



MINUTES OF MEETING
Kent County TMT Meeting
November 2, 2005
Kent County 911 Center



Meeting Date: November 2, 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
Duval	Jen	Edwards and Kelcey	iduval@ekmail.com
Donaldson	Gene	DeIDOT TMC	gdonaldson@state.de.us
Enbert	John	Citizens' Hose Company	
Fantini	Maria	DeIDOT/Central District	maria.fantini@state.de.us
Gillespie	Glenn	DEMA	glenn.gillespie@state.de.us
Huttie	Joe	DSP – Troop 3 (Traffic)	joseph.huttie@state.de.us
Kibler	Lawrence	Civil Air Patrol	lkibler20@comcast.net
Lankford	Thomas	DeIDOT/Central District	tom.lankford@state.de.us
Marecki	Ed	DSP - KENTCOM (PSAP Manager)	Edward.Marecki@state.de.us
Metheny, Jr.	Allen	Kent Co. Emergency Management	allenmetheny@yahoo.com
Wagner	Regis	Edwards and Kelcey	rwager@ekmail.com
Walls	Charles	KCFP	mike.rains@state.de.us
Williams	Tom	Farmington Fire Company	Tw4715@aol.com
Wood	Norman	Smyrna PD	nwood@smyrnappd.state.de.us
Zeroles	Joseph	DE Fire Police Assoc. (1 st Vice Pres.)	

Handouts provided during the meeting:

1. Agenda
2. Meeting Minutes from October 5, 2005
3. Statewide Action Item List
4. Kent County TMT Action Item List
5. Southern New Castle and Kent County Existing and Proposed Crossover Plans
6. 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 October 5, 2005 meeting minutes. No comments were given. Just a reminder that the TMT website posts meeting schedules, minutes, and other relevant documents.

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



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II. Statewide Action Item List

Improve DeIDOT's After-Hour Response

Gene Donaldson reported that he met with Captain Albert Homiak (DSP – Troop 6) to discuss how DeIDOT could better protect DSP Troopers on the scene of an incident. Gene stated that he is looking to coordinate some type of training in the near future.

Establish TMT Communications Working Group

Gene stated that a Communications Working Group Kick-off meeting was held on October 25, 2005 at the DeIDOT Administration Building. The next meeting will be held at 10:00 AM on November 29, 2005 at the DEMA Training Room. 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 explained 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 reported that the training should begin sometime in the spring.

Presentation on DeIDOT Process for Roadway Projects

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

Quick Clearance Policy

The I-95 Corridor Coalition Quick Clearance and 'Move It' Best Practices Executive Summary was distributed to the TMT Committee. Gene stated that this document would be reviewed once the detours have been completed.

Spanish Language Aid for Incident Response Booklet

Gene mentioned that he has put in an initial order for 2000 books. He explained that Maryland is currently going through the estimate process before the purchase can be made. Gene asked the committee to contact him if anyone requires copies.

III. Kent County Action Item List

Develop Detour Plans for SR-1

Regis Wagner reviewed detours on SR-1 from north of Front Street to south of Skeeter Neck Road to north of New Wharf Road. The following are comments received from the TMT Committee:



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Detour on Northbound SR-1, North of Front Street to South of Skeeter Neck Road

- TMT committee accepted detour
- Add a major control point at Front Street and Skeeter Neck Road

Detour on Southbound SR-1, South of Skeeter Neck Road to North of Front Street

- Detour was not submitted to committee

Detour on Northbound SR-1, at Front Street

- TMT committee accepted detour

Detour on Southbound SR-1, at Front Street

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Southbound get off at Barkers Landing Road, turn left onto Main Street/Clapham Road, turn right onto Buffalo Road, turn left onto Barretts Chapel Road, and then turn right back onto SR-1
- Add control points at Clapham Road and Buffalo Road, and Buffalo Road and Barretts Chapel Road
- Remove partial section of old detour and control points

