



**MINUTES OF MEETING**  
Southern New Castle County TMT Meeting  
**August 12, 2008**



**Meeting Date:** August 12, 2008  
**Location:** Townsend Fire Company  
**Purpose:** Southern New Castle County TMT Meeting

**List of Meeting Attendees:**

Last Name	First Name	Agency	Email
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
Goodier	John	Civil Air Patrol	jmgoodier@aol.com
Littleton	Bruce	Orth-Rodgers & Associates, Inc.	blittleton@orth-rodgers.com
Logan	Tom	DSP - Troop 9	thomas.logan@state.de.us
Strickland	Jim	DEMA	jim.strickland@state.de.us
Wormley	James	DelDOT Canal Dist. Asst. Maint. Eng.	jim.wormley@state.de.us

**Handouts provided during the meeting:**

1. Agenda
2. July 8, 2008 Meeting Minutes
3. Statewide Action Items List
4. Southern New Castle County Action Items List
5. Detour Plans

**I. Opening Remarks**

Gene Donaldson began the meeting with brief introductions followed by a review of the agenda. There were no comments to the minutes. Gene reviewed the Statewide Action Items List and the Southern New Castle County Action Items List. Then, Bruce Littleton went through presentations for US 13 Northbound, SR 1 Northbound and SR 1 Southbound which highlighted the new Level 3 detours prepared to date.

**II. Statewide Action Item List**

- **Item 1 - Improve DelDOT's After Hour Response** – Nothing new to report
- **Item 2 - DAFB Communications Working Group** – Nothing new to report.
- **Item 3 - Establish TMT Communications Working Group** – Nothing new to report
- **Item 4 - Conduct Transportation Management Training** – Gene is working on conducting a few of the Incident Management Training classes through the Fire Academy.
- **Item 5 - Presentation on the DelDOT process for roadway projects** – Nothing new to report



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- **Item 6 - Develop Recommendations for “Safe Quick Clearance” Policy** – The policy was signed on July 21, 2008. Gene emphasized that under the Safe Quick Clearance Policy “vehicles are being relocated”, not towed or moved. The next component will be to determine how the policy will be applied, and the education program. Maryland has had a “move it” program for many years. Their educational material may be available for DelDOT to use as a starting point. It was also noted that DelDOT will be converting their Motorist Assistance Patrol Vehicles to Tow Trucks as part of the next replacement cycle.
- **Item 7 - Develop Statewide Transportation Management Plan** – Detours are currently being developed for each of the pilot areas.
- **Item 8 - All Hazards Non-Typical Transportation Evacuation Committee** – The next meeting of the full committee is scheduled for Tuesday, August 26, 2008 as a tabletop exercise.
- **Item 9 - Debris Management Committee** – The debris committee meeting scheduled for Monday, August 11, 2008 has been postponed.

**III. Southern New Castle County Action Item List**

- Nothing new to report
- Links to the Evacuation Routes are now on DelDOT’s website, and the TMT training manual will be added to the website.

**IV. Presentation – US 13 Northbound**

Below are comments received on the Level 3 detours for US 13 Northbound from the Kent County Line to Pine Tree Corner.

- US 13 Northbound: At Exit 119 SR 1 SB On-Ramp to South of Smyrna Landing Road – Control Point A - Add cones to close off Wawa Exit to US 13 NB; Control Point B – no comments; Control Point C – Add an officer/flagger to flag traffic through the stop sign.
- US 13 Northbound: At Smyrna Landing Road to South of Black Diamond Road – Control Point A – no comments, Control Point B – no comments; Control C – no comments, Control Point D – Add an officer/flagger to flag traffic through the stop sign.
- US 13 Northbound: At Black Diamond Road to At Anchor Inn Road – No comments on any of the five control points.
- US 13 Northbound: Between Anchor Inn Roads – No comments



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- US 13 Northbound: At Anchor Inn Road to At SR 71 – No comments on any of the five control points.
  - US 13 Northbound: North of SR 71 to South of Pine Tree Road – No comments on any of the three control points.

**V. Presentation – SR 1 Northbound**

Below are comments received on the Level 3 detours for SR 1 Northbound from Exit 119 to Exit 152

- SR 1 Northbound: North of Exit 119 to South of Exit 142 – No comments on any of the six control points. These will ultimately need to be converted to the current detour signing style.
- SR 1 Northbound: Between Exit 136 On and Off Ramp – No comments on the two control points. These will ultimately need to be converted to the current detour signing style.
- SR 1 Northbound: Between Exit 142 On and Off Ramp – No comments on the two control points. These will ultimately need to be converted to the current detour signing style.
- SR 1 Northbound: North of Exit 142 to South of Exit 152 – No comments on any of the seven control points. These will ultimately need to be converted to the current detour signing style.
- SR 1 Northbound: Between Exit 152 On and Off Ramp – No comments on the two control points. These will ultimately need to be converted to the current detour signing style.

**VI. Presentation – SR 1 Southbound**

Below are comments received on the Level 3 detours for SR 1 Southbound from Exit 119 to Exit 152

- SR 1 Southbound: Exit 119 On and Off Ramp – No comments on any of the three control points.
- SR 1 Southbound: South of Exit 136 to North of Exit 119 – No comments on any of the control point plans. A note needs to be added to the two plans showing use of the emergency gates that the use of that portion of the detour is solely to remove traffic stuck on southbound SR1 and once stopped traffic is removed; use of the gates is terminated. These will ultimately need to be converted to the current detour signing style.
- SR 1 Southbound: Between Exit 136 On and Off Ramp – No comments on the two control points. These will ultimately need to be converted to the current detour signing style.



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- SR 1 Southbound: South of Exit 142 to North of Exit 136 – No comments on any of the six control points. These will ultimately need to be converted to the current detour signing style.
  - SR 1 Northbound: Between Exit 142 On and Off Ramp – No comments on the two control points. These will ultimately need to be converted to the current detour signing style.
  - SR 1 Southbound: South of Exit 152 to North of Exit 142 – No comments on any of the six control points. These will ultimately need to be converted to the current detour signing style.
  - SR 1 Southbound: Between Exit 152 On and Off Ramp – No comments on the two control points. These will ultimately need to be converted to the current detour signing style.

**VII. Open Discussion**

There were no other topics discussed.

Prior to the next meeting, there will be an internal discussion on how to get more participation in the TMT meetings. An announcement for the next meeting will be sent out.

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](mailto: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](mailto:blittleton@orth-rodgers.com) or (215) 735-1932. Revisions to the minutes can be emailed to Kisha Duckett at [kduckett@orth-rodgers.com](mailto:kduckett@orth-rodgers.com)

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