

DelDOT Corridor Capacity Preservation Program Summary Matrix

April 6, 2026

This matrix summarizes DelDOT’s approach to access along CCPP corridors as defined in the program guidance, which was last updated in October 2015. It does not change the guidance in that document. Since safety is a major priority of DelDOT, this matrix is intended to guide end users in making safer land use decisions. The CCPP is consistent with DelDOT’s Safe System Approach.

Feature	Levels 1 and 2 Communities/Developing Areas	Level 3 Secondary Developing Areas	Level 4 Rural Areas
Priority	<p>Communities will generally be the Department’s highest priority area in terms of funding and implementing future projects. The Department will concentrate its investment in Communities and Developing Areas by planning, designing, and constructing transportation improvement projects that maintain the capacity of the corridor.</p> <p>Page 2.1, 2.4</p>	<p>The Department does not intend to focus its infrastructure investment in Secondary Developing Areas.</p> <p>Page 2.6</p>	<p>The Department does not intend to focus its infrastructure investment in Rural Areas. The Program’s primary goal is to manage and preserve existing regional highways.</p> <p>Page 2.9</p>
Direct Access	<p>Permitted if no reasonable alternative (either to an existing secondary road or through an adjacent property) is available or alternative access is determined to be reasonable but degrades the operation or safety of an adjacent intersection (as determined by a traffic engineering study).</p> <p>Direct access may be temporary if access roads are later constructed.</p> <p>Page 2.2</p>	<p>Permitted if no reasonable alternative is available; capped at ≤200 trips per day per parcel. The total trip generation for subdivided parcels also cannot exceed 200 trips per day (as determined by the latest ITE Manual edition).</p> <p>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 considered by way of right-in / right-out access only.</p> <p>Page 2.7</p>	<p>No new or expanded direct access to the corridor will be permitted, with the following exceptions, which are limited to right-in / right-out access only:</p> <ul style="list-style-type: none"> • A single residential driveway can be expanded to serve ≤4 additional residential lots • An existing commercial driveway will be permitted to expand for a proposed use that generates ≤100 trips per day <p>Page 2.10</p>
Alternative Access	<p>Required when access to a secondary road is deemed reasonable.</p> <p>Page 2.2</p>	<p>Required when reasonable.</p> <p>Page 2.7</p>	<p>Required, unless exceptions allow direct access.</p> <p>Page 2.10</p>
Entrance Consolidation	<p>Encouraged; cross-access easements may be required for future consolidation.</p> <p>Page 2.3</p>	<p>Required; all access locations will be considered temporary until combined with the access to adjoining parcels.</p> <p>Page 2.8</p>	<p>Required; new entrances are generally prohibited.</p> <p>Page 2.10</p>

Feature	Levels 1 and 2 Communities/Developing Areas	Level 3 Secondary Developing Areas	Level 4 Rural Areas
Service & Access Roads	Encouraged; may be required as part of the corridor plan. Page 2.3	Preferred; access road construction may be required as part of development plan, or may be proposed by a developer. Page 2.8	Required; access will be permitted to existing secondary roads. Page 2.10
Cross-Access Easements	May be required at site plan approval to enable future connections. Page 2.3	Required as part of site plan approval. Page 2.8	Not a priority; it may be considered with no new or expanded access exceptions and adherence to the trip generation threshold. Page 2.10
Traffic Generation Thresholds	Not a priority unless a traffic engineering study establishes a threshold. Page 2.2	≤200 trips per day per parcel (total trips for subdivided parcels or the assemblage of subdivided lots/properties also cannot exceed 200 trips per day) Page 2.7, 2.8	≤100 trips per day for existing commercial driveway expansions. Page 2.10
Purchase of Development Rights	Possible when justified. Page 3.0	Compensation may be possible for 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 trips per day criteria. Page 2.8	Used exclusively to restrict development and preserve rural use. Page 2.9, 2.10
Compensation for Denied Access	Typically not needed in these areas but evaluated on a case-by-case basis.	Compensation via the purchase of development rights when trip thresholds are exceeded. Page 2.8	Compensation for the loss of access. The compensation due to the loss of access is based on an independent real estate appraisal. Page 2.10
Developer-Funded Connections	Encouraged; multiple property owners or a developer may fund service roads. Page 2.8	Encouraged; multiple property owners or a developer may fund service roads. Page 2.8	Not a priority; it may be considered with no new or expanded access exceptions and adherence to the trip generation threshold. Page 2.10