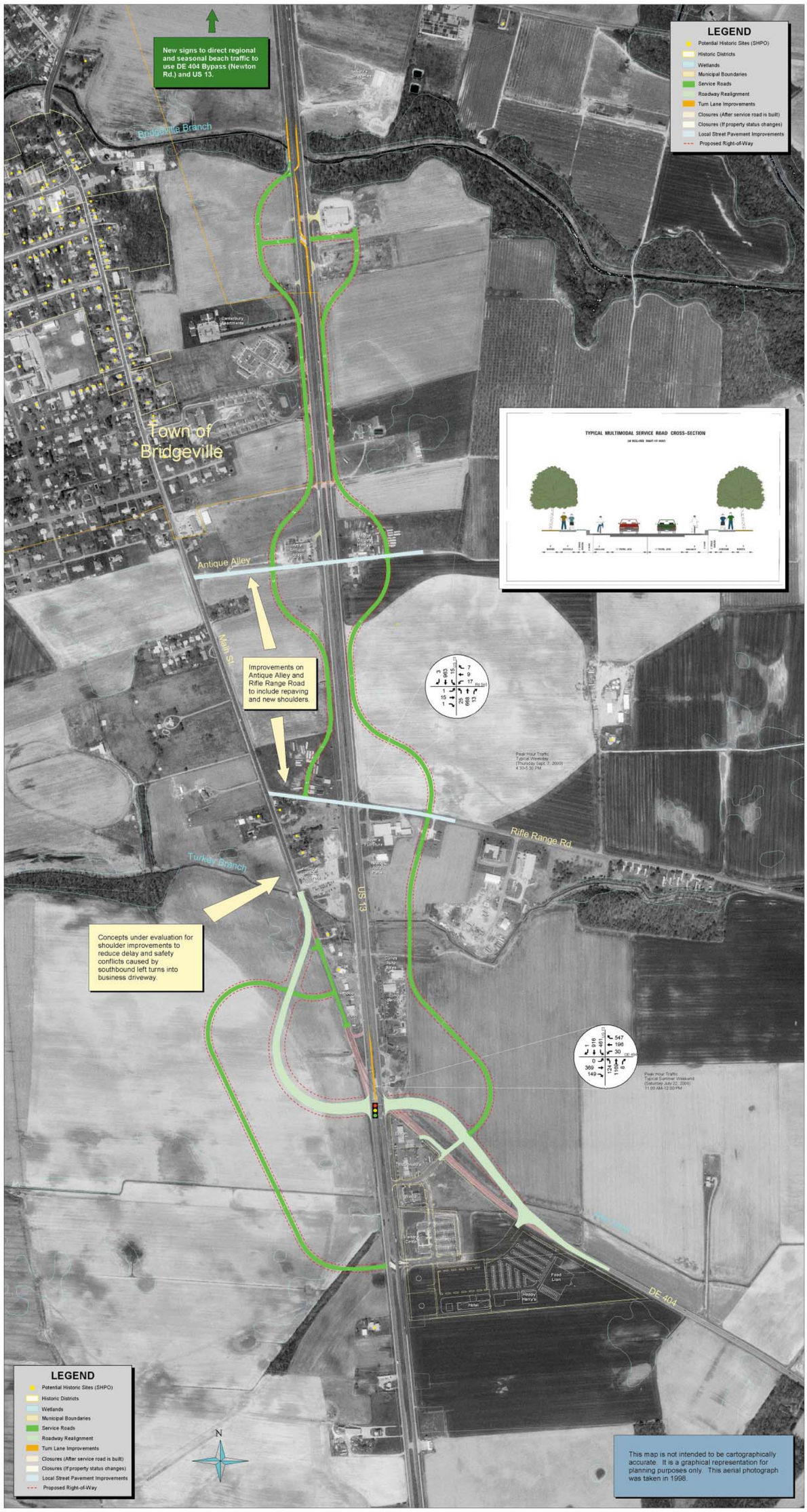
- Initiate the corridor planning effort (to begin in 2002)
- Coordinate with local municipalities and property owners along the corridor
- Develop location of on alignment and off-alignment improvements
- Determine phased approach to constructing limited access highway

(See Section 2 for specifics in Communities, Developing Areas, Secondary Developing areas and Rural locations)

