



**MINUTES OF MEETING**  
**Kent County TMT Meeting**  
**July 6, 2005**  
Kent County 911 Center



**Date:** July 27, 2005  
**Meeting Date:** July 6, 2005  
**Location:** Kent County 911 Center  
**Purpose:** Kent County Transportation Management Team (TMT) Meeting

**List of Committee Members and Meeting Attendees:**

Last Name	First Name	Agency	Email
Bache	Ken	Dover P.D.	k.bache@doverpd.de.us
Bracco	Robert	Civil Air Patrol	bobbracco@comcast.net
Carrar	Dylan	Cheswold Fire Company	
Clacher	Jim	DelDOT/TMC	jim.clacher@state.de.us
Coulbourne	Tate	Citizens Hose Company	
Duval	Jennifer	Edwards and Kelcey	iduval@ekmail.com
Fantini	Maria	DelDOT/Central District	maria.fantini@state.de.us
Hogan	Ken	Councilmember, City of Dover	
Huttie	Joseph	DSP – Troop 3 (Traffic)	joseph.huttie@state.de.us
Kibler	Lawrence	CAP	lkibler20@comcast.net
Lankford	Thomas	DelDOT/Central District	tom.lankford@state.de.us
Madden	Gary	Marydel Fire Company	
Marecki	Edward	DSP - KENTCOM (PSAP Manager)	Edward.Marecki@state.de.us
Marsh	Chris	DelDOT/TMC	chris.marsh@state.de.us
Metheny, Jr.	Allen	Kent Co. Emergency Management	allenmetheny@yahoo.com
Speed	Steve	Mayor, City of Dover	sspeed@dover.de.us
Strickland	Jim	DEMA	jim.strickland@state.de.us
Strochine	Paul	Dover Fire	
Wagner	Regis	Edwards and Kelcey	rwager@ekmail.com
Walls	Charles	Kent Co. Fire Police Assoc. (Pres.)	
Weber	Darold	Smyrna P.D.	
Weishaupt	Jonathan	DelDOT/TMC	jonathan.weishaupt@state.de.us
Zeroles	Joseph	DE Fire Police Assoc. (2nd Vice Pres.)	Jmz4730@aol.com

**Handouts provided during the meeting:**

- 1. Agenda**
- 2. Kent County TMT Action Item List**
- 3. Statewide Action Item List**
- 4. SR-1 Detour Handouts**
- 5. Traffic Study Request Forms**



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**I. Opening Remarks**

Gene Donaldson (DeIDOT TMC) opened the meeting with introductions from the attendees. He extended a special welcome to Dover Mayor Steve Speed and Councilmember Ken Hogan.

Before opening the floor to discussion, Gene asked for comments on June's meeting minutes. No comments were given.

Meeting schedules, minutes, and other relevant documents can be found on the TMT website:  
<http://www.deldot.net/static/projects/tmt/index.html>

**II. Statewide Action Item List**

**Improve DeIDOT's After-Hour Response**

Gene reported that he has a meeting scheduled for July 7<sup>th</sup> to discuss this issue with DeIDOT District Engineers.

**Establish TMT Communications Working Group**

Gene is working with Edwards and Kelcey to identify agency points of contact and to draft communications flowcharts. The first meeting will be in the fall. If you are interested in serving on this group, please contact Regis Wagner at (610) 701-7000 [rwagner@ekmail.com](mailto:rwagner@ekmail.com).

**Conduct Transportation Management Training**

Gene reported that DeIDOT is working with MD State Highway (CHART) to gather materials for this course.

**Presentation on DeIDOT Process for Roadway Projects**

Gene suggested that this be put on hold at this time, and discussed later once DeIDOT regroups.

