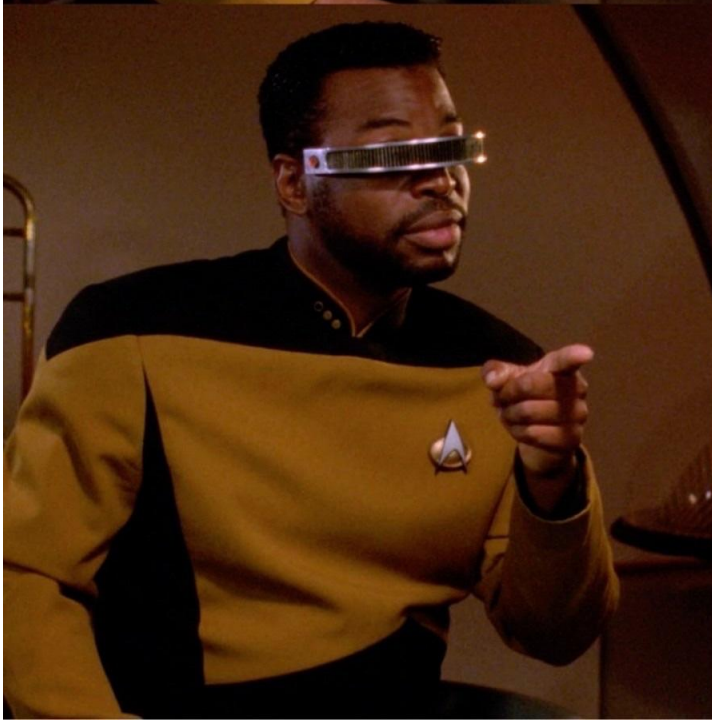


CCPP Demystified

DelDOT's
Corridor Capacity
Preservation Program





***The
Corridor
Capacity
Preservation
Program***

How the CCPP started

- 1996 Legislation
 - Section 145 of Title 17 of the Delaware Code
- Purpose
 - To develop a program to protect corridors serving “predominantly statewide and/or regional travel”
- Corridors include ...