SR 48 - Hercules Road to Route 41

Timeframe: 2002 - 2004

Status: Plan Being Developed



Bridgeville Plan

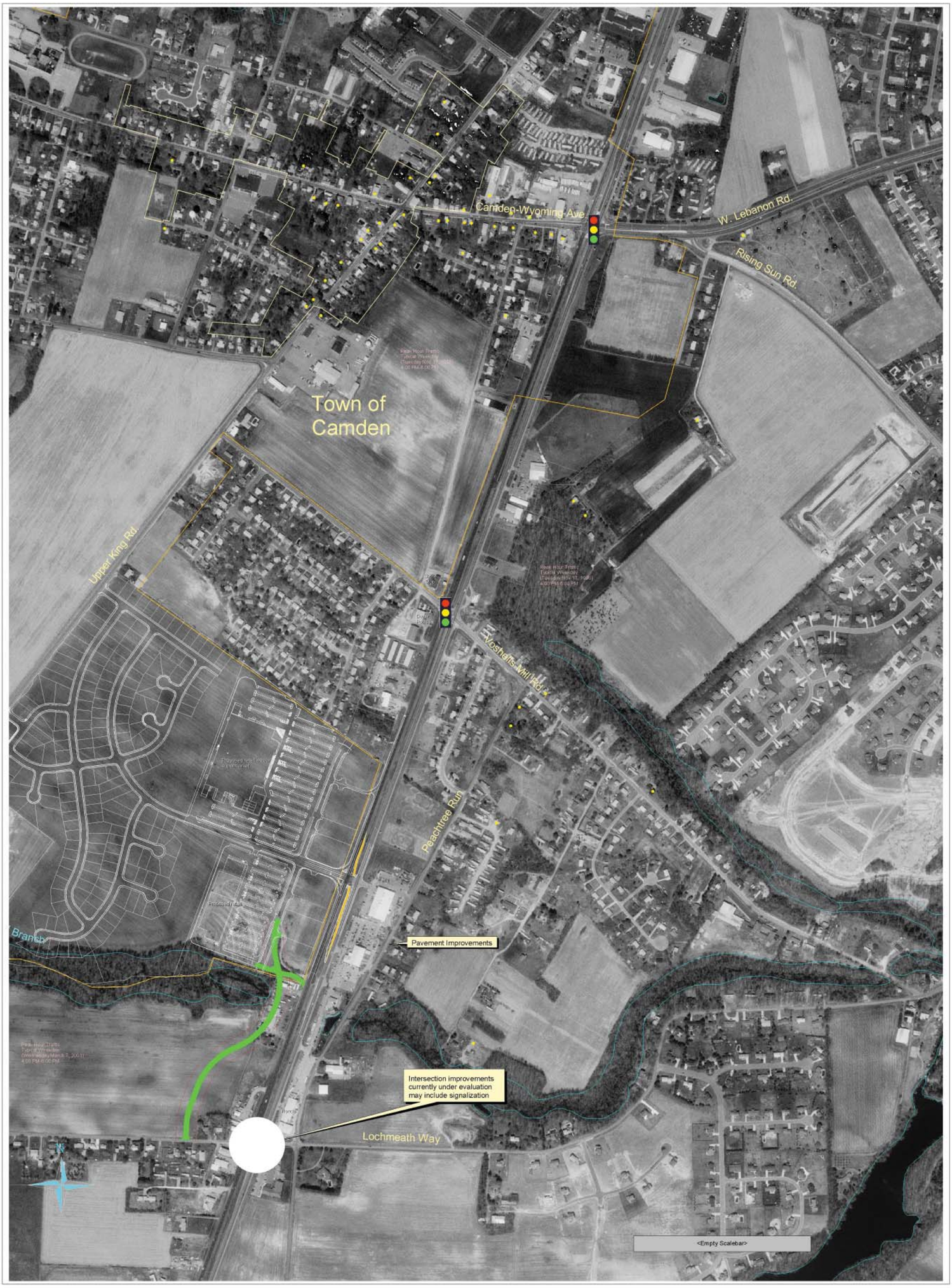
Gannett Fleming

US 13 Corridor Capacity Preservation Program

February 2002

200 0 200 400 600 800 1000 Feet

DelDOT



Camden Plan

US 13 Corridor Capacity Preservation Program

November 2001

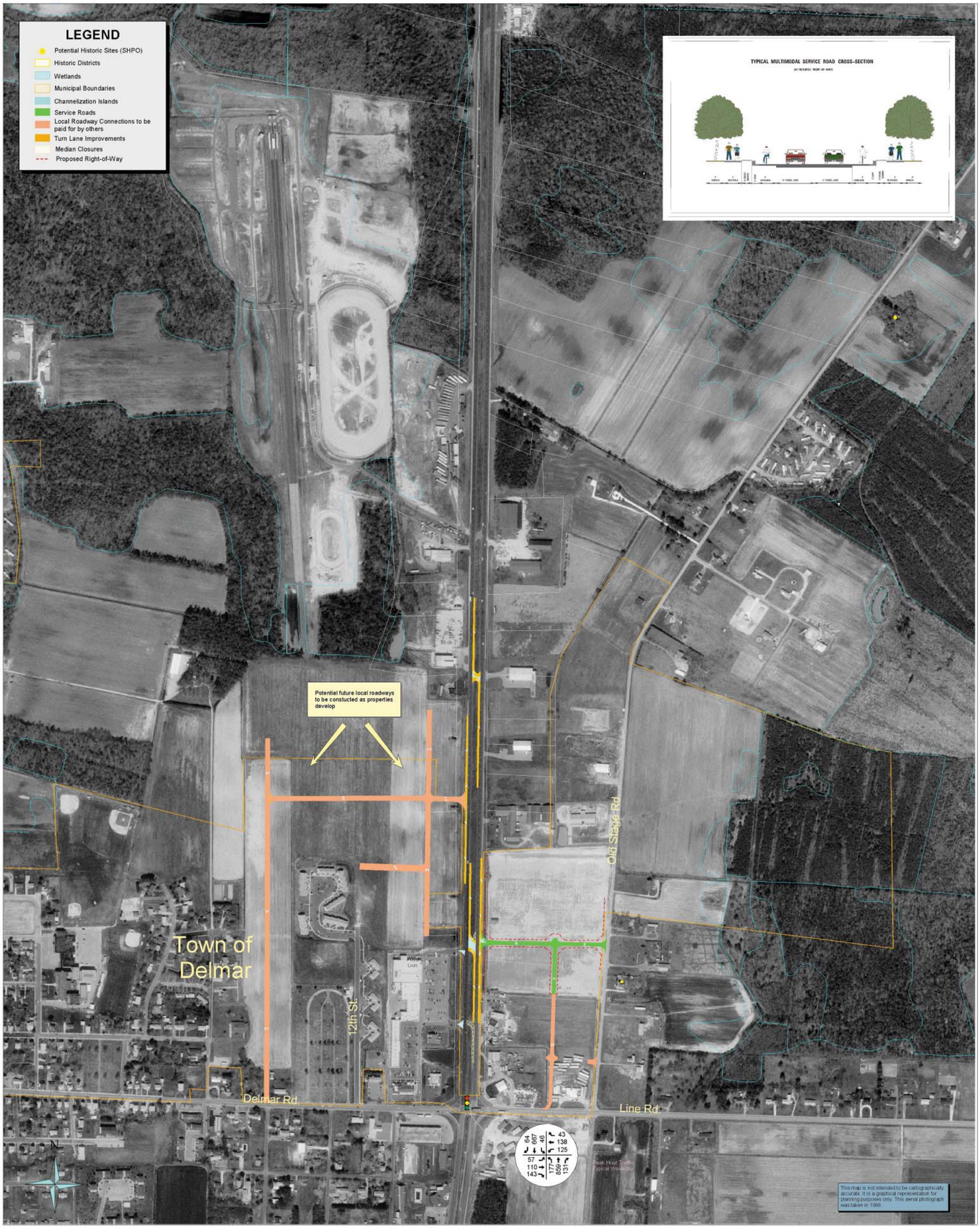
200 0 200 400 600 800 1000 1200 Feet

Gannett Fleming

DelDOT

LEGEND

- Potential Historic Sites (SHPO)
- Municipal Boundary
- Wetlands
- Channelization Islands
- Historic District
