



MINUTES OF MEETING
Kent County TMT Meeting
September 7, 2005
Kent County 911 Center



Meeting Date: September 7, 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
Donaldson	Gene	DeIDOT TMC	gdonaldson@state.de.us
Domboski	Mike	Edwards and Kelcey	mdomboski@ekmail.com
Marecki	Edward	DSP - KENTCOM (PSAP Manager)	Edward.Marecki@state.de.us
Dempsey	Dickie	Kent Co. EOC	dickie.dempsey@co.kent.de.us
Fantini	Maria	DeIDOT/Central District	maria.fantini@state.de.us
Metheny	Allen	Kent Co. Emergency Management	allenmetheny@yahoo.com
Baker	William	Carlisle of Milford Fire Company & DE Fire School	
Pennington Sr.	Phillip	Bowers Beach Fire Company	chief4015n05@aol.com
Lankford	Thomas	DeIDOT/Central District	tom.lankford@state.de.us
Hake	David	DEMA	dave.hake@state.de.us
Dempsey	William	Kent 911	
Wagner	Regis	Edwards and Kelcey	rwager@ekmail.com
Walls	Charles	KCFP	
Rains	Mike	KCFC	Mike.reins@state.de.us
Weishaupt	Jonathan	DeIDOT - TMC	jonathan.weishaupt@state.de.us
Marsh	Chris	DeIDOT - TMC	chris.marsh@state.de.us

Handouts provided during the meeting:

1. Agenda
2. Meeting Minutes from August 3, 2005
3. Statewide Action Item List
4. Kent County TMT Action Item List
5. SR-1 Detour Maps

I. Opening Remarks

Gene Donaldson (DeIDOT TMC) opened the meeting with introductions from the attendees. Gene asked for comments on the August 3, 2005 meeting minutes. No comments were given.

Just a reminder that the TMT program now has a website, which is used to post meeting schedules, minutes, and other relevant documents.

<http://www.deldot.net/static/projects/tmt/>



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II. Statewide Action Item List

Improve DeIDOT's After-Hour Response

Gene Donaldson reported that he participated in a meeting with Edwards and Kelcey on August 25th to discuss their After Hours Response draft. Edwards and Kelcey will incorporate comments received from Gene and is currently developing a list of options for dealing with this issue. Once options are compiled, Gene will share the document internally in DeIDOT and then determine the next steps.

Establish TMT Communications Working Group

Gene stated that a meeting has been scheduled for October 25, 2005 at the DeIDOT Administration Building. Anyone interested in being involved in the working group can contact Regis Wagner at (610) 701-7000 or rwagner@ekmail.com.

Conduct Transportation Management Training

Gene stated that he is currently working with Maryland State Highway Administration and the CHART group to gather additional materials for inter-agency transportation management training. Gene explained that the training should begin sometime in the spring

Presentation on DeIDOT Process for Roadway Projects

Gene stated that due to modifications in the capital Transportation Plan, the meeting for the DeIDOT Process has been temporarily placed on hold.

Quick Clearance Policy

Gene reported that an executive summary for the I-95 Corridor Coalition Quick Clearance Report is due out after Labor Day. This document will be distributed to the TMT committee at a future meeting for review and comments.

Intermediate Reference Location Signs

Gene requested that the TMT committee provide comments on the Intermediate Reference Location Sign report for the October meeting. Gene also asked the TMT committee to write letters in support of Intermediate Reference Location Signs. These letters will be used as part of an overall effort to have mile markers reinstated by the State.

Spanish Language Aid for Incident Response Booklet

Gene passed out several copies of a Spanish Language Aid for Incident Response Booklets, which is currently being used by CHART. This booklet was designed to help incident responders communicate better with Spanish speaking people that need help on our nations roadways. Gene mentioned that Delaware State Police would now be carrying these booklets to aid them in the field. Ed Marecki suggested DeIDOT should partner with DELMARVA Power in order to help their personnel in the field to communicate better with their patrons. David Hake stated that this booklet is a good aid and could be used for several different types of applications.



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III. Kent County Action Item List

Develop TMT plans for SR-1

Regis Wagner reviewed detours on SR-1 from Exit 119 to the SR-1/Route 9 split. The following are comments received from the TMT Committee.