Detour on Northbound SR-1, North of Bowers Beach Road to South of Front Street

- TMT committee accepted detour

Detour on Southbound SR-1, South of Front Street to North of Bowers Beach Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Southbound get off at Barkers Landing Road, turn left onto Main Street/Clapham Road, turn right onto Buffalo Road, turn left onto Barretts Chapel Road and then turn right back onto SR-1
- Add control points at Clapham Road and Buffalo Road, and Buffalo Road and Barretts Chapel Road
- Remove partial section of old detour and control points

Detour on Northbound SR-1, at Bowers Beach Road

- TMT committee accepted detour

Detour on Southbound SR-1, at Bowers Beach Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Southbound get off at Barkers Landing Road, turn left onto Main Street/Clapham Road, turn right onto Buffalo Road, turn left onto Barretts Chapel Road and then turn right back onto SR-1
- Add control points at Clapham Road and Buffalo Road, and Buffalo Road and Barretts Chapel Road
- Remove partial section of old detour and control points

Detour on Northbound SR-1, North of Skeeter Neck Road to South of Bowers Beach Road

- TMT committee accepted detour



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Detour on Southbound SR-1, South of Bowers Beach Road to North of Skeeter Neck Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Southbound get off at Barkers Landing Road, turn left onto Main Street/Clapham Road, turn right onto Buffalo Road, turn left onto Barretts Chapel Road and then turn right back onto SR-1
- Add control points at Clapham Road and Buffalo Road, and Buffalo Road and Barretts Chapel Road
- Remove partial section of old detour and control points

Detour on Northbound SR-1, at Skeeter Neck Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Northbound take a left onto Barretts Chapel Road, turn right onto Buffalo Road, turn left onto Clapham Road/Main Street, turn left onto Wyoming Avenue, turn right onto US 13 Northbound, and bear right onto Puncheon Connector to SR-1 Northbound
- Add control points at Clapham Road and SR-1, Buffalo Road and Clapham Road, and Barkers Landing Road and Main Street
- Remove partial section of old detour and control points

Detour on Southbound SR-1, at Skeeter Neck Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Southbound get off at Barkers Landing Road, turn left onto Main Street/Clapham Road, turn right onto Buffalo Road, turn left onto Barretts Chapel Road and then turn right back onto SR-1
- Add control points at Clapham Road and Buffalo Road, and Buffalo Road and Barretts Chapel Road
- Remove partial section of old detour and control points

Detour on Northbound SR-1, North of Barretts Chapel Road to South of Skeeter Neck Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Northbound take a left onto Barretts Chapel Road, turn right onto Buffalo Road, turn left onto Clapham Road/Main Street, turn left onto Wyoming Avenue, turn right onto US 13 Northbound, and bear right onto Puncheon Connector to SR-1 Northbound
- Add control points at Clapham Road and SR-1, Buffalo Road and Clapham Road, and Barkers Landing Road and Main Street
- Remove partial section of old detour and control points

Detour on Southbound SR-1, South of Skeeter Neck Road to North of Barretts Chapel Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Southbound get off at Barkers Landing Road, turn left onto Main Street/Clapham Road, turn right onto Buffalo Road, turn left onto Barretts Chapel Road and then turn right back onto SR-1
- Add control points at Clapham Road and Buffalo Road, and Buffalo Road and Barretts Chapel Road



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- Remove partial section of old detour and control points
- Identify Rising Sun Road

Detour on Northbound SR-1, at Barretts Chapel Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Northbound take a left onto Frederica Road, turn left onto Johnnycake Landing Road (Rt. 12), turn right onto US 13 Northbound and bear right onto Puncheon Connector to SR-1 Northbound
- Remove partial section of old detour and control points
- Identify Rising Sun Road

Detour on Southbound SR-1, at Barretts Chapel Road

- TMT committee accepted detour
- Remove major control point at Canterbury Road and US 13
- Add major control points at SR-1 and Old Bowers Road, and Irish Hill Road and Canterbury Road

Detour on Northbound SR-1, North of SR-12 (is this an SR??) and South of Barretts Chapel Road

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Northbound take a left onto Frederica Road, turn left onto Johnnycake Landing Road (Rt. 12) turn right onto US 13 Northbound and bear right onto Puncheon Connector to SR-1 Northbound
- Remove partial section of old detour and control points
- Identify Rising Sun Road

Detour on Southbound SR-1, South of Barretts Chapel Road to North of SR 12 (SR?)