- Closures
- Turn Lane Improvements
- Service Roads
- Local Street Pavement Improvements
- Proposed Right-of-Way



Delmar Plan

Gannett Fleming

US 13 Corridor Capacity Preservation Program

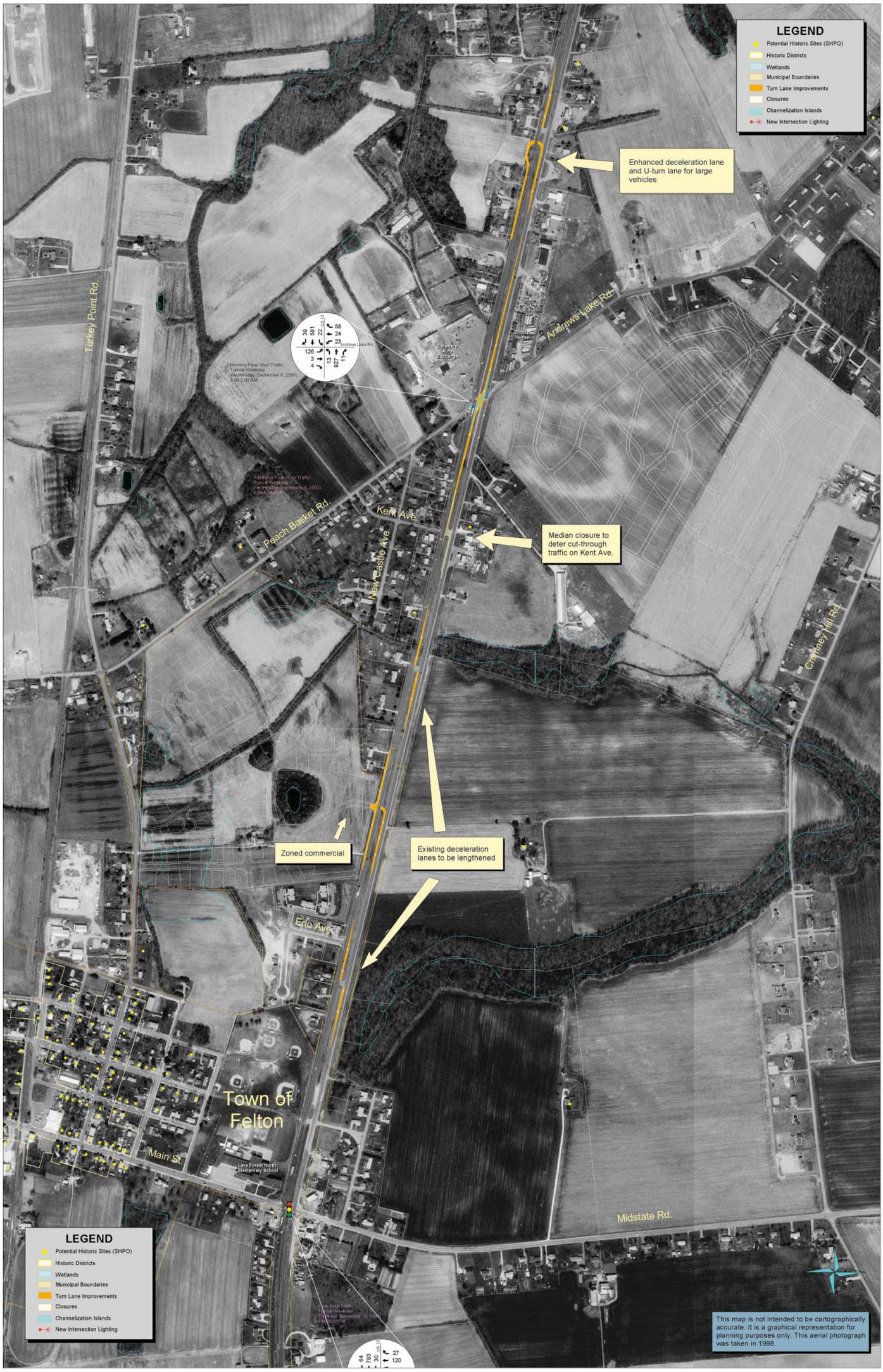
November 2001

200 0 200 400 600 800 1000 Feet

DelDOT

LEGEND

- Potential Historic Sites (SHPO)
- Historic Districts
- Wetlands
- Municipal Boundaries
- Channelization Islands
- Service Roads
- Local Roadway Connections to be paid for by others
- Turn Lane Improvements
- Median Closures
- Proposed Right-of-Way