Detour on Northbound SR- 1 between Exit 114 and Exit 119

- Detour accepted by TMT Committee.
- Add a major control point at the on-ramp to northbound SR-1 from US 13 at Exit 119.
- Crossover symbols need to be larger and color should be changed.
- Street names should be identified along detour route that have traffic signals
- Signal at Exit 114 is on the system and color needs to be changed to blue.
- Exit 114 and 119 access to SR-1 from US 13 should be denied. EK will create new symbol to show this on the detour plan.
- Add ADC map location.

Detour on Southbound SR- 1 between Exit 114 and Exit 119

- Detour accepted by TMT Committee.
- Exit 114 and 119 access to SR-1 from US 13 should be denied. EK will create new symbol to show this on the detour plan.
- Show US 13 Rest Area ramp to southbound SR-1.
- Show major control point at Exit 119 southbound SR-1 on-ramp.
- Street names should be identified along detour route that have traffic signals
- Add ADC map location.

Detour on Northbound SR-1 between Exit 104 and Exit 114

- Detour accepted by TMT Committee.
- Only show existing and not future traffic signals on detour plan.
- Add minor control point at the intersection of US 13 and Exit 114
- Add a minor control point at the intersection of US 13 and Scarborough Road.
- Street names should be identified along detour route that have traffic signals.
- Remove traffic signal on SR-1 below Exit 104
- Add ADC map location.

Detour on Southbound SR-1 between Exit 104 and Exit 114

- Detour accepted by TMT Committee.
- Add minor control point at the intersection of US 13 and Exit 114
- Remove traffic signal on SR-1 below Exit 104
- Street names should be identified along detour route that have traffic signals
- Remove major control point on SR-1 at Exit 104
- Only show existing and not future traffic signals on detour plan.
- Add ADC map location.

Detour on Northbound SR-1 between Exit 98 and Exit 104

- Detour accepted by TMT Committee.
- Remove signal on off-ramp from SR-1 at Exit 104 to US 13
- Remove minor control points on Leipsic Road.
- Remove Primary detour route off of Leipsic Road.



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- Remove Northbound Emergency Access Gate symbol SR-1 near Leipsic Road.
- Show northbound on-ramp and southbound off-ramp from SR-1 from North Little Creek Road
- Only show existing and not future traffic signals on detour plan.
- Identify Little Creek Road between Sr-1 and US 13.
- Identify Puncheon Connector along with its on and off ramps on detour plan
- Show closed access symbol from north Puncheon Connector to northbound SR-1
- Identify US 13 where US 13/113 split is.
- Street names should be identified along detour route that have traffic signals
- Identify Bay Road
- Identify US 113
- Only show existing and not future traffic signals on detour plan.
- Remove traffic signal on SR-1 below Exit 95
- Add ADC map location.

Detour on Southbound SR-1 between Exit 98 and Exit 104

- Detour accepted by TMT Committee.
- Remove signal on off-ramp from SR-1 at Exit 104 to US 13
- Remove minor control points on Leipsic Road.
- Remove Primary detour route off of Leipsic Road.
- Remove Northbound Emergency Access Gate symbol SR-1 near Leipsic Road.
- Identify Little Creek Road between Sr-1 and US 13.
- Remove Incident line from off/on ramp to Little Creek Road.
- Show northbound on-ramp and southbound off-ramp from SR-1 from North Little Creek Road
- Only show existing and not future traffic signals on detour plan.
- Identify Puncheon Connector along with its on and off ramps on detour plan
- Show closed access symbol from north Puncheon Connector to northbound SR-1
- Identify US 13 where US 13/113 split is.
- Street names should be identified along detour route that have traffic signals
- Identify Bay Road
- Identify US 113
- Remove traffic signal on SR-1 below Exit 95
- Add ADC map location.

Detour on Northbound SR-1 between Exit 97 and Exit 98

- Detour accepted by TMT Committee.
- Remove minor control point located at the end of the SR-1 southbound off-ramp on North Little Creek Road.
- Remove Primary detour route off of SR-1 southbound off-ramp to North Little Creek Road.
- Add Primary detour route on SR-1 southbound on-ramp from North Little Creek Road
- Add minor control point at the top of SR-1 northbound off-ramp on North Little Creek Road.
- Show and identify US 13 and Puncheon Run Connector and ramps.
- Remove Primary detour on-ramp to Exit 95.
- Add ADC map location.