**Quick Clearance Policy**

Regis Wagner (EK) reported that he spoke with Mary Grace, the staff member for the I-95 Corridor Coalition, and she said that the executive summary of the 300-page report will be available at the end of the summer. Gene indicated that he would like to share this executive summary with all of the TMT groups to evaluate if Delaware can incorporate some of the ideas. Ed Marecki asked if a quick clearance policy would be developed for only I-95 or if it could be used for any major roadway. Gene answered his question by saying that it could apply to both.

**Statewide Emergency Access Gate SOP**

Gene suggested adding this item to the statewide action item list. He explained that it is necessary to implement standardized procedures for opening the gates. Fire trucks have Opticon, which will automatically open the gates, but it is necessary to make the gates open fast for others.

Jim Clacher mentioned that dialing #77 from a cell phone goes directly to the TMC as well as calling 659-2400. Jim also reported that he is in the process of reviewing the draft SOP that Matt Buckley of EK wrote.



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One issue that Jim is trying to work out is the question of requiring police to give their badge numbers when they call in. Would an operator be responsible for matching the badge numbers? Jim said he would work with Regis Wagner EK on this issue.

**III. Kent County Action Item List**

**Develop TMT plans for SR-1**

Regis Wagner walked the group through each of the six detour routes. The group suggested adding the distance and scale to each of the maps. Gene recommended adding the signals to the map and mentioned that at some point, there will be blow-ups for all of the key intersections added. Gene also suggested numbering all of the control points once they are final. Ed Marecki recommended adding the minimum number of people it would take to set up the access control points /key intersections along with the estimated time it would take to arrive at the scene. A strategic location for the equipment also needs to be determined and included on the detour map. The group also expressed concern for whether or not the detour routes can handle all types of vehicles, including trucks (height, tight turns). Mr. Wagner stated that all detour and Emergency Access Gate (AG) routes would be tested (driven) to insure practicality.

***Detours for Road Closure on NB SR-1 after Exit 104 and before AG-4***

- Traffic before Exit 104 (Scarborough Road) would be directed off at this exit, and follow Scarborough Road to US-13. Traffic would then use NB US-13 and continue north and get back on to NB SR-1 at Exit 114.
- Traffic after Exit 104 and before AG-4 would use Crossover (CO) -12, proceed southbound (SB) on SR-1 and get off at Exit 104 and follow Scarborough Road to US-13. Traffic would then use NB US-13 continuing north, and get back on to NB SR-1 at Exit 114.
- All NB traffic after CO-12 and before AG-4 would be stuck until the police determine the feasibility of turning traffic around.

***Specific Comments to the Road Closure on NB SR-1 after Exit 104 and before AG-4***

Tom Lankford (DeIDOT) recommended that the control point at Exit 104 should be earlier. Edwards and Kelcey (EK) noted the suggestion and will make the change to the detour map.

***Detours for Road Closure on NB SR-1 after AG-4 and before Exit 114***

- Traffic after AG-4 and before CO-11 would be directed off at Exit 104, and follow Scarborough Road to US-13. Traffic would then use NB US-13 to continue north, and get back onto NB SR-1 at Exit 114.
- Traffic after Exit 104 and after CO-12 would use CO-12, proceed SB on SR-1, get off at Exit 104 and follow Scarborough Road to US-13. Traffic would then use NB US-13 to continue north and get back onto NB SR-1 at Exit 114.
- Traffic after CO-12 and before CO-11 would be directed off at AG-4 to Leipsic Road. Traffic would follow Leipsic Road to US-13. Traffic would then use NB US-13, continue north and get back onto NB SR-1 at Exit 114.
- Traffic after CO-11 and before CO-10 would use CO-11, proceed SB on SR-1, get off at Exit 104 and follow Scarborough Road to US-13. Next, traffic would use NB US-13, continue north and get back onto NB SR-1 at Exit 114.
- Traffic at CO-10 would crossover at CO-10, proceed SB on SR-1, get off at Exit 104 and follow Scarborough Road to US-13. Traffic would then use NB US-13, continue north, and get back onto NB SR-1 at Exit 114.