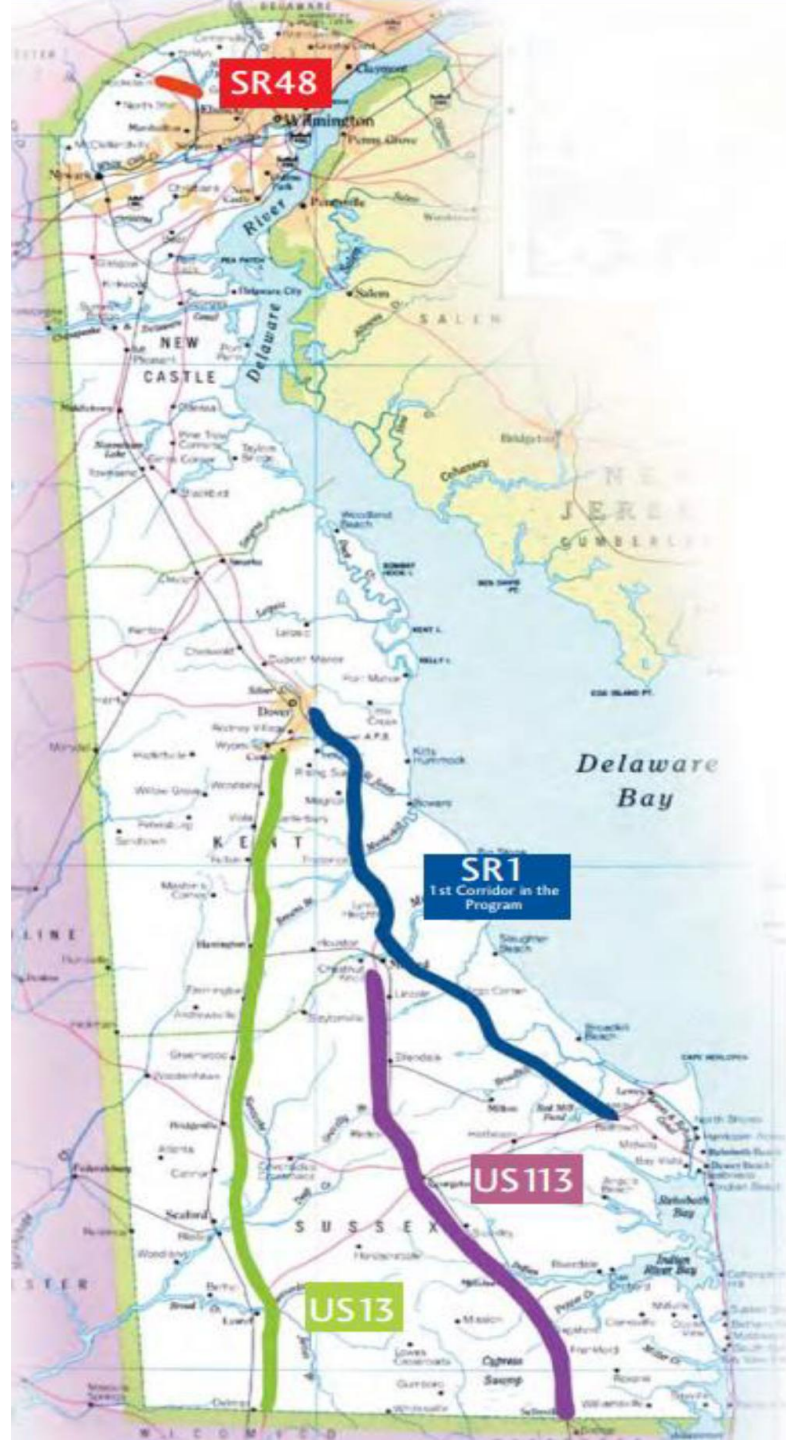
<https://bit.ly/deldot-ccpp>

SR 48

Hercules
Road to SR 41

US 13

MD State Line
to SR 10



SR 1

Dover AFB to
Nassau

US 113

MD State Line
to southern
Milford city
limit

The ABCs of CCPP

Assess – Know your location

- Is your site in a CCPP plan?
- What is the State Strategies Investment Level for your site?
- The CCPP applies everywhere, even if you're in a municipality.

Begin – Follow the process

1. Comply with the CCPP plan, if applicable
2. Where there's no plan, follow the CCPP manual

Contact – When in doubt, ask questions!



A

Assess



Is your site in a CCPP plan?