Felton Plan

Gannett Fleming

US 13 Corridor Capacity Preservation Program

November 2001

200 0 200 400 600 800 1000 Feet

DelDOT

Greenwood Plan

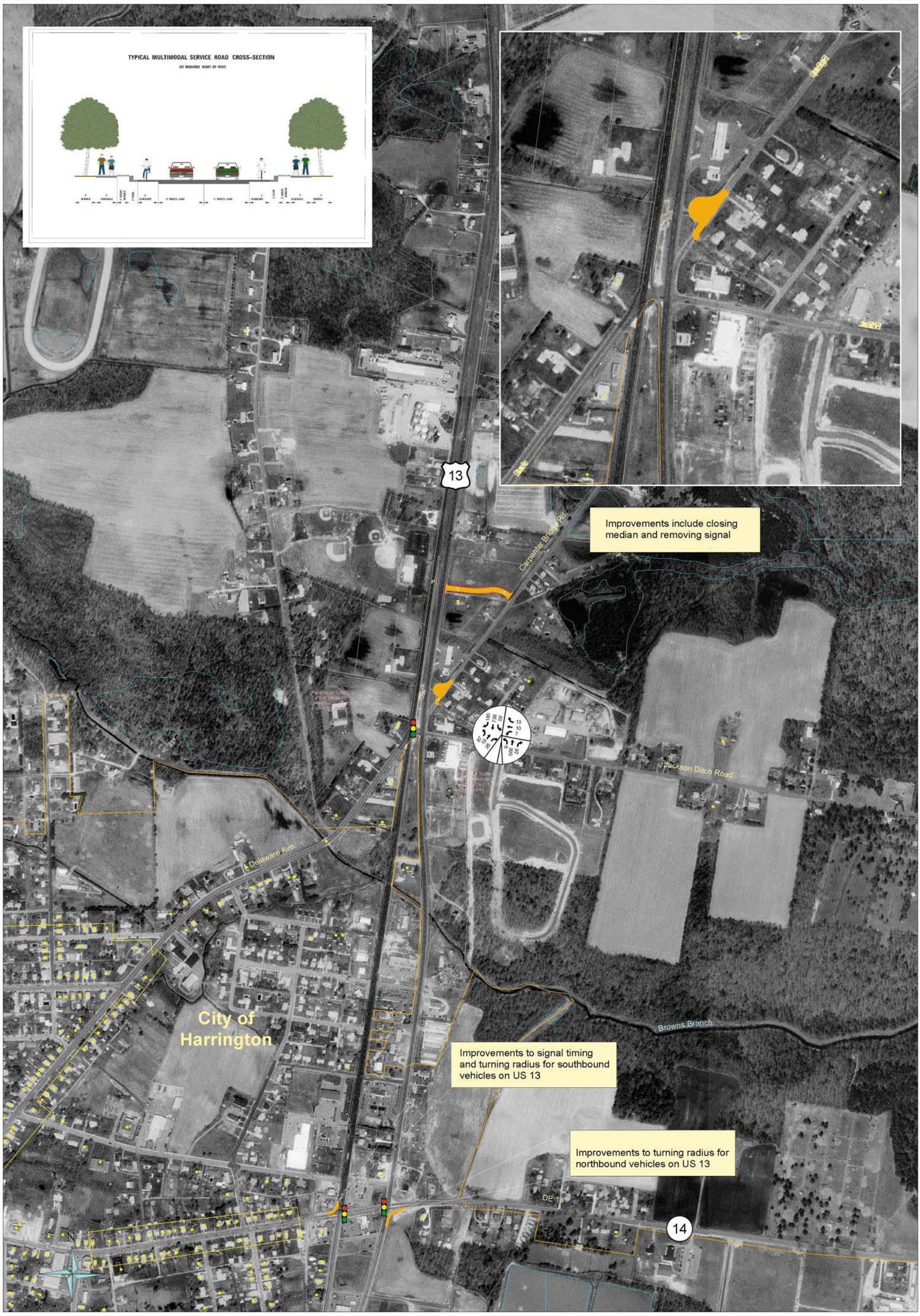
Gannett Fleming

US 13 Corridor Capacity Preservation Program

November 2001

200 0 200 400 600 800 1000 1200 Feet

DelDOT



Harrington Plan (North)

US 13 Corridor Capacity Preservation Program

Gannett Fleming

January 2002

200 0 200 400 600 800 1000 Feet

DelDOT

LEGEND

- Potential Historic Sites (SHPO)
- Historic Districts
- Wetlands
- Municipal Boundaries
- New connector roads
- Turn Lane Improvements
- Median Island
- Closures
- Proposed Right-of-Way

Harrington Plan (South)

