



MINUTES OF MEETING
Northern New Castle County TMT Meeting
March 1, 2010



Meeting Date: March 1, 2010
Location: Delaware City Fire Company, Delaware City, Delaware
Purpose: Northern New Castle County TMT Meeting

List of Meeting Attendees:

Last Name	First Name	Agency	Email
Carpenter	Dave	NCC OEM	dcarpenter@nccde.org
Day	Dwayne	DeIDOT/TMC	dwayne.day@state.de.us
Donaldson	Gene	DeIDOT/TMC	gene.donaldson@state.de.us
Duckett	Kisha	Orth-Rodgers & Associates, Inc.	kduckett@orth-rodgers.com
Ford	Paul	DART	paul.ford@state.de.us
Gillespie	Glenn	DEMA	glenn.gillespie@state.de.us
Grazela	Phillip	DART	Phil.grazela@state.de.us
Hacket	Mike	DART	Mike.hacket@state.de.us
Littleton	Bruce	Orth-Rodgers & Associates, Inc.	Blittleton@orth-rodgers.com
Stineman	Bob	DSFP/Christiana Fire Co.	Stinman3@comcast.com
Watson	Jim	DSFCA-DCFD	kingshimr@aol.com
Weiser	Adam	DeIDOT	Adam.weiser@state.de.us

Handouts provided during the meeting:

- October 5, 2009 Northern New Castle County TMT Meeting Minutes
- Detours (I-95, I-495, DE 1)

I. Opening Remarks

Gene Donaldson (DeIDOT) began the meeting with brief introductions followed by a review of the agenda. The October 5, 2009 North New Castle County TMT meeting minutes were distributed and there were no comments. Gene turned the meeting over to Bruce to discuss the detours.

III. Detours

I-95 and I-495 detour plans were distributed but not reviewed as the appropriate fire companies were not in attendance. These detours will be reviewed with the individual fire companies. Dave Carpenter offered to take copies of the handouts and give them to the seven affected fire companies at the upcoming fire chiefs meeting with New Castle County Office of Emergency Management.

Bruce Littleton (ORA) reviewed the level III detours on DE 1 and solicited input.

DE 1 NORTHBOUND

- **DE1----NB09434-09622-1 North of Exit 152 to South of Exit 156** – The suggestion was made to have a second detour available in case that Chemical Alley (SR 9 from SR 72 to Hamburg



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Road) is involved as part of the incident area. The second detour agreed upon was to use SR 72 westbound to SR 40 eastbound, to SR 1. Control point A would remain the same. Control point B would turn traffic left instead of right onto SR 72 westbound. Control Point C would be at SR 72 and SR 71 (Red Lion Road). There should be a control point D at the railroad tracks with a note to flag trucks and buses across the tracks should traffic start to back up at that point. Control Point E would be at SR 72 and Porter Road. Control Point F would be at SR 72 and US 40. As Fox Run is within view of US 40, there is no need for a control point here, just that the TMC adjust signal timings as necessary. The remaining control points would be along US 40 at the same locations as used for other detours that use US 40, with the last control point being at the SR 1 NB on ramp.

- **DE1----NB09623-09725-1 Exit 156 On and Off Ramp** – Control Point B needs to be updated to show it as a signalized intersection. Add the signal to the detour plan.
- **DE1----NB09726-09795-1 North of Exit 156 to South of Exit 160** – At Control Point C add message board on northbound US 13 prior to the intersection to inform motorists to use SR 273 westbound for access to SR 1 and to stay on US 13 northbound for access to I-95 and 295. ORA will meet with DelDOT to determine messages to be used.
- **DE1----NB09796-09969-1 Exit 160 to South of Exit 162** – At Control Point C add a message board on US 40 eastbound prior to the intersection to inform motorists that SR 1 NB is closed and to turn left and use SR 7 NB to access SR 1. ORA will meet with DelDOT to determine messages to be used.
- **DE1----NB09970-10016-1 Exit 162 On and Off Ramps** – Add “Between” to the Level I detour reference.
- **DE1----NB10017-10159-1 North of Exit 162 to I-95** – At Control Point C, add a message board on northbound SR 7 prior to the intersection to inform motorists that SR 1 NB is closed and to use SR 273 westbound for SR 1.

DE 1 SOUTHBOUND

- **DE1----SB10019-10159-1 I-95 to North of Exit 162** – No comments.
- **DE1----SB09972-10018-1 Exit 162 On and Off Ramp** – Add “Between” to the Level I detour reference.
- **DE1----SB09848-09971-1 South of Exit 162 to North of Exit 160** – At Control Point C, add a message board on eastbound US 40 prior to the intersection to inform motorists that SR 1 SB is closed and to use SR 7 southbound for SR 1 SB.
- **DE1----SB09796-09847-1 Exit 160 On and Off Ramp** – Add “Between” to the Level I detour reference.
- **DE1----SB09426-09795-1 South of Exit 160 to North of Exit 152** – On the Level I, correct the incident area to be on the SB lanes not the fly-over. At Control Point C, add a message board on US 40 eastbound prior to the intersection to inform motorists that SR 1 SB is closed and to use SR 7 southbound for SR 1 SB. Add a control point between Control Point C and D at the



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railroad tracks with a note to flag trucks and buses across the tracks should traffic start to back up at that point.

A general question was asked, who is the person directing traffic? Adam Weiser (DeIDOT) indicated that if there are specific locations where it needs to be a DeIDOT employee, make sure the DeIDOT person has flagger certification. Bruce mentioned that the SOP's have not been discussed.

VII. Open Discussion

- It was mentioned that DRBA is almost done with the I-295 NB construction work and will be starting shortly on the southbound work. This will have significant impacts on the I-295 and US 13 interchange and surrounding area.
- Jim Watson will check to see if Brandywine Hundred will host the May 3, 2010 TMT meeting, otherwise will consider use of Delaware City.

The next New Castle County North TMT meeting will be scheduled on a two month cycle and is anticipated for May 3, 2010 at 7PM (Location to be determined).

We believe the foregoing minutes to be an accurate summary of the meeting and related decisions.

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