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Southbound take a right onto Barretts Chapel Road, turn left onto Canterbury Road, turn left onto Johnnycake Landing Road, turn right onto Frederica Road and then back onto SR-1 Southbound
- Add major control points at SR-1 and Barretts Chapel Road, and Barretts Chapel Road and Canterbury Road
- Remove partial section of old detour and control points

Detour on Northbound SR-1, at SR-12 (SR?)

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Northbound take a left onto Frederica Road, turn left onto Johnnycake Landing Road (Rt. 12) turn right onto US 13 Northbound and bear right onto Puncheon Connector to SR-1 Northbound
- Remove partial section of old detour and control points
- Identify Rising Sun Road

Detour on Southbound SR-1, at SR-12 (SR?)

- TMT committee did not accept detour



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- TMT committee decided on the following detour: From SR-1 Southbound take a right onto Barretts Chapel Road, turn left onto Canterbury Road, turn left onto Johnnycake Landing Road, turn right onto Frederica Road and then back onto SR-1 Southbound
- Add major control points at SR-1 and Barretts Chapel Road, and Barretts Chapel Road and Canterbury Road
- Remove partial section of old detour and control points

Detour on Northbound SR-1, South of SR-12 (SR??) to North of Frederica Road

- TMT committee accepted detour
- TMT committee also directed that contraflow be used for southbound traffic. Traffic moving on SR-1 Southbound will be directed to take a right onto SR-12/Frederica Road and then back onto SR-1 Southbound

Detour on SR-1 Southbound, South of SR-12 to North of Frederica Road

- TMT committee accepted detour

Detour on SR-1 Northbound, at Frederica Road

- TMT committee did not accept detour
- TMT committee decided on the following: Traffic should use contraflow for this section
- Change detour route text box to Northbound "at Frederica Road"

Detour on Southbound SR-1, at Frederica Road

- TMT committee did not accept detour
- TMT committee decided on the following: Traffic should use contraflow for this section
- Change detour route text box to Southbound "at Frederica Road"
- Edwards and Kelcey was directed to develop a alternate detour

Detour on Northbound SR-1, South of Frederica Road to North Tub Mill Pond Road/Milford Road

- TMT committee did not accept detour
- TMT committee decided on the following: Traffic should use contraflow for this section
- Change detour route text box to Northbound "South of Frederica Road to North of Tub Mill Pond Road"
- Edwards and Kelcey was directed to develop an alternate detour

Detour on SR-1 Southbound, South of Frederica Road to North Tub Mill Pond Road/Milford Road

- TMT committee did not accept detour
- TMT committee decided on the following: Traffic should use contraflow for this section
- Change detour route text box to Southbound "South of Frederica Road to North of Tub Mill Pond Road"
- Edwards and Kelcey was directed to develop an alternate detour

Detour on SR-1 Northbound, at Tub Mill Pond Road/Milford Road

- TMT committee did not accept detour



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- TMT committee decided on the following: Traffic should use contraflow for this section
- Edwards and Kelcey was directed to develop an alternate detour

Detour on Southbound SR-1, at Tub Mill Pond Road/Milford Road

- TMT committee did not accept detour
- TMT committee decided on the following: Traffic should use contraflow for this section
- Edwards and Kelcey was directed to develop an alternate detour

Detour on Northbound SR-1, North of Old Cemetary Road to South of Millford Neck Road