Gannett Fleming

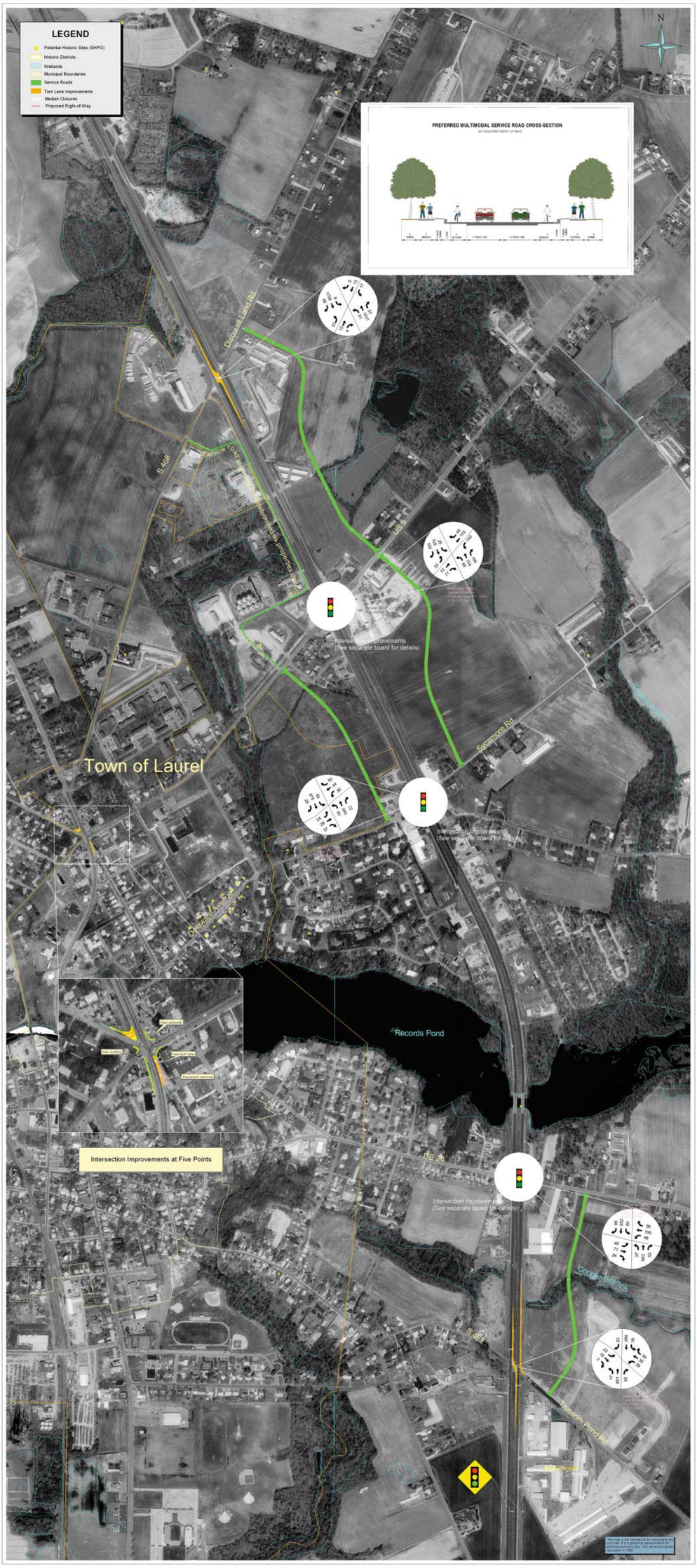
US 13 Corridor Capacity Preservation Program

November 2001

200 0 200 400 600 800 1000 Feet

DelDOT

LEGEND
Potential Historic Sites (SHPO)
Historic Districts
Wetlands
Municipal Boundaries
Local Roadway Connections Paid for by Others
Turn Lane Improvements
Closures
Channelization Islands
Recommended improvements from Truck study



Laurel Plan

Gannett Fleming

US 13 Corridor Capacity Preservation Program

November 2001

200 0 200 400 600 800 1000 Feet

DelDOT

LEGEND

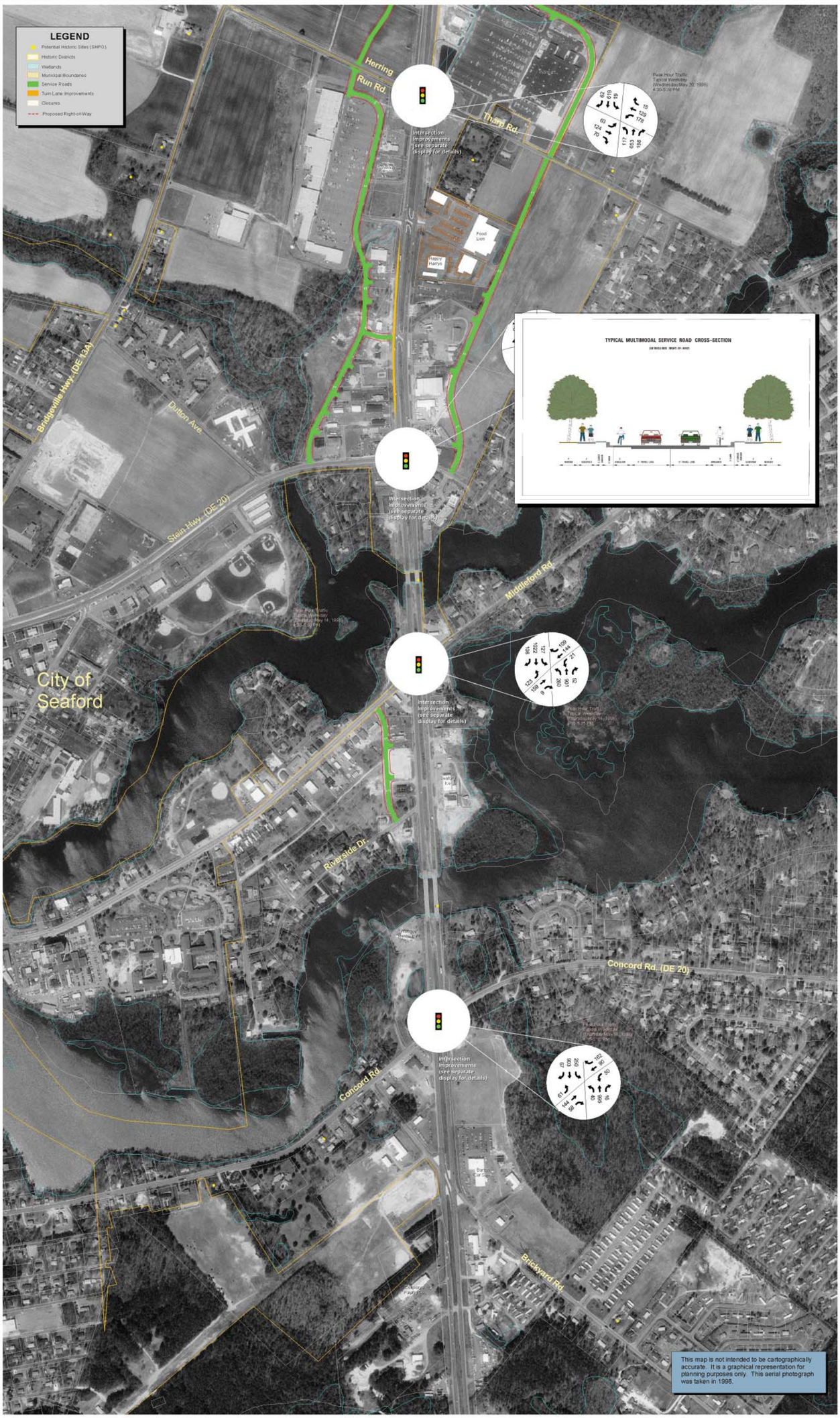
- Potential Historic Sites (SHPO)
- Historic Districts
- Wetlands
- Municipal Boundaries
- Service Roads
- Turn Lane Improvements
- Median Closures
- Proposed Right-of-Way