Detour on Southbound SR-1 between Exit 97 and Exit 98

- Lookerman Street is mislabeled, should be Route 8
- Add on to incident area on SR-1 north of Little Creek Road.
- Show and identify US 13, Lebanon Road and Puncheon Run Connector and ramps.



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- Show off-ramp from southbound SR-1 southbound to US 113 and on-ramp to northbound SR-1 from US 113.
- Remove Primary detour on-ramp to Exit 95.
- Remove major control point on SR-1 at Exit 95.
- Only show existing and not future traffic signals on detour plan.
- Add ADC map location.

Detour on Northbound SR-1 between Exit 95 and Exit 97

- Detour accepted by TMT Committee.
- Remove traffic signals on SR-9
- Remove traffic signals on SR-1
- Only show existing and not future traffic signals on detour plan.
- Add major control point at SR-9 and Kitts Hummock Road.
- Add ADC map location.

Detour on Southbound SR-1 between Exit 95 and Exit 97

- Detour not accepted by TMT Committee.
- Remove Primary detour.
- Add new detour that takes southbound traffic off at Exit 98 then 13 south
- Show and identify US 13, Lebanon Road, US 113 Bay Road and Puncheon Run Connector and ramps.
- Show off-ramp from southbound SR-1 southbound to US 113 and on-ramp to northbound SR-1 from US 113.
- Remove traffic signals on SR-9
- Remove traffic signals on SR-1
- Remove major control point on SR-1 at Exit 95.
- Add ADC map location.

Detour on Northbound SR-1 between Exit 93 and Exit 95

- Detour accepted by TMT Committee.
- Show and identify US 13, Lebanon Road, US 113 Bay Road and Puncheon Run Connector and ramps.
- Show off-ramp from southbound SR-1 southbound to US 113 and on-ramp to northbound SR-1 from US 113.
- Remove traffic signals on SR-9
- Remove traffic signals on SR-1
- Add major control point at SR-9 and Kitts Hummock Road.
- Add ADC map location.

Detour on Southbound SR-1 between Exit 93 and Exit 95

- Detour not accepted by TMT Committee.
- Remove Primary detour.
- Add new detour that takes southbound traffic off Puncheon Run and continue on US 13 south.
- Show and identify US 13, Lebanon Road, US 113 Bay Road and Puncheon Run Connector and ramps.
- Show off-ramp from southbound SR-1 southbound to US 113 and on-ramp to northbound SR-1 from US 113.
- Remove traffic signals on SR-9
- Remove traffic signals on SR-1
- Remove major control point on SR-1 at Exit 95.
- Add ADC map location.



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Develop Kent County Evacuation Plan

Gene stated EK is currently working on setting up a meeting to review the latest comments for the Evacuation Plan. Alan Metheny stated that he has not been contacted to attend this meeting. Regis Wagner affirmed that he would make arrangements that Alan be notified of the meeting.

Note - The Kent County Evacuation Meeting has been scheduled for 2:00 PM on September 19 at the Kent County EOC.

Traffic Studies

Construct Additional "Crossovers" Along SR-1

Gene stated that Southern New Castle County recently submitted the following additional crossovers for SR-1:

High Priority:

- Just south of Blackbird Creek
- South of Appoquinimink Creek
- Between Route 72 and Tybouts Corner (north of canal)

Medium Priority:

- Around the weigh station between the Harris Road crossover and New Discovery crossover

Dickie Demsey recommended that Kent county area of SR-1 needed more crossover locations. Regis stated that he would bring a board showing Kent counties existing crossover locations to the October meeting. Ed Marecki asked the cost of each site. Gene stated that the average cost per site is around \$50,000. Alan Metheny asked Dickie Dempsey to put together a sub-committee meeting for suggestions on additional SR-1 crossovers with Fire Chiefs, Delaware State Police and local municipalities.

IV. Next Meeting

The next meeting will occur on October 5, 2005 at 7:00 pm at the Kent County 911 Center.