



MINUTES OF MEETING
Kent County TMT Meeting
September 2, 2009



Meeting Date: September 2, 2009
Location: Kent County 911 Center
Purpose: Kent County TMT Meeting

List of Meeting Attendees:

Last Name	First Name	Agency	Email
Bracco	Bob	Civil Air Patrol	bobbracco@comcast.net
Day	Dwayne	DelDOT/TMC	Dwayne.Day@state.de.us
Donaldson	Gene	DelDOT/TMC	Gene.donaldson@state.de.us
Duckett	Kisha	Orth-Rodgers & Associates, Inc.	kduckett@orth-rodgers.com
Getek	Steven	City of Dover Police	Steven.getek@cj.state.de.us
Gillespie	Glenn	DEMA	Glenn.gillespie@state.de.us
Littleton	Bruce	Orth-Rodgers & Associates, Inc.	blittleton@orth-rodgers.com
Nagyiski	Gerald	DelDOT/Safety	Gerald.nagyiski@state.de.us
Pennington	Phil	Bowers Beach Fire Company	CHIEF4015N05@AOL.COM
Russell	Phillip	Magnolia Volunteer Fire Company	prussell@magnolia55.com
Schwalb	Richard	Kent County Fire Police	Sch573@atlanticbb.net
Sipple	Kevin	Kent County 911	Kevin.sipple@co.kent.de.us
Walls	Charles	Kent County Fire Police	Swalls315@peoplepc.com
Zeroles	Joseph	DE Fire Police	Jmz4730@aol.com

Handouts provided during the meeting:

1. Agenda
2. August 5, 2009 Kent County Meeting Minutes

I. Opening Remarks

Gene Donaldson (DelDOT) began the meeting with brief introductions followed by a review of the agenda. The August 5, 2009 Kent County TMT meeting minutes were distributed and there were no comments. Gene led a discussion on implementing the use of the pilot detours.

II. Pilot Detour Discussion

- The first topic of discussion was how to implement the pilot detour program. Kevin Sipple (Kent County 911) mentioned that at the monthly county chiefs meeting each of the fire companies usually have a representative present that could be used to coordinate with the fire companies. There are 18 fire departments in Kent County. Kevin suggested making a PowerPoint presentation of how to use the detour CDs that could be used to train each fire company. Gene agreed the individual fire company training is appropriate and that the fire companies within the pilot area will be trained prior to implementation.



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- Steve Getek (City of Dover Police) mentioned that such a presentation would be helpful for the local and state police agencies as well. The next in-service training program is not until March 2010. Glenn Gillespie (DEMA) mentioned that there is a DE Police Chiefs Association meeting the second Tuesday of every month that is held at Dover Police Department. Steve said this would be a good way to disseminate the information to the police agencies and could provide contact information for the group.

III. Prioritization of New Detours

Bruce led an open discussion in which the group decided on which set of east/west detour routes they would like to see developed and set a priority for completion.

The following is the compiled list:

Roadway	Priority for Detour Development
DE Route 6	High (DE Route 9 – MD Line)
DE Route 8	High
DE Route 10	High
DE Route 14	High
DE Route 300	High
DE Route 42	Medium
DE Route 12	Medium
DE Route 9	Medium
Canterbury Road (K33, K388)	Medium (US Route 13 to DE Route 14)
Sandtown Road (K56)	Medium (DE Route 10 to DE Route 12)
Irish Hill Road (K31)	Medium (US 13 to US 113A)
Carter Road (K137)	Medium (US 13 to DE Route 300)
Kenton Road (K104)	Medium (DE Route 8 To DE Route 42)
DE Route 11	Low
DE Route 44	Low
Carpenter Bridge Road (K35)	Low (US Route 13 to DE Route 12)
Hopkins Cemetery Road (K263, K281, K78, K289)	Low (Sandtown Road – K56 to US Route 13)



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IV. Review Detour Control Plans for SR 1 (south of DAFB/SR 9)

Bruce reviewed several new DE 1 northbound and southbound detours. He indicated that these new detours would need to be field checked for existing traffic control and locations for detour sign placement at each control point.

