



SECTION 5: FREQUENTLY ASKED QUESTIONS

FAQ

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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.

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What other methods can DeIDOT 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 DeIDOT to review for consistency with corridor preservation policies. DeIDOT 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 DeIDOT?

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

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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 DeIDOT?

Yes. DeIDOT 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 DeIDOT 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 DeIDOT staff. They can assist you in developing solutions to meet your needs and the goals of the Program.