Gannett Fleming

US 13 Corridor Capacity Preservation Program

SEPTEMBER 2002

DelDOT



Seaford Plan (South)

Gannett Fleming

US 13 Corridor Capacity Preservation Program

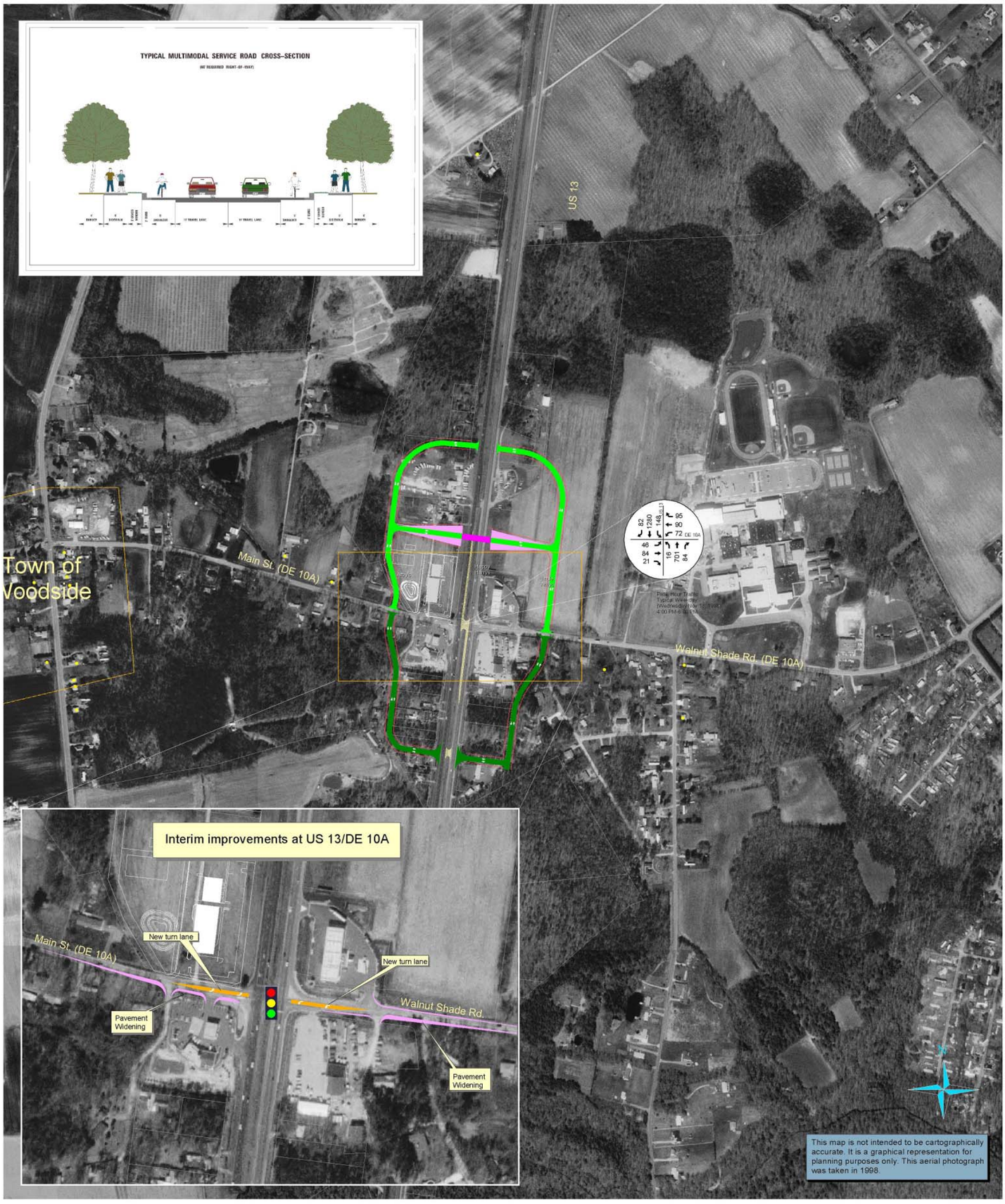
January 2002

200 0 200 400 600 800 1000 Feet

DelDOT

LEGEND

- Potential Historic Sites (SHPO)
- Historic Districts
- Wetlands
- Municipal Boundaries
- Service Roads
- Turn Lane Improvements
- Closures
- Proposed Right-of-Way



Woodside Improvements

Gannett Fleming

US 13 Corridor Capacity Preservation Program

November 2001

200 0 200 400 600 800 1000 1200 Feet

DelDOT

LEGEND

- Potential Historic Sites (SHPO)
- Municipal Boundary
- Wetlands
- Bridge Structure
- Bridge Embankment
- Closures
- Turn Lane Improvements
- Service Roads
- Service Roads - PHASE II
- Proposed Right-of-Way

SECTION 5:
FREQUENTLY ASKED QUESTIONS

What is the Corridor Capacity Preservation Program?