Below are the comments received on the detours reviewed:

DE 1 NORTHBOUND

- **DE1---NB04963-05123-1 DE 1 North of Barretts Chapel Road to At Skeeter Neck Road**

Level I – Correct spelling of Barretts Chapel on Level I title block

- Control Point A (DE 1 and Barretts Chapel Rd) – Reduce US 13 SB to one lane (close off leftmost through lane)
- Control Point C (Clapham Rd & Buffalo Rd) –Field check lane assignments on Clapham Road. Use only one northbound lane.

- **DE1---NB05124-05527-1 DE 1 North of Skeeter Neck Road to At SR 9**

Level I – Add Control Point J (At Barkers Landing Road)

- Control Point A (DE 1 and Clapham Rd) – Remove police vehicle at Skeeter Neck Road
- Control Point J closes Barkers Landing Road access to northbound DE Route 1.

DE 1 SOUTHBOUND

- **DE1---SB05141-05357-1 South of Shooters Road to At Mulberrie Point Road**

- Delete this detour (The truck turn on Magnolia is a major problem, as well as the bottlenecking in town)
- Change the incident area of the previous detour to include DE Route 1 at Mulberrie Point Road. Replace SB05358 with SB05141 on the detour reference number.

- **DE1---SB05123-05140-1 South of Mulberrie Point Road to At Skeeter Neck Road**

Level I – Enlarge Control Point A dot to include the area of control point B. Add a new control Point B at Buffalo Road and Clapham Road.

- Level III – Correct spelling of Clapham Road on Control Point A, B, and C
- Control Point A (DE 1 and Mulberrie Point Rd) - Add a directing traffic person at Clapham Road
- Add Control B at the intersection of Buffalo Road and Clapham Road to provide a person directing traffic

- **DE1---SB04993-05122-1 South of Skeeter Neck Road to North of Barretts Chapel Road**

Level I – Modify detour distances and rename control points.

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- New Control Point A (DE Route 1 and Mulberry Point Road) – Use same as previous detour except for detour sign at Mulberry Road and Clapham Road (turn right instead of left).
- New Control Point B is old Control Point D (Clapham Road and Buffalo Road) - Remove the southbound right arrows and add the northbound left arrows.
- New Control Point C is old Control Point E (Barretts Chapel Road and Buffalo Road) – Add a person directing traffic.
- New Control D is old Control Point F (Barretts Chapel Road and DE Route 1) –Close the right southbound lane and add a person to direct traffic through stop sign into the created exclusive right lane.
- **DE1----SB04896-04992-1 At Barretts Chapel Road to At SR 12**
 - Control Point E (Frederica Road and David Street) – Add a person directing traffic at the intersection.
 - Control Point F (Frederica Road and DE Route 1) – Close right lane of southbound DE Route 1.

VI. Open Discussion

- Gene indicated that he was continuing to work on the issue of crossovers for emergency service access to the opposite direction of flow. He will report the outcome of his meetings once complete.
- Gene mentioned that the NASCAR race is coming up at the end of September. DelDOT will not be allowed to manage traffic internal to the Blue Hen Mall. Currently, DelDOT is looking at using the DelDOT campus as the alternative parking location for the park and ride. Steve Getek will look into alternative agencies that may be able to execute a contract with the Blue Hen Mall since DelDOT cannot.

The next meeting date of the Kent County TMT group is scheduled for Wednesday, November 4, 2009 at 7 PM at the Kent County 911 Center.

We believe the foregoing minutes to be an accurate summary of the meeting and related decisions.

Any questions or concerns can be directed to Gene Donaldson at gene.donaldson@state.de.us or (302) 659-4601. Additionally, ORA is providing consulting support and Bruce Littleton can be reached at blittleton@orth-rodgers.com or (215) 735-1932. Revisions to the minutes can be emailed to Kisha Duckett at kduckett@orth-rodgers.com

TMT Website: <http://www.deldot.gov/information/projects/tmt>