

DeIDOT

F.Y.I.

Corridor Capacity Preservation Program

**What's being done
to make sure existing roads can
handle future economic growth?**

A CLOSER LOOK...



DelDOT's Corridor Capacity Preservation Program...



Until now, deciding how a road could keep up with economic growth usually occurred after the property along the roadway had developed so much that the solution was to build a new road in a new location. US 13 through Dover is a good example. Although US 13 was the original Dover Bypass, it soon became too congested to fulfill this function, and SR 1 (the relief route) was required to relieve the congestion. This type of expensive solution is far less effective than planning in advance. Delaware's new Corridor Capacity Preservation Program (Program) considers the relationship of

land use and transportation options before they become limited. The purpose of the Program is to extend a corridor's capacity and usefulness without expanding travel lanes. This brochure explains the Corridor Capacity Preservation Program and its benefits.

The Program began as DelDOT policy in 1992 and was made into law in 1996. Corridor capacity preservation is an important tool to ensure that selected roadways or corridors within the state will continue to serve their crucial transportation functions through the year 2020 and beyond.

The Corridor Capacity Preservation Program has four main goals:

- 1.** Maintain a road's ability to handle traffic efficiently and safely.
- 2.** Minimize the transportation impacts of increased economic growth.
- 3.** Preserve the ability to make future transportation-related improvements, as needed.
- 4.** Prevent the need to build an entirely new road.

Which Roadways are in the Program?

Voluntary Program

In 1992 the Delaware Department of Transportation (DelDOT) and the Federal Highway Administration, in cooperation with Kent and Sussex counties and key state agencies, began a voluntary program for about 31 miles of SR 1 from Dover Air Force Base south to Five Points.

Current Program

Because of the success of the voluntary program, in 1996 Section 145 of Title 17 of the Delaware Code was amended to establish the Corridor Capacity Preservation Program. This new law required that roadway corridor nominations be a part of the *Statewide Long Range Transportation Plan*, and that the public be given an opportunity to review and comment on roadway nominations.

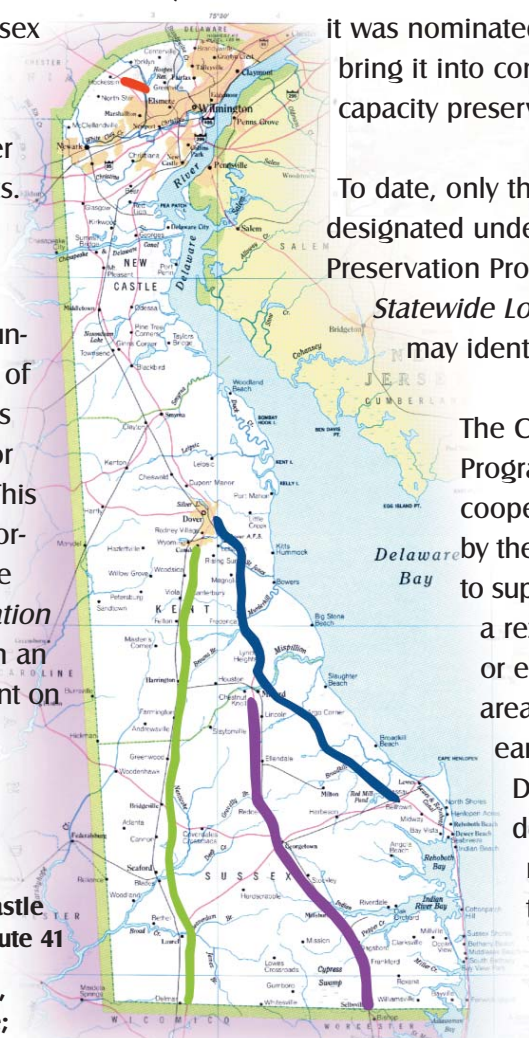
The following corridors were accepted into the Program:

- **SR48 (Lancaster Pike) in New Castle County from Hercules Road to Route 41**
- **US 13 from Route 10 in Camden, south to the Maryland state line;**
- **US 113 from Milford, south to the Maryland State line; and**
- **SR 1 from Dover, south to Five Points.**

Although the corridor preservation program for SR 1 had been in place for several years earlier, it was nominated for the current program to bring it into conformance with the corridor capacity preservation statute.

To date, only these four corridors have been designated under the Corridor Capacity Preservation Program. Updates to Delaware's *Statewide Long Range Transportation Plan* may identify other corridors for adoption.

The Corridor Capacity Preservation Program's success depends on cooperation and active participation by the public, and continued funding to support it. If you are contemplating a rezoning, subdivision approval, or entrance permit within a Program area, it is advantageous to meet early in the planning stages with DelDOT staff. They can assist in developing solutions to meet your needs and the objectives of the Program.



