



**MINUTES OF MEETING**  
 Southern New Castle County TMT Meeting  
 March 10, 2009



**Meeting Date:** March 10, 2009  
**Location:** Middletown Fire Company, Middletown, Delaware  
**Purpose:** Southern New Castle County TMT Meeting

**List of Meeting Attendees:**

Last Name	First Name	Agency	Email
Day	Dwayne	DeIDOT/TMC	<a href="mailto:Dwayne.Day@state.de.us">Dwayne.Day@state.de.us</a>
Donaldson	Gene	DeIDOT/TMC	<a href="mailto:gene.donaldson@state.de.us">gene.donaldson@state.de.us</a>
Duckett	Kisha	Orth-Rodgers & Associates, Inc.	<a href="mailto:kduckett@orth-rodgers.com">kduckett@orth-rodgers.com</a>
Gant	Frank	Odessa Fire Company	
Gillespie	Glenn	DEMA	<a href="mailto:Glenn.gillespie@state.de.us">Glenn.gillespie@state.de.us</a>
Littleton	Bruce	Orth-Rodgers & Associates, Inc.	<a href="mailto:blittleton@orth-rodgers.com">blittleton@orth-rodgers.com</a>
Martinez	Monty	Townsend Fire Company	<a href="mailto:MontyQ243@aol.com">MontyQ243@aol.com</a>
Streets	William	NCC- 911 Communications	<a href="mailto:wfstreets@nccde.org">wfstreets@nccde.org</a>

**Handouts provided during the meeting:**

1. February 10, 2009 Southern New Castle County Meeting Minutes
2. Statewide Action Items List
3. Southern New Castle County Action Items List
4. Detours

**I. Opening Remarks**

Gene Donaldson began the meeting with brief introductions followed by a review of the agenda. He mentioned that the February 10, 2009 Southern New Castle County TMT meeting minutes were handed out and comments could be sent or given now. There were no comments to the minutes at the meeting. Statewide and County Action Items Lists were distributed. As there were no new action items on the Statewide List, Gene did not review the list in detail. Gene briefly asked about the Summit Bridge Closure. Attendees agreed that the closure went smoothly. Bruce Littleton then reviewed the New Castle County detours along US Route 13 Southbound (from SR 72 to Blackbird Forest Road).

**II. Southern New Castle County Action Items List**

The new gate is open along DE1. The gate is operational with Opticom pre-emption only. Gene indicated that it will be several weeks before the fire companies are able to call in to the TMC to open the gate – the parts on order to allow remote access.

**V. Detour Status**

Bruce reviewed the comments from the previously presented detour maps and reviewed the level III detour maps that had been created since the last meeting. The goal is to have the New Castle County



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pilot areas available for use by early May. The comments on the new detour maps have been noted below.

- US13 Southbound: South of SR 72 to North of the Biden Ramp - The signals along Route 72 are now on system. This was completed as a part of the Summit Bridge closure. On Control Point A, cone off the rightmost northbound left turn lane and the rightmost westbound through lane. Allow the southbound right turn lane to have one lane westbound. Either combine Control Point B and C onto one sheet or make them two distinct sheets and have the detour signs and notes on the appropriate sheet. Add a note to the Control Point B/C detour stating “Adjust signal timing as necessary”.
- US 13 Southbound: At the Biden Ramp to North of SR 896 – On the level 1 detour sheet, add a note to the detour map stating “Contact SR1 Toll Administration to lift the tolls at the southbound Biddle’s toll plaza. On Control Point A, cone off the rightmost northbound left turn lane and the rightmost westbound through lane. Allow southbound right turn lane to have one lane westbound. Either combine Control Point B and C onto one sheet or made them two distinct sheets and have the detours signs and notes on the appropriate sheet. Add a note to the Control Point B/C detour stating “Adjust signal timing as necessary”. On Control Point E, change the message board references from “Rte 13” to “US13 SB”, and include Exit #142 on the appropriate message board.
- US 13 Southbound: At SR 896/Boyd’s Corner – Change the detour to use DE Route 1 from SR 72 to SR 299.
- US 13 Southbound: South of SR 896 to North of Marl Pit Road – Eliminate the detour.
- US 13 Southbound: At Marl Pit Road – Expand the incident area limits to be from “South of SR 896(Boyd’s Corner) to north of SR 299(Main Street)”. Show this in the detour wording, and the red incident area on the Level I detour. Change the detour number from **US13---SB07331-07331-1** to **US13---SB07267-07577-1** on all the Level I and Level III detour sheets. On Control Point B, remove the detour arrow for the SR 1 on ramp. On Control Point C, change the message board to “US 13 SB Detour” instead of “Rte 13 SB Detour”. Change the message board that states “Use Next Exit” to “Exit 136”.
- US 13 Southbound: South of Marl Pit Road to At SR 299 – Restrict the incident area limits to “At SR 299” instead of ‘South of Marl it Road to At SR299’. Remove the red incident area north of Marl Pit Road. Change the detour number from **US13---SB07266-07330-1** to **US13---SB07266-07266-1** on the level I and level III detour sheets. On Control Point C, change the exit number from Exit 142 to Exit 136 along the roadway and in the title block. On Control Point D, change the message board references from “Rte 13” to “US13SB”, and include the exit # on the appropriate message board.



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- US13 Southbound: South of SR 299 to At Harris Road - On Control Point D, change the message board references from “Rte 13” to “US13SB”, and include the exit # on the appropriate message board.
  - US13 Southbound: South of Harris Road to North of Pine Tree Road – On Control Point A, change the message board references from “Rte 13” to “US13SB”. On Control Point B, add a flagger. On Control Point C, take a lane and show a hot right. This is needed because of the additional residential street traffic that may be trying to access US 13. On Control Point C, revise the detour number to US13---SB06910-07137-1C.
  - US13 Southbound – At Pine Tree Road – On Control Point A, change the message board references from “Rte 13” to “US13SB”. On Control Point B, add a police officer. On Control Point C, add a flagger. ORA to send Gene a note to find out if the signal is on the system, and if not, to consider putting on system, flagger may be needed if signal is on system depending on time of day. On Control Point D, take the right lane.
  - US13 Southbound – South of Pine Tree Road to North of SR 71 – On Control Point A, change the message board references from “Rte 13” to “US13SB”. On Control Point B, add a flagger. On Control Point C, take the right lane.
  - US13 Southbound – At SR 71 to At Blackbird Forest Road – On Control Point D, add a police officer/flagger to direct traffic and change the vehicle to a DelDOT vehicle. On Control Point E, add a police officer/flagger to direct traffic and change the vehicle to a DelDOT vehicle. On Control Point F, add a flagger to direct traffic. On Control Point G, change the message board references from “Rte 13” to “US13SB”.

### **III. Open Discussion**

No additional items were discussed other than to confirm that the next meeting date is scheduled for 7:00 PM, April 14, 2009 at the same location (Middletown Fire Company).

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

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