



MINUTES OF MEETING
Southern NCC TMT Meeting
July 12, 2005
Townsend Fire Hall



Meeting Date: July 12, 2005
Location: Townsend Fire Hall
Purpose: Southern NCC Transportation Management Team (TMT) Meeting

List of Meeting Attendees:

<u>Last Name</u>	<u>First Name</u>	<u>Agency</u>	<u>Email</u>
Arterbridge	Shaun	Townsend Fire Company	
Barcus	Patrick	NCC Fire Police (Task Force Officer)	firefighter269a@aol.com
Barcus, Jr.	Raymond	Townsend Fire Company	rbarcusjr@townsendfirecompany.org
Bright	Harry	Townsend Fire Company	
Carpenter, Jr.	Dave	NCC – Emergency Preparedness	dcarpenter@co.new-castle.de.us
Clacher	Jim	DelDOT/TMC	jim.clacher@state.de.us
Clark	Raymond	Townsend Fire Company	R.Clark@aetnahhl.org
Clark, Jr.	Rickie	Townsend Fire Company	rclarkjr@townsendfirecompany.org
Connelly	Tom	Townsend Fire Company	
Domorod	James	DE Health and Social Services/ PHPS	James.Domorod@state.de.us
Duval	Jen	Edwards and Kelcey	jduval@ekmail.com
Eide	Eric	Townsend Fire Company	
Gillespie	Glenn	DEMA	glenn.gillespie@state.de.us
Haines	Dwain	Townsend Fire Co.	
Paige	Jim	DSP – Troop 9	jpaige@state.de.us
Streets	William	New Castle County 911 Center	
Wormley	James	DelDOT Canal District	jim.wormley@state.de.us

Handouts provided during the meeting:

- Southern NCC TMT Action Item List
- Statewide TMT Action Item List
- Meeting Minutes from June 14, 2005
- Draft Detour Routes on SR-1 between Exit 136 and Exit 148

Meeting schedules, minutes, and other relevant documents can be found on the TMT website:
<http://www.deldot.net/static/projects/tmt/index.html>

I. Opening Remarks

Jen Duval (Edwards and Kelcey) opened the meeting with a brief welcome and introductions from the meeting attendees. Jen mentioned that Gene Donaldson (DelDOT TMC) was away on vacation. Jen asked if there were any comments on the June meeting minutes. No comments were made.

II. Open Discussion on the Action Items List

STATEWIDE ACTION ITEM LIST

Improve DelDOT's After-Hours Response

Jen Duval stated that DelDOT district and maintenance engineers met with Gene Donaldson on July 7th to begin discussing possible solutions and/or recommendations for improving DelDOT's response to incidents occurring outside of the Department's regular business hours.



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Establish a TMT Communications Working Group

Jen Duval told the group that DelDOT is currently working on identifying key points of contacts for the working group. DelDOT is also reviewing a draft of flowcharts for inter-agency communication procedures. Anyone interested in being involved in the working group can contact Jen at (610) 701-7000 or jduval@ekmail.com.

Conduct Traffic Control Training

Jen reported that Gene Donaldson is currently working with MD State Highway and the CHART group to gather additional materials for inter-agency transportation management training.

Presentation on the DelDOT Process for Roadway Projects

Jim Clacher (DelDOT) indicated that this item is placed on hold until DelDOT regroups in a couple of months.

Develop Recommendations for "Quick Clearance" Policy

Jen Duval reported that there is an executive summary for the I-95 Corridor Coalition Quick Clearance Report due out at the end of summer. This will be distributed at a future meeting.

Jim Clacher mentioned that some states are experiencing problems with the implementation of their Quick Clearance policies. Some states are having problems (Pennsylvania) with renegade tow companies, creating the need for a certified list of tow companies. Jim also cautioned that it takes legislation to get these policies through, and that there are other steps to be taken such as raising the value of an accident.

SOUTH NEW CASTLE COUNTY ACTION ITEM LIST

Develop TMT Plans for Critical Roadways and Areas: SR-1 between Exit 136 and Exit 148

Regis Wagner (Edwards and Kelcey) reviewed the four scenarios discussed at the last meeting. He distributed draft detour maps depicting road closures on SR-1 between Exit 136 and Exit 148 northbound and southbound.