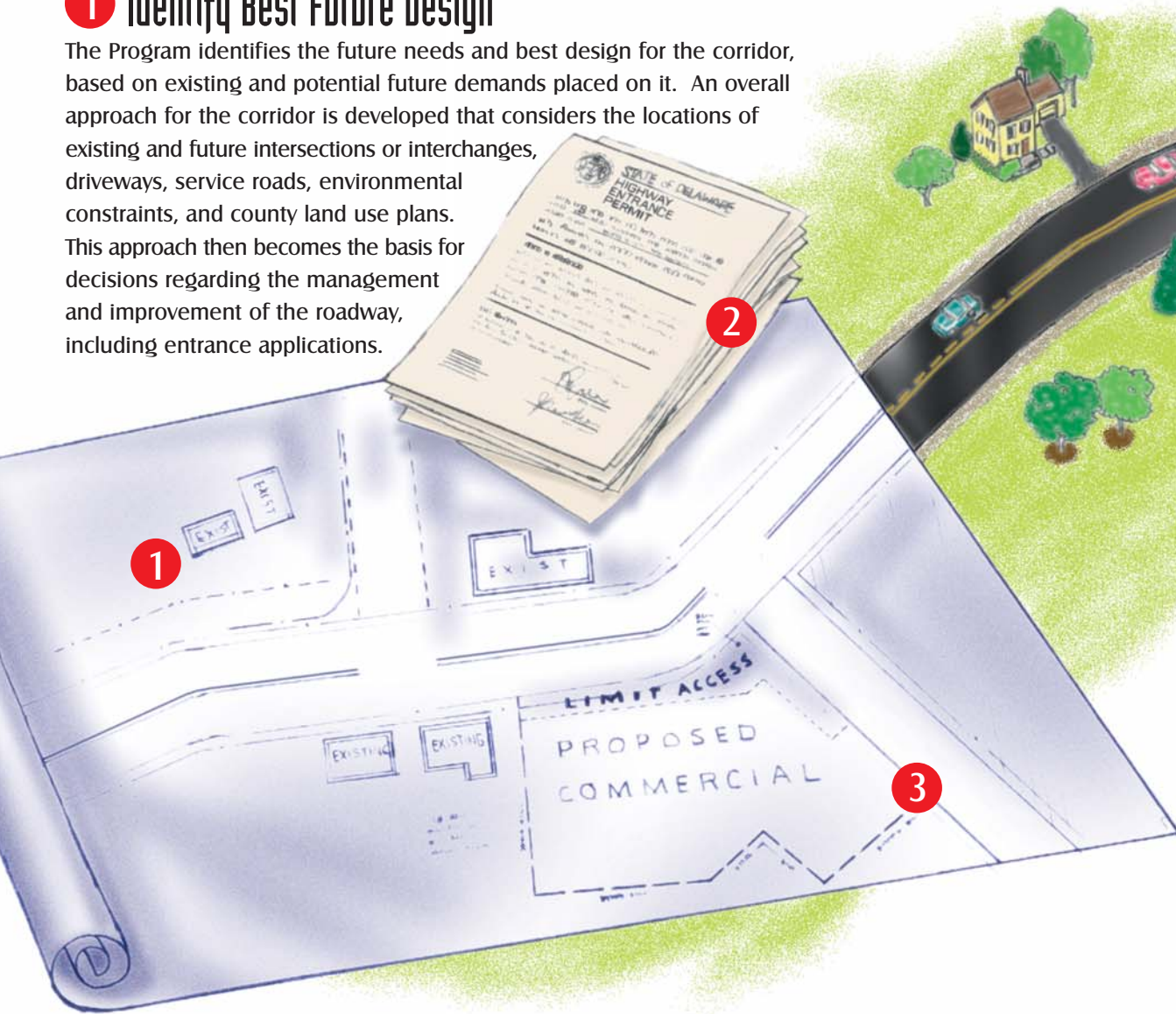
How the Program Works

Corridor Capacity Preservation maintains the ability of a road to carry increasing volumes of traffic safely and efficiently, without building an entirely new road.

Following are some of the methods being used to preserve a corridor's capacity.

1 Identify Best Future Design

The Program identifies the future needs and best design for the corridor, based on existing and potential future demands placed on it. 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 then becomes the basis for decisions regarding the management and improvement of the roadway, including entrance applications.



4 Manage Access

DeIDOT works with property owners to find alternative access to their property other than directly onto the corridor. This is especially true in areas where full control of access might be needed. For example, in some growth areas temporary access might be granted until a long-range plan for a service road access is implemented.



2 Review Permits

Counties and local governments refer applications for rezoning, subdivision, and entrance permits to DeIDOT to review for consistency with the corridor capacity preservation plans.