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- All NB traffic after CO-10 would be stuck until the police determine the feasibility of turning traffic around.

***Specific Comments to the Road Closure on NB SR-1 after AG-4 and before Exit 114***

- Gene mentioned that there is going to be a conflict for traffic traveling southbound, and northbound traffic that is turned around (via crossover) to head southbound.
- Mayor Speed suggested stopping the southbound traffic until the northbound traffic is cleared. Gene agreed, stating that there could be a list of options for each of these routes.
- Ed Marecki also recommended having options for different times of day and seasons (summer traffic). The group agreed that the emergency access gates should be for emptying static traffic only.

***Detours for Road Closure on NB SR-1 after Exit 114 and Before Exit 119***

- Traffic after Exit 114 and before CO-9 would be directed off at Exit 114 and the follow ramp to US-13. Traffic could use NB US-13, continue north, and get back on to NB SR-1 at Exit 119.
- Traffic after CO-9 and before AG-3 would use CO-9, proceed SB on SR-1, get off at Exit 114 and follow ramp to US-13. Traffic would follow NB US-13, continue north, and get back onto NB SR-1 at Exit 119.
- Traffic after AG-3 and before CO-8 would be directed off AG-3 and onto Symma-Leipsic Road to US-13. Traffic would then use NB US-13, continue north, and get back onto NB SR-1 at Exit 119.
- Traffic at CO-8 would crossover at CO-8, proceed SB on SR-1, get off at Exit 114, and follow ramp to US-13. Traffic would next follow NB US-13, continue north, and get back onto NB SR-1 at Exit 119.
- All NB traffic after CO-8 would be stuck until the police determine the feasibility of turning traffic around.

***Specific Comments to the Road Closure on NB SR-1 after Exit 114 and Before Exit 119***

- Daryl Weber questioned whether the Route 6 gate at Smyrna (AG-3) could handle the volume? There is a restricted bridge and tight turns.
- Tom Lankford reminded the group that these are just detour routes for emptying traffic; the routes will not need to handle traffic for hours.

***Detours for Road Closure on SB SR-1 after Exit 119 and Before Exit 114***

- Traffic after Exit 119 and before CO-8 would be directed off at Exit 119 and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 114.
- Traffic after CO-8 and before CO-9 would crossover at CO-8, proceed NB on SR-1, get off at Exit 119 and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 114.
- Traffic at CO-9 would crossover at CO-9, proceed NB on SR-1, get off at Exit 119, and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 114.
- All SB traffic after CO-9 would be stuck until the police determine the feasibility of turning traffic around.

***Specific Comments to the Road Closure on SB SR-1 after Exit 119 and Before Exit 114***

- Regis asked the group what the typical procedure is for the traffic that is stuck. Tate Woodbourne stated that in the past traffic has been turned around and led off via exit ramps going the wrong way.
- Jim Clacher suggested that the control point on Route 1 should be moved north a little bit, to force the traffic onto Route 13. Jim also suggested shutting down the rest area.



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***Detour for the Road Closure on SB SR-1 after Exit 114 and Before AG-5***

- Traffic after Exit 114 and before CO-10 would be directed off at Exit 114 and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- Traffic after CO-10 and before CO-11 would crossover at CO-10, proceed NB on SR-1, get off at Exit 114, and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- Traffic after CO-11 and before AG-5 would use the crossover at CO-11, proceed NB on SR-1, get off at Exit 114, and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- All SB traffic after CO-11 and before AG-5 would be stuck until the police determine the feasibility of turning traffic around.

