



**MINUTES OF MEETING**  
**Southern NCC TMT Meeting**  
**October 11, 2005**  
Townsend Fire Hall



**Meeting Date:** October 11, 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>
Bailey	Alice	DSP Troop 9	Alice.j.bailey@state.de.us
Barcus	Patrick	Townsend Fire Company	firefighter269a@aol.com
Carpenter	Dave	NCC OEM	dcarpenter@nccde.org
Clacher	Jim	DelDOT	jim.clacher@state.de.us
Clark	Raymond	Townsend Fire Company	R.Clark@aetnahhl.org
Duval	Jen	Edwards and Kelcey	jduval@ekmail.com
Eide	Brian	Townsend Fire	
Gant	Frank	Odessa Fire Company	
Gillespie	Glenn	DEMA	glenn.gillespie@state.de.us
Goodier	John	Civil Air Patrol	jmgoodier@aol.com
Haines	Dwain	Townsend Fire Company	
Shoemaker	Keith	Station 26	
Wagner	Regis	Edwards and Kelcey	rwagner@ekmail.com
Watson	James	Delaware State Fire Chiefs	kingshimr@aol.com
Weishaupt	Jonathan	DelDOT	jonathan.weishaupt@state.de.us
Wormley	James	DelDOT	Jim.wormley@state.de.us

**Handouts provided during the meeting:**

- Meeting Minutes from September 20, 2005
- Southern NCC TMT Action Item List
- Statewide TMT Action Item List
- Revised SR-1 Detour Maps with intersection blow-ups

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

**I. Opening Remarks**

Jennifer Duval (EK) opened the meeting with a brief welcome and introductions from the meeting attendees. She thanked the Townsend Fire Company for hosting the meeting. Jen asked if there were any comments on the September meeting minutes. No comments were offered.



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**II. Establish a TMT Communications Working Group**

The first meeting is scheduled for October 25, 2005, and members should have received a save-the-date e-mail. If you are interested in serving on this group, please contact Jen Duval at [jduval@ekmail.com](mailto:jduval@ekmail.com) or (610) 701-7000.

**III. Intermediate Reference Location Sign Report**

Jen asked the group if they had any comments on the report. No comments were offered. Jen told the group that they could bring any comments or questions to the next meeting. She also suggested that they write letters of support if they support the concept.

The report can be viewed on the TMT website:

[http://www.deldot.net/static/projects/tmt/pdfs/ref\\_loc\\_signs\\_rpt.pdf](http://www.deldot.net/static/projects/tmt/pdfs/ref_loc_signs_rpt.pdf)

**IV. STATEWIDE ACTION ITEM LIST**

***Improve DelDOT's After-Hours Response***

Jen reported that Edwards and Kelcey is assisting DelDOT with developing options for dealing with this issue, based on the July 7<sup>th</sup> meeting with DelDOT district engineers.

Alice Bailey mentioned that she would like to see some movement on this action item before the winter months, when the bridges freeze. She wants to ensure that there will be prompt attention given to icy road conditions, even if it is after hours.

Regis Wagner (EK) reported that DelDOT has recently installed weather stations that can sense icy conditions and send the information directly to the TMC.

The locations of the weather stations are:

- SR 1 and the C&D Canal Bridge
- US 202 and Naamans Road
- US 40 and DE 896
- US 13 and Rte. 14
- SR 1 and State EOC
- SR 1 and Rte. 16
- Valley Road and Rte. 7
- US 13 and Pinetree Road
- SR 1 and Road 12
- US 113 and Del Rte. 16

Jim Clacher (DelDOT TMC) mentioned that a concern of the TMC is what to do with the data from the weather stations. The information is reported to the TMC and posted on the state intranet, but only those with access can view it. There is an on-going debate of what could be published to the public and what information should stay within the state.



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***Conduct Traffic Control Training***

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***

This item is placed on hold for a few months due to capital budgeting issues.

***Develop Recommendations for "Quick Clearance" Policy***

The I-95 Corridor Coalition Quick Clearance and 'Move It' Best Practices Executive Summary was distributed at the September meeting. Jen told the group that the executive summary will be discussed at a future meeting.

**V. SOUTH NEW CASTLE COUNTY ACTION ITEM LIST**

***Detour Routes***

Regis Wagner provided an overview of the newly improved detour route maps. The maps have been improved to show more information such as an equipment summary box, the location of static detour route signs, and an inset map on selected blow-ups. Regis also explained that a major control point is one in which a live body is needed in order to direct traffic.

**General Comments**

*Detour Route Signage:* Jim Clacher suggested specifying 'north' or 'south' on the static detour signs. He also recommended placing an 'end detour' sign at the terminus of the detour route. Jim added that Gene Donaldson wants to have quick set-up detour signs that could perhaps be kept in nearby sheds and have the ability to attach to existing signs.

*Tolls:* Glenn Gillespie (DEMA) questioned if DelDOT will waive the toll if motorists are forced to go through it along a detour route. Jim Clacher (DelDOT TMC) replied that if motorists are forced through a toll, DelDOT will waive the toll. If motorists are provided with a choice to take a toll or non-toll road, the toll will not be waived. The group suggested having a portable VMS or a manned position at the tollbooth to let people know if the toll is being waived.