Incident on Northbound SR-1 between Exit 136 (DE 299) and Exit 142 (DE 896)

The group recommended moving the control point located just to the east of Exit 136 to south of the exit. Dave Carpenter asked if it was worth it to put traffic back on SR-1, or would it be better for them to stay on US-13. He also questioned if it would be possible to negate the toll. Jim Clacher replied that people won't be forced back on SR-1, but rather they can make their own decision as to which route to use at that point. If people are forced to use the route with the toll, the toll will be forgiven.

Incident on Southbound SR-1 between Exit 142 (DE 896) and Exit 136 (DE 299)

Jim Clacher mentioned that route DE-299 is restricted to trucks with only 2 axles. In the case of incident, this restriction would be waived.

Incident on Northbound SR-1 between Exit 142 (DE 896) and Exit 148 (St. Georges)

The access point should be placed on mainline northbound SR-1 where the opposite ramp to Exit 142 begins.



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A decision point could be placed where motorists could choose between taking the old St. George's Bridge to DE-71.

Incident on Southbound SR-1 between Exit 148 (St. Georges) and Exit 142 (DE 896)

Jim Clacher offered a suggestion to cut the traffic off at DE-72. He said that this has worked in the past, and this avoids putting motorists through two tolls. The group expressed the necessity of communicating with the North New Castle TMT group to inform them of this route.

Develop TMT Plans for Critical Roadways and Areas: SR-1 between Exit 136 and Exit 119

The group agreed that if a southbound incident were to occur along this stretch, motorists could take advantage of the southbound emergency access gates and crossovers. If a northbound incident occurs between Exit 119 and Exit 136, traffic should be shut off at Smyrna (control point). Traffic between the exits would need to be directed to the closest crossover, directed south to Exit 119, and then directed to US-13.

The group requested that Edwards and Kelcey bring the Kent County detour route map for incidents between Exit 119 and Exit 114 to the August meeting.

Develop SOP for Use of Access Gates on SR-1

The draft SOP is currently being reviewed by DelDOT. The SOP addresses authorized use of the access gates for OPTICOM-equipped vehicles and responders without OPTICOM (i.e., Fire Police, DSP, etc.). Prior to finalizing the SOP, DelDOT wants to ensure that all of the gates are operating correctly and are appropriately signed for authorized use.

General Comments

Jim Clacher suggested using a different color dot to represent the "decision point" where motorists can choose which route to use.

Jim Paige mentioned that when motorists are stuck in the incident area, possible solutions include backing the traffic up to a crossover or using the shoulder.

Jim Paige reported that in the winter, many accidents occur on the overpasses because of the icy conditions.

Bill Streets requested a map for the 911 Center with the locations of the crossovers and emergency access gates.

Jim Clacher encouraged the group to call the TMC at #77 (cell phone) or 659-2400 if they observe an issue with a traffic signal.

Construct Additional Crossovers on SR-1

Jen Duval presented a map with the GPS (global positioning system) locations of the emergency median crossovers and emergency access gates on SR-1 based on fieldwork and GPS locations. The



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group reviewed the map and identified the location of a crossover missing from the map, north of Black Diamond Road.

Jen also reported that Edwards and Kelcey gave Gene a memo with the estimated cost of a crossover. According to Jim Wormley (DelDOT), the construction cost (not including design) is \$45,000 if there are no utility or environmental constraints. The group discussed the value of constructing new crossovers every mile or so, in a standardized distance to assist emergency responders with predicting where the next crossover will be. Jen reported that Gene would like the group to create a wish list of new crossovers. Edwards and Kelcey will provide an enlarged map with accident data at the next meeting.

Install mile markers every 1/10 of a mile along SR-1

Edwards and Kelcey is drafting a report for DelDOT to support the installation of mile reference markers along their highways. The report will address existing standards (MUTCD¹ and state), benefits, user evaluations, and implementation cost and time estimates. It will include photographs, design specifications, and a list of references.

III. Next Meeting

The August meeting is scheduled for Tuesday August 9, 2005 at 7:00pm at the Delaware City Fire Hall.

Any questions or concerns can be directed to Gene Donaldson at gene.donaldson@state.de.us or (302) 659-2404. Additionally, Edwards and Kelcey is providing consulting support and helping assist DelDOT in coordinating the efforts. Jen Duval can be reached at jduval@ekmail.com / (610) 701-7000.

¹ Manual on Uniform Traffic Control Devices