The Corridor Capacity Preservation Program is designed to maintain the regional importance and preserve the intended function and capacity of existing designated transportation routes within the Program. The Corridor Capacity Preservation Program has five primary goals:

- Prevent the need to build an entirely new road on a new alignment.
- Minimize the transportation impacts of increased economic growth.
- Maintain an existing road's ability to handle traffic efficiently and safely.
- Preserve the ability to make future improvements.
- Sort local and through traffic.

How is the Corridor Capacity Preservation Program different from traditional transportation planning?

The decision to pursue this program is based on implementing measures, which, if successful, will avoid building a totally new road. Traditional planning for new roads usually occurs after land adjacent to the roadway has developed so much that improvement options along the corridor are limited and the only way to solve the problem is to build a new road in a new location or alignment. This is an expensive approach and disruptive to communities. The Delaware Code, Title 17, Section 145, states that Corridor Capacity Preservation is needed in order to:

- Focus development towards existing locations
- Reduce the need for expansion of the transportation system
- And otherwise advance the quality of life of Delawareans and the development policies adopted by the Cabinet Committee on State Planning Issues.

How does the Corridor Capacity Preservation Program work?

The key to corridor preservation is maintaining the existing ability of the program's corridors to carry traffic safely and efficiently.

In conjunction with Kent and Sussex Counties' rezoning and subdivision policies, and DelDOT's entrance-permit program, property owners can be a part of maintaining the integrity of the existing road while achieving their own goals.

The success of this program will set the stage so that a large-scale, controlled-access project like the Relief Route from Dover Air Force Base to Tybouts Corner will not be needed.

FREQUENTLY ASKED QUESTIONS

What other methods can DelDOT use to preserve corridor capacity?

The following methods will be explored in order to bring parcels into conformance with Corridor Capacity Preservation Policy:

- Purchase of access rights
- Purchase of development rights
- Purchase of easements
- Fee simple acquisition
- Purchase of property rights shall be by mutual agreement to the maximum extent possible. Condemnation via eminent domain shall be exercised as a last resort.

Why are access guidelines needed?

Maintaining a road's ability to carry traffic depends in part on controlling the number of breaks and entrances permitted to occur along its right-of-way. Individual access decisions - such as curb cuts to allow driveways - each cause small interruptions to the traffic flow. If unchecked, the effect of each decision will add up, diminishing a corridor's capacity, and an additional road or a new alignment may be needed. Access guidelines help to avoid this.

Does Corridor Capacity Preservation fit into what the counties are planning?

Yes. New Castle, Kent, and Sussex Counties refer all applications for rezoning, subdivision and entrance permits to DelDOT to review for consistency with corridor preservation policies. DelDOT and the counties are also coordinating longer-term planning efforts.

What is a Working Group?

A Working Group is a group of representative residents and business owners identified by municipalities and counties. These working group members meet with the Department to create the local corridor plans.

My farm fronts on one of the corridors in the program. I want to continue to farm. Should I talk to DelDOT?

Yes. Negotiations can be tailored to individual needs. For example, a farmer may sell access rights to DelDOT. That way, the property owner can continue to farm, while maintaining the integrity of that portion of the road by preventing new entrances.

FREQUENTLY ASKED QUESTIONS

I am planning a new business along one of the corridors in the program, which I may want to expand in the future. Should I talk to DelDOT?

Yes. DelDOT can make suggestions about site planning so that your property will best be able to accommodate requirements of the Program.

Will the Program be removing existing entrances along the corridors?

The Program will only evaluate existing entrances if a property is expanding or changing its current use.

If I am denied an entrance due to a Corridor Capacity Preservation Program, how will I be compensated?

If alternative access is not available and the Department denies access to the corridor, the Department must compensate the property owner through the purchase of access rights, development rights, easements, or a fee simple acquisition. You should write a letter to the Department to initiate the acquisition process.

How long can the capacity of a corridor be preserved? When will DelDOT have to make road modifications and improvements?

This depends on how successful the program is. Preventing unnecessary new entrances and driveways, minimizing the need for traffic signals, and providing for local service roads are some important concepts for achieving success. Interchanges at major highway crossings and grade separations at other intersections are also important tools.

How can I participate in the Corridor Capacity Preservation Program planning process?

The Corridor Capacity Preservation Program's success depends on cooperation and active participation by the public. You can participate by taking an active review role at Public Workshops or by serving on a Working Group. If you are a property or business owner who is contemplating a rezoning, subdivision approval, or entrance permit within a preservation corridor, you are encouraged to meet early in the planning stages with DelDOT staff. They can assist you in developing solutions to meet your needs and the goals of the Program.

CONTACTS/ADDENDUM

Program Contacts

Project Manager
Monroe Hite, III, P.E.
(302) 760-2120
mhite@mail.dot.state.de.us

Project Engineer
Shanté Stargell, E.I.T.
(302) 760-2127
sstargell@mail.dot.state.de.us

Delaware Department of Transportation
Division of Planning
800 Bay Road
P.O. Box 778
Dover, DE 19903
(302) 760-2111
www.deldot.net

The Corridor Capacity Preservation Program is sponsored by the Delaware Department of Transportation and the Federal Highway Administration, in cooperation with Kent and Sussex Counties and key state agencies.