*Cameras:* Jim Clacher recommended adding cameras to the maps.

**SR 1 Southbound between Exit 152 and Exit 142**

No comments.



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SR 1 Northbound between Exit 142 and Exit 152

*Control Points Blow-up:* Alice Bailey mentioned that US 13 becomes DE 7 north of Wrangle Hill Road.

*Control Point B:* The group questioned why there is no person shown for this intersection, because two police cars are shown. Regis explained that the police car is just a symbol for a barricade. Jim Clacher told the group that there is a zone of about 25 feet back from a stop sign where there is a loop detector in the road. If possible, he requested that responders either pull behind or in front of the detector so that their vehicles do not interfere with traffic signal timings.

*Control Point E:* Jim Clacher mentioned that it is possible to access SR 1 Northbound from US 13 Southbound, so this access must be coned off, perhaps with an arrow board. He suggested only coning off the relevant portion (not the entire pocket) because of the long length.

SR 1 Southbound between Exit 142 and Exit 136

*Control Point B:* Jim Clacher suggested adding a static detour sign so that motorists do not come off the ramp and try to go straight back onto SR 1 southbound. Dwain Haines mentioned that the turn lane on Pole Bridge Road is actually a straight and turn lane.

*Control Point C:* Jim Clacher suggested adding a static detour sign in the pork chop, where existing signs currently stand. Alice Bailey pointed out that there is a small median missing from this drawing.

*Control Point D:* Regis mentioned that the detour route will be highlighted on the inset map in the future. Frank Gant pointed out that is no right-turn lane on DE 299, just a shoulder.

*Control Points E and F:* Dave Carpenter recommended adding static detour signs both before the light and after the light in the median.

SR 1 Northbound between Exit 136 and Exit 142

*Control Point B:* The group suggested adding a static detour route sign. They also suggested taking the right-most through lane out of DE 299 heading eastbound, to ease the merge with the detoured traffic.

*Control Point C:* The group recommended taking the right lane of DE 299 out because it is actually just the shoulder.

*Control Point D:* The group suggested adding a static detour route sign.

*Control Point E:* Regis mentioned that the detour route will be highlighted on the inset map in the future. Patrick Barcus recommended coning off the right-most through lane on the



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Boyd's Corner side of DE 896 in order to ease the merge of the traffic along the detour route. Dwain Haines pointed out that there are actually double left turn lanes on Pole Bridge Road.

*Control Point F:* The group agreed that a detour sign should be added to SR 1, even though there is a green sign providing direction to SR 1.

*Control Point G:* The group suggested adding an 'end detour' sign at this intersection.

SR 1 Southbound between Exit 136 and Exit 119

*Control Point A:* The text box is incorrect, and the drawing must be turned 180 degrees.

*Control Point D:* The group pointed out that there is no right-turn lane on DE 299, and therefore the detour arrows must be moved over one lane. Jim Clacher recommended coning off the right-most through lane on US 13 southbound in order to ease the merge with the detoured traffic. Frank Gant mentioned that the hill provides a challenge while Alice Bailey added that this is a place where motorists often speed. The group suggested adding a static detour route sign.

*Control Point E:* Dwain Haines suggested removing the barricade. Dave Carpenter recommended adding a comment in the text that the emergency access gate is for getting traffic off only.

*Control Point X:* The Harris Road gate comes before the New Discovery gate, so this drawing should be before Control Point E. Alice Bailey pointed out that 'Del Rte 13' is incorrect and should be 'US 13.'

*Control Point J:* The group mentioned that the right-most lane on US 13 north of the intersection is a right-turn lane. They also pointed out that 'Del Rte 13' should be 'US 13.'

SR 1 Northbound between Exit 119 and Exit 136

*Control Point B:* The road names should be updated to SR 1 and US 13. The group recommended coning off the left-most through lane on US 13 northbound, to ease the traffic merge with the detoured motorists.

*Control Point C:* Frank Gant suggested keeping the traffic straight instead of turning left, and directing it to SR 1 at Pole Bridge Road. The group agreed with this suggestion, which will consequently change the rest of the detour intersections.

***Develop SOP for Use of Access Gates on SR-1***

Jen thanked the group for their comments at the last meeting. She reported that DeIDOT is reviewing a final draft.



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***Construct Additional Crossovers on SR-1***

Jen Duval presented a map with the locations of the emergency median crossovers and emergency access gates on SR-1 as well the proposed new locations for crossovers identified at the August and September meetings. The group did not propose any additional locations.

**VI. Next Meeting**

**The October meeting is scheduled for Tuesday November 8, 2005 at 7:00pm at the Townsend Fire Hall.**

Any questions or concerns can be directed to Gene Donaldson at [gene.donaldson@state.de.us](mailto:gene.donaldson@state.de.us) or (302) 659-2404. 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](mailto:jduval@ekmail.com) / (610) 701-7000.