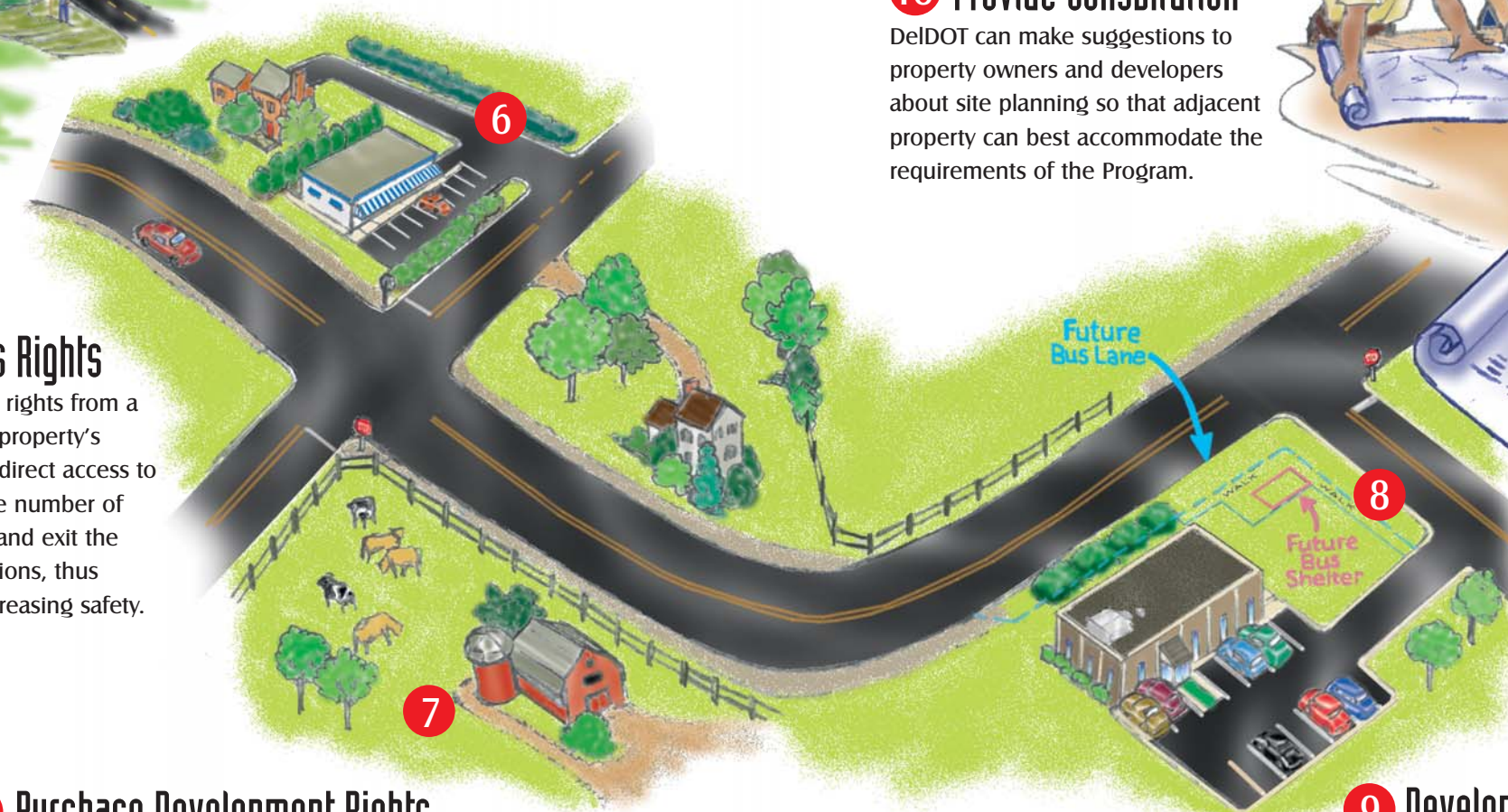
3 Coordinate Actions

DeIDOT can coordinate its efforts with county and local government comprehensive planning efforts to ensure that they are mutually supportive.



5 Refine Site Development Plans

DeIDOT works with property owners to achieve a site design that meets the goals of both the owners and the Program.



6 Purchase Access Rights

DeIDOT can purchase access rights from a property owner to change a property's access to the corridor and redirect access to a side road. This reduces the number of points where vehicles enter and exit the highway to existing intersections, thus reducing congestion and increasing safety.

7 Purchase Development Rights

If necessary, DeIDOT can purchase the development rights attached to a property while not purchasing the property itself. For example, a farm owner could be paid to permanently restrict his property for agricultural use. In this way, the property would continue to generate a low level of traffic and the farm owner is able to preserve its current use.

8 Purchase Property

DeIDOT 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.

9 Develop Individual Projects

In accordance with an overall preservation program, DeIDOT 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.

10 Provide Consultation

DeIDOT can make suggestions to property owners and developers about site planning so that adjacent property can best accommodate the requirements of the Program.



#2 in a series of informational brochures
from the Delaware Department of Transportation.

DelDOT, through the Cabinet
Committee on State Planning Issues,
coordinates policy in Corridor Capacity
Preservation Program areas with other
interested parties, including:

- **Department of Natural Resources
and Environmental Control**
- **Department of Agriculture**
- **Delaware Economic
Development Office**
- **Other State Agencies**
- **Metropolitan Planning Organizations**
- **Sussex, Kent, and
New Castle Counties**
- **Local Governments**

For more information please contact:

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Delaware Department
of Transportation