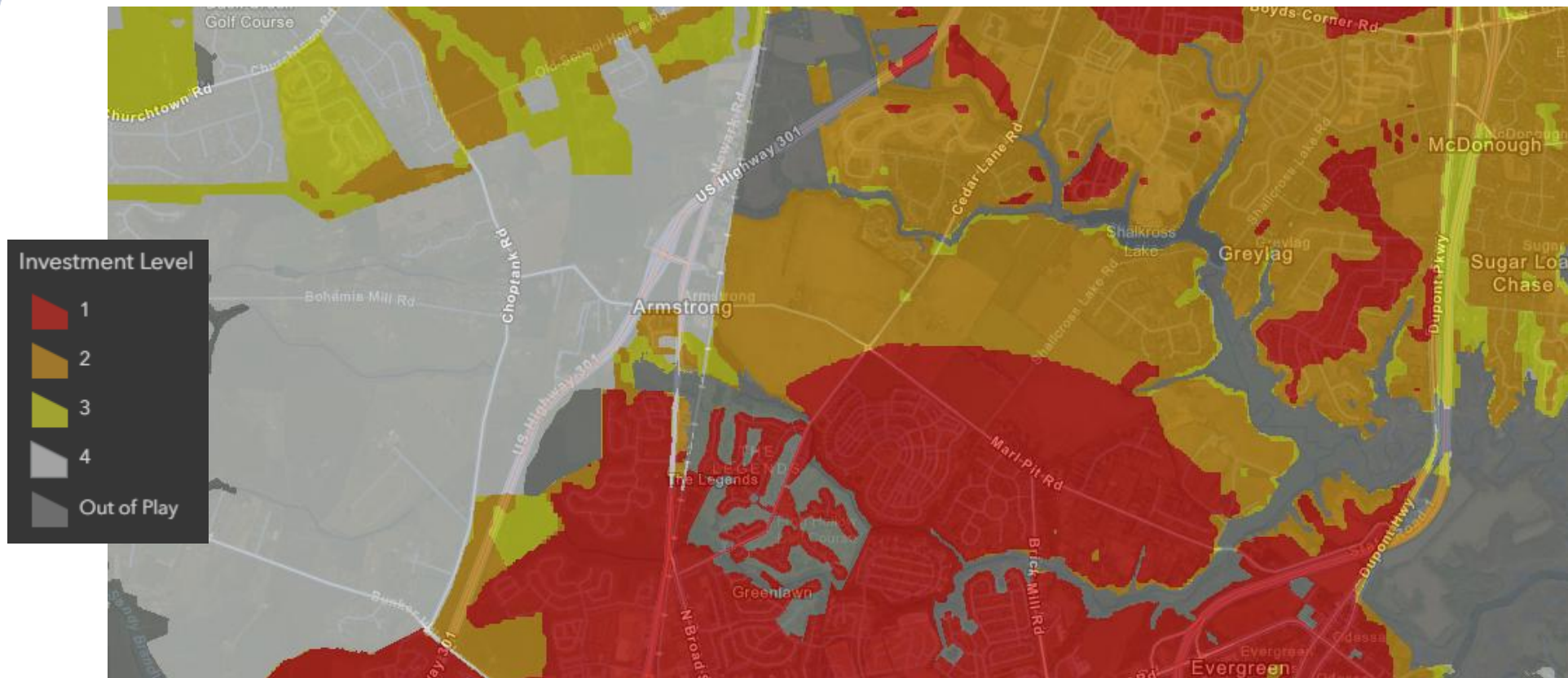
- SR 1
- US 13
- US 113

No plan has been developed for SR 48

A

Assess

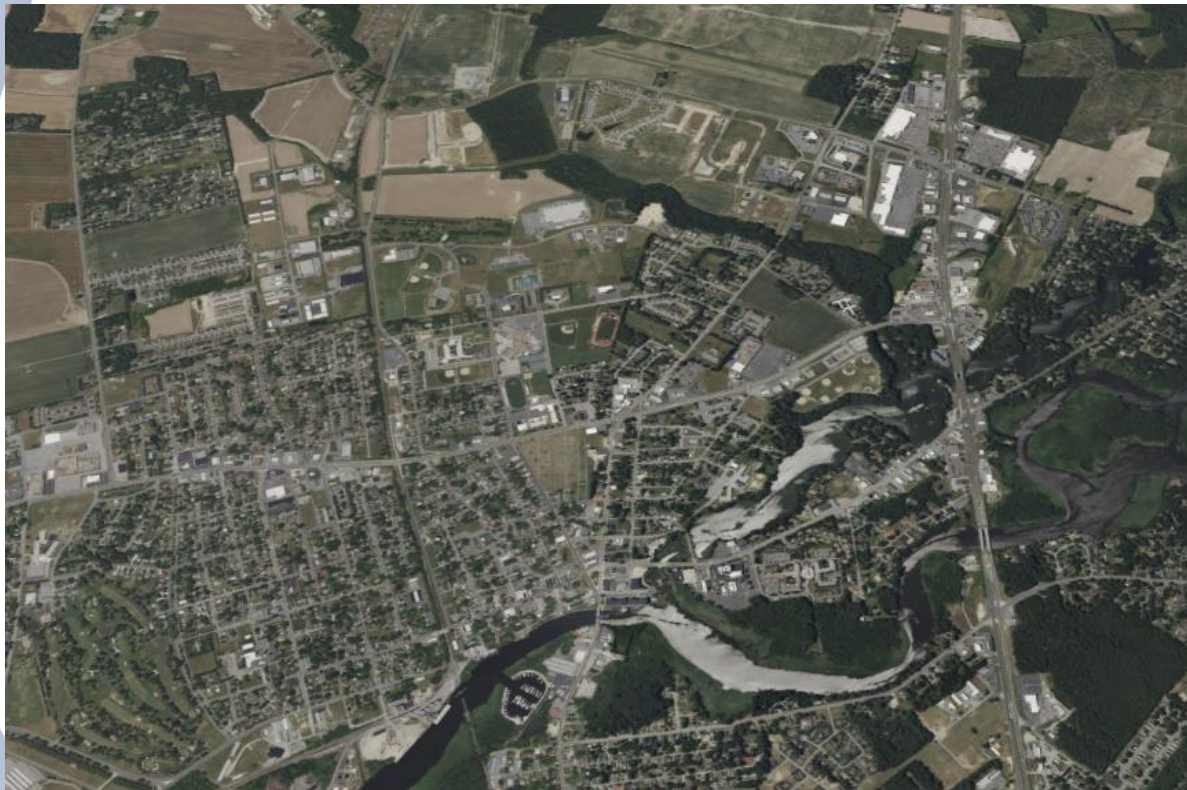
What is the State Strategies investment level for your site?



A

Assess

**The CCPP applies everywhere,
even if you're in a municipality.**



B

Begin, Step 1 – Comply with the plan

**If your site is within a CCPP plan,
development must be consistent
with the plan.**



<https://bit.ly/deldot-ccpp>

B

SR 1

- First plan was prepared in the late 1990s
- Revised plan was adopted in July 2025
- Available in pdf and webmap
- Provides clear guidance regarding alternative access and anticipated acquisitions



B

US 13

Eleven plans:

- Bridgeville
- Camden
- Delmar
- Felton
- Greenwood
- Harrington N/S
- Laurel
- Seaford N/S
- Woodside

Will be updated
as funding allows



B

US 113

The US 113 North/South Study forms the CCPP plan between:

- Dagsboro Road south of Millsboro and
- Hudson Pond south of Milford



B

Begin, Step 2 – Where there's no plan, follow the CCPP manual

**Levels
1 & 2**

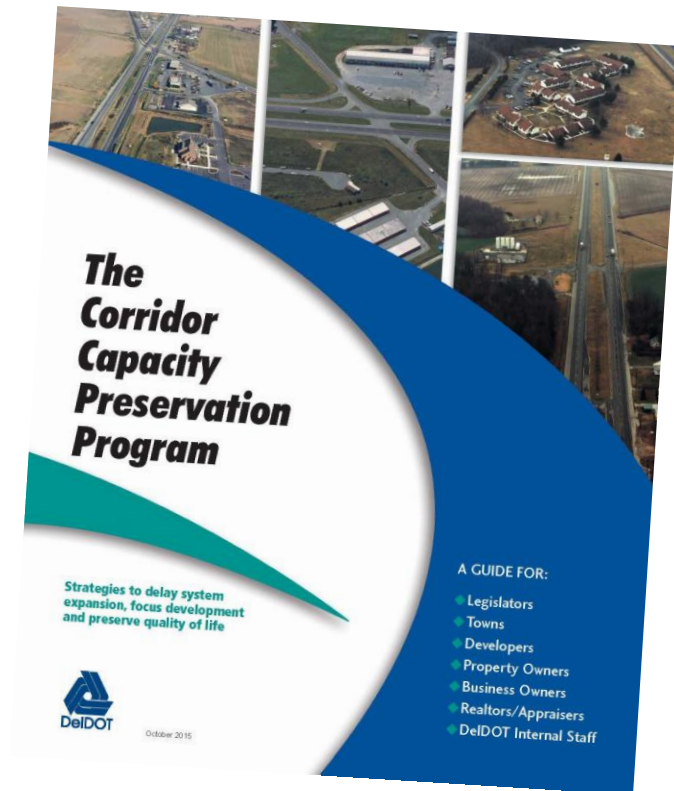
Communities and
developing areas

**Level
3**

Secondary developing
areas

**Level
4**

Rural areas



B

Strategies for State Policies and Spending

“The State Strategies direct state spending into investment levels that support the most efficient use of state resources, be they physical, fiscal, or natural.”

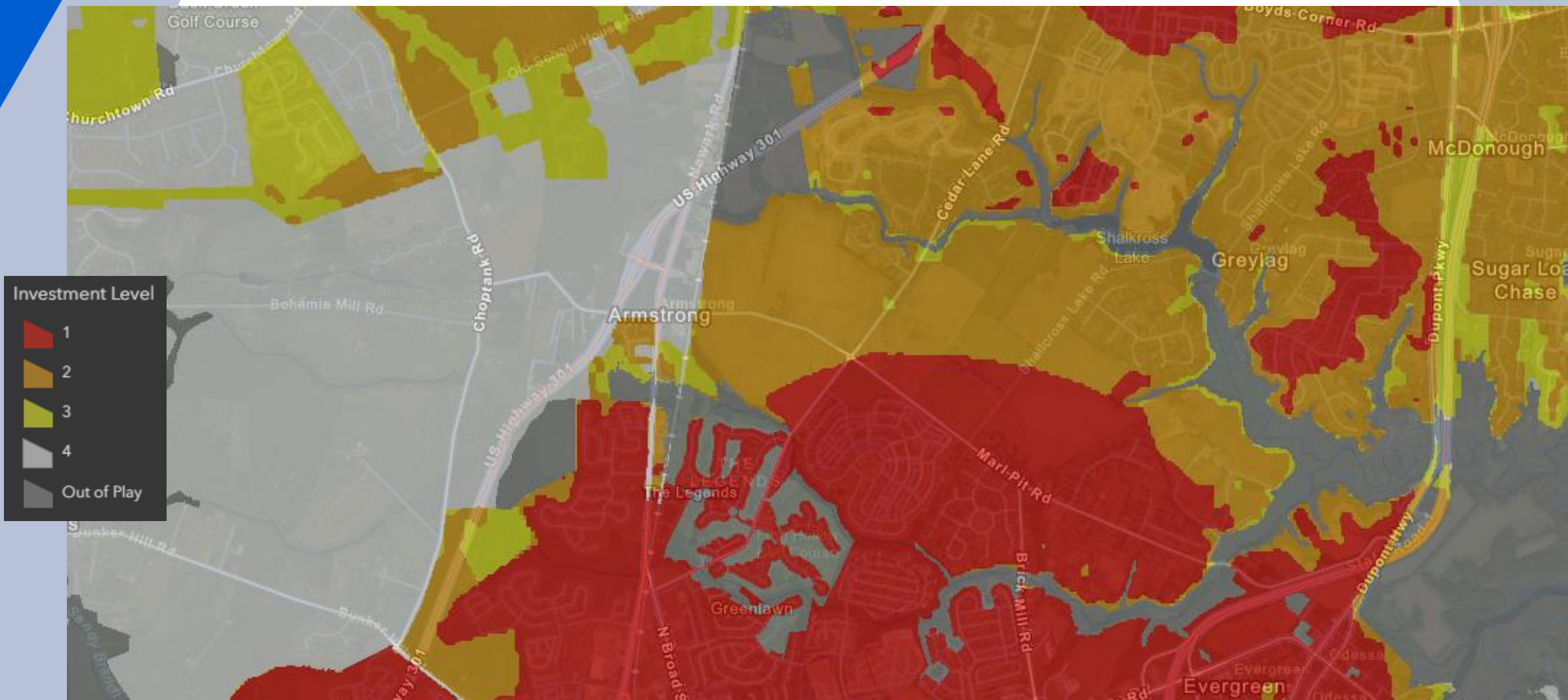
- First adopted in 1999
- Last updated in 2020
- New updates anticipated in December 2025