ITE Manual

Addendum 2-i

Please Refer to Section 2, page2.7, "Direct Access for Properties Generating Less Than 200 Trips Per Day"

Institute of Transportation Engineer's Trip Generation Manual (2002)

Land Uses Generating Less Than 200 Trips/Day (per ITE Trip Generation Manual)	Land Uses Generating More Than 200 Trips/Day
	General Light Industrial
	General Heavy Industrial
	Industrial Park
	Manufacturing
Warehousing (<40,000 sf)	Warehousing (>40,000 sf)
Mini - Warehouse (<85,000 sf)	Mini - Warehouse (>85,000 sf)
Single Family Residential (<21 units)	Single Family Residential (>21 units)
Apartments (<30 units)	Apartments (>30 units)
Condo/Townhouse (<34 units)	Condo/Townhouse (>34 units)
Mobile Home Park (<41 units)	Mobile Home Park (>41 units)
Retirement Community (<60 units)	Retirement Community (>60 units)
Elderly Housing - Detached (<87 units)	Elderly Housing - Detached (>87 units)
Nursing Home (<93 units)	Nursing Home (>93 units)
Hotel (<24 rooms)	Hotel (>24 rooms)
Motel (<35 rooms)	Motel (>35 rooms)
Day Care Center (<2,500 sf)	Driving Range
Church (<5,400 sf)	Church (>5,400 sf)
	Day Care Center (>2,500 sf)
Cemetery (<26 acres)	Cemetery (>26 acres)
General Office Building (<18,000 sf)	General Office Building (>18,000 sf)
Single Tenant Office Building (<17,000 sf)	Single Tenant Office Building (>17,000 sf)
Medical Dental Office Building (>5,500 sf)	Medical Dental Office Building (>5,500 sf)
Specialty Retail (<5,000 sf)	Specialty Retail (>5,000 sf)
	Shopping Center
	Quality Restaurant (>2,200 sf)
	High Turnover Sit Down Restaurant.
	New Car Sales
	Auto Repair
Auto Parts Sales (<3,200 sf)	Auto Parts Sales (>3,200 sf)
Tire Store (<8,000 sf)	
	Gas Station
	Convenience Store
	Drug Store
Furniture Store (<40,000 sf)	Furniture Store (>40,000 sf)
	Bank

Addendum 3-i

Please Refer to Section 3, page 3.6, "Real Estate Acquisition Process - #1-Acquisition Form Preliminary Approvals"

ATTACHMENT A
ADVANCED ACQUISITION APPROVAL FORM

Property Owner: _____
Address: _____
Town/County: _____
Tax Parcel Number: _____
Property Description: _____
_____

A. PROPOSED DEVELOPMENT
Owner is applying for advanced acquisition under the following:

_____ Hardship Purchase
_____ Corridor Capacity Preservation Program
_____ Protective Buy

B. ENVIRONMENTAL CONSIDERATIONS
_____ Historic Property
_____ Archeological Site
_____ Underground Storage Tanks
_____ Hazardous Waste
_____ Wetlands
_____ Agricultural Lands
_____ Other

Explanation: _____
_____
_____

C. PROPERTY RIGHTS TO BE PURCHASED

_____ Fee Simple
_____ Development Rights
_____ Denial of Access

RECOMMENDED IN ACCORDANCE WITH THE ADVANCED ACQUISITION POLICY ADOPTED JANUARY 30, 1998.

Advance Acquisition Approval Form

Corridor Capacity Preservation Program/Advanced Acquisition Recommendation:

_____

_____

_____

_____

IF CORRIDOR CAPACITY PRESERVATION PROGRAM PURCHASE:

Consistent with Corridor Capacity Preservation Plan: _____Yes _____No

Recommended: _____ Date: _____
Project Manager, Planning

Recommended: _____ Date: _____
Manager, Development Coordination

IF PROTECTIVE BUY PURCHASE:

Is public interest served due to imminent development: _____Yes _____No

Is property affected by a project in the current CIP: _____Yes _____No

Recommended: _____ Date: _____
Assistant Director of Planning

Comments: _____

_____

_____

SAMPLE

Advance Acquisition Approval Form

Estimated cost of purchase: _____

Estimated fiscal year of purchase: _____

Public input required: _____ Yes _____ No

Did the owner provide proper documentation of hardship: _____ Yes _____ No

Is legislative committee approval required: _____ Yes _____ No

Recommended: _____ Date: _____

Chief, Real Estate

Comments: _____

_____

_____

Is there sufficient funding available: _____

_____ _____

Director of Financial Management & Budget Date

Comments: _____

_____

_____

IF FUNDING IS AVAILABLE AND PUBLIC INPUT IS REQUIRED, PUBLIC INPUT SHALL BE SOUGHT PRIOR TO SEEKING APPROVALS.

SAMPLE

Advance Acquisition Approval Form

APPROVED AS PER REQUIREMENTS OF THE CORRIDOR CAPACITY PRESERVATION/ADVANCED ACQUISITION PROGRAM:

Director of Planning Date

Comments:

Director of Transportation Solutions Date

Comments:

Chief Engineer/Secretary of Transportation Date

Comments:

Advance Acquisition Approval Form

APPROVAL OF THE ADVANCED ACQUISITION COMMITTEE (if necessary):

The Committee established by Senate Bill 239 (139th General Assembly) has approved by vote the acquisition, this _____ of _____ 200_.

Committee Chairman _____ Date _____

A COPY OF THE COMPLETED FORM SHALL BE FORWARDED TO THE CHIEF OF REAL ESTATE IN ORDER FOR ACQUISITION ACTIVITY TO PROCEED.