- TMT committee accepted detour

Detour on Southbound SR-1, South of Millford Neck Road to North of Old Cemetary Road

- TMT committee accepted detour

Detour on SR-1 Northbound, at Old Cemetary Road

- TMT committee accepted detour

Detour on Southbound SR-1, at Old Cemetary Road

- TMT committee accepted detour

Detour on Northbound SR-1, South of Old Cemetary Road to North of Cicada Lane/Spring Hill Drive

- TMT committee accepted detour

Detour on Southbound SR-1, South of Old Cemetary Road to North of Cicada Lane/Spring Hill Drive

- TMT committee accepted detour

Detour on SR-1 Northbound, at Cicada Lane/Spring Hill Drive

- TMT committee accepted detour

Detour on Southbound SR-1, at Cicada Lane/Spring Hill Drive

- TMT committee accepted detour

Detour on Northbound SR-1, South of Cicada Lane/Spring Hill Drive to North of Thompsonville Road

- TMT committee accepted detour

Detour on Southbound SR-1, South of Cicada Lane/Spring Hill Drive to North of Thompsonville Road

- TMT committee accepted detour

Detour on SR-1 Northbound, at Thompsonville Road

- TMT committee accepted detour



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Detour on Southbound SR-1, at Thompsonville Road

- TMT committee accepted detour

Detour on Northbound SR-1, South of Thompsonville Road to North of Jenkins Pond Road

- TMT committee accepted detour

Detour on Southbound SR-1, South of Thompsonville Road to North of Jenkins Pond Road

- TMT committee accepted detour

Detour on SR-1 Northbound, at Jenkins Pond Road

- TMT committee accepted detour

Detour on SR-1 Southbound, at Jenkins Pond Road

- TMT committee accepted detour

Detour on Northbound SR-1, South of Jenkins Pond Road to North of New Wharf Road

- TMT committee accepted detour

Detour on Southbound SR-1, South of Jenkins Pond Road to North of New Wharf Road

- TMT committee accepted detour

Detour on SR-1 Northbound, at New Wharf Road

- TMT committee accepted detour

Detour on SR-1 Southbound, at New Wharf Road

- TMT committee could not come up with acceptable detour
- Edwards and Kelcey was directed to develop an alternate detour

Detour on Northbound SR-1, South of New Wharf Road to North of SR-1/SR-113

- TMT committee did not accept detour
- TMT committee decided on the following detour: From SR-1 Northbound take a right onto New Wharf Road then turn right onto SR-1 Northbound
- Add a major control point at SR-1 and New Wharf Road
- Remove partial section of old detour and control points

Detour on SR-1 Southbound, South of New Wharf Road to North of SR-1/SR-113

- TMT committee could not come up with acceptable detour
- Edwards and Kelcey was directed to develop an alternate detour

Detour on SR-1 Northbound, at SR-1/SR-113

- TMT committee accepted detour

Detour on SR-1 Southbound, at SR-1/SR-113

- TMT committee could not come up with acceptable detour
- Edwards and Kelcey was directed to develop an alternate detour



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Detour on Northbound SR-1, South of SR-1/SR-113 to North of New Wharf Road

- TMT committee accepted detour

Detour on SR-1 Southbound, South of SR-1/SR-113 to North of New Wharf Road

- TMT committee could not come up with acceptable detour
- Edwards and Kelcey was directed to develop an alternate detour

Develop Kent County Evacuation Plan

Gene stated he spoke with Tony Clarke and directed Edwards and Kelcey to start on evacuation plans for New Castle County.

Traffic Studies

Construct Additional "Crossovers" Along SR-1

Regis Wagner provided the group with 11 x 17 handouts along with display boards of Southern New Castle and Kent County existing and proposed crossover sites. Regis reviewed the sites and asked if the group had any more suggestions for proposed sites. No other suggestions were made.

IV. Next Meeting

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