***No Specific Comments.***

***Detours for the Road Closure on SB SR-1 after AG-5 and Before Exit 104***

- Traffic after Exit 114 and before CO-10 would be directed off at Exit 114, and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- Traffic after CO-10 and before CO-11 would use crossover at CO-10, proceed NB on SR-1, and get off at Exit 114, and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- Traffic after CO-11 and before AG-5 would use the crossover at CO-11, proceed NB on SR-1, get off at Exit 114, and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- Traffic after AG-5 and before CO-12 would be directed off at AG-5 and onto Fast Landing Road to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- Traffic at CO-12 would use the crossover at CO-12, proceed NB on SR-1, and get off at Exit 114, and follow the ramp to US-13. Traffic would then use SB US-13, continue south, and get back onto SB SR-1 at Exit 104.
- All SB traffic after CO-12 would be stuck until the police determine the feasibility of turning traffic around.

***Specific Comments to the Road Closure on SB SR-1 after AG-5 and Before Exit 104***

- Gene mentioned that the next step is to discuss what happens when northbound and southbound traffic must be closed down.
- The committee agreed that the Fire Chief makes this decision (to shut it all down), because they are in charge at the scene. Gene stated that in some cases, the TMC could also decide to shut something down or adjust the scene for better traffic management.
- Gene questioned whether there could be a fire personnel delegated to traffic. Usually fire is focused on the life/safety aspect.

**Develop Kent County Evacuation Plan**



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Allen Metheny reported that he had no update since the last meeting.

**Traffic Studies**

• **Construct Additional Crossovers on SR-1:**

- EK reported that they conducted a field survey of emergency median crossovers on SR-1 on June 13<sup>th</sup>.
- Gene mentioned that he received a memo from Edwards and Kelcey with the estimated cost of a crossover at \$45,000 just for construction. This figure does not include cost of design.
- Gene reported that the South New Castle County TMT suggested constructing new crossovers every mile.
- Ed Marecki thought that every mile was too much.
- Jen Duval explained that the intention of the South New Castle TMT group was to standardize the distance between every crossovers (e.g. every mile, or every 2 miles, etc.) so that emergency responders could predict where the next crossover would be. This would be especially helpful if they were working outside of their jurisdiction.
- Lawrence Kibler suggested that crossovers be constructed every 4-5 miles and then fill them in from there.
- Gene said that the group should develop a wish list and then prioritize it.

• **Install mile markers every 1/10 of a mile along SR-1:**

- The overall goal of this research is to present a report to DELDOT supporting the installation of mile reference markers along their highways. In an attempt to provide a thorough and complete presentation of information on this subject the following areas will be explored:
  - ✓ Advantages to Mile-Marked highways
  - ✓ Existing Standards for Mile Markers
  - ✓ Opinions of the individuals who use the Mile Marker System most
  - ✓ The Extent of Marking needed (e.g. the kinds of highways, beginning and ending points of marking, the mile increments, etc.)
  - ✓ Cost Estimates for implementing this system
  - ✓ Time Period Estimates for implementing this system
- In addition, to provide examples and reference materials to accompany this research, the following materials will be obtained:
  - ✓ *Design Specifications* for various kinds of Mile Markers
  - ✓ *Photographs* of Mile Markers and their locations
  - ✓ *Copies of the Manual on Uniform Traffic Control Devices (MUTCD) and State Standards* for Mile Markers
  - ✓ *A reference list* of individuals willing to provide additional information on a marked highway system
- With this information organized and presented, DELDOT should be able to make an informed decision not only on implementing a marked highway system, but also on the design of marking signs and posts, the standards to which their placement adheres, and the numbering pattern (including starting points and any marking coordination with bordering states).
- The report should also provide means for DELDOT to make its own time and cost estimates for beginning the project and maintaining a marked highway system.



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- **Conduct an accident study for US 13 and the new access roads near Carter Road and Mike's Famous Harley Davidson.**
    - Darold Weber (Smyrna PD) reported that the speed has been reduced to 45 M.P.H. along US 13, south of Carter Road to Smyrna-Leipsic Road.
  - **Conduct and accident study for the ramps and access road between US 13 and SR-1 at Exit 114.**
    - DelDOT will conduct an accident study in the near future.