<https://strategies.stateplanning.delaware.gov/>





Strategies for State Policies and Spending



B

Strategies for State Policies and Spending

Levels 1–3 are the areas wherein State policies will support growth and economic development activities, with Levels 1 and 2 being the primary focus. In these areas, the State would like to see local government land-use policies that promote higher densities and mixed-use type development in appropriate areas such that complete communities can be developed—places where people could live, play, work, and shop.

**Levels
1 & 2**

**Level
3**

**Level
4**

[https://strategies.stateplanning.
delaware.gov/](https://strategies.stateplanning.delaware.gov/)



B

Strategies for State Policies and Spending

Level 4 is where state policies will support agriculture, protection of natural and cultural resources, and open-space activities including the promotion of agriculture industry support activities. In these areas, the State would like to see local government land-use policies that are rural in nature and that would support agribusiness activities where appropriate in addition to natural resource protection and restoration.

Levels
1 & 2

Level
3

Level
4

[https://strategies.stateplanning.
delaware.gov/](https://strategies.stateplanning.delaware.gov/)



B

Strategies for State Policies and Spending

Out-of-Play Areas are lands that are not available for development or for redevelopment. These include publicly owned lands, private conservation lands, lands for which legal constraints on development are identified, and lands in some form of permanent open-space protection (such as Agriculture Preservation or open-space conservation easements).

[https://strategies.stateplanning.
delaware.gov/](https://strategies.stateplanning.delaware.gov/)



B

Strategies for State Policies and Spending

It should also be noted that, at times, state infrastructure investments may not seem appropriate based on the investment level description, but that, circumstances may exist where such investments would be deemed appropriate where state and local governments agree that such actions are necessary to address unforeseen circumstances involving public health, safety, or welfare.

[https://strategies.stateplanning.
delaware.gov/](https://strategies.stateplanning.delaware.gov/)



B

Approach in Levels 1 and 2

COMMUNITIES AND DEVELOPING AREAS

Provide alternative access wherever possible:

- Side street(s)
- Service roads
- Cross access easements

If alternative access is not possible,
direct access may be permitted

- Consolidate entrances wherever possible



**Levels
1 & 2**

**Level
3**

**Level
4**

B

Approach in Level 3

SECONDARY DEVELOPING AREAS

Provide alternative access wherever possible:

- Side street(s)
- Service roads
- Cross access easements

If alternative access is not possible, LOW-VOLUME direct access may be permitted

- Land uses that generate 200 vehicle trips per day, or less, per parcel
- Consolidate entrances wherever possible
- Provide cross access



Levels
1 & 2

Level
3

Level
4

B

Approach in Level 4

RURAL AREAS

Provide alternative access :

- Side street(s)
- Service roads
- Cross access easements

Direct access is NOT permitted except for:

- Expansion of single residential driveways
- Expansion of existing commercial driveways (<100 additional trips per day)
- Residential driveways on selected existing lots on US 13



Levels
1 & 2

Level
3

Level
4

C

Contact

When in doubt, ask questions!

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Conclusion

Assess – Know your location

Begin – Follow the process

Contact – When in doubt, ask questions!



<https://bit.ly/deldot-ccpp>



<https://bit.ly/deldot-ccpp>



THANK YOU!



<https://linktr.ee/delawaredot>