



**Delaware Bicycle Council
December 4, 2013
DeIDOT Administration Building
Meeting Notes**

Members Present

Walt Bryan, Sussex County Representative
Fran Cardaci, At-Large Representative
Tom Hartley, Kent County Representative
Sgt. George Heberling, DE State Police Representative
James Ireland, DE Greenways Council
Mike Krumrine, DNREC Representative
Mike Tyler, At-Large Representative
Amy Wilburn, Chair & At- Large Representative
James Wilson, At-Large Representative

DeIDOT Support Staff

Anthony Aglio, Bicycle Coordinator DeIDOT
Drew Boyce, Director, Planning
Kari Glanden, Administrative Assistant DeIDOT
Fritz Schranck, Deputy Attorney General DeIDOT

Members Absent

Fred Breukelman, Dept. of Public Health Representative
Tom Felice, DeIDOT Representative
Allison Kirk, Office of Highway Safety
Linda Wolfe, Department of Education
Roger Roy, At-Large Representative
Ted Williams, Council on Transportation

Guests

Mark Alexander, Maintenance & Operations Director, DeIDOT
Jennifer Pinkerton, Chief Materials & Research Engineer, DeIDOT
Jeff Reed, South District Engineer, DeIDOT

The meeting was called to order at 5:15 pm

I. Welcome

Amy Wilburn welcomed the members and guest to the meeting. She introduced Mark Alexander, Maintenance and Operations Director, Jennifer Pinkerton, Chief Materials and Research Engineer and Jeff Reed, South District Engineer all of DelDOT. They are here to discuss Tar and Chip.

Meeting notes from October were reviewed, Walt Bryan made a motion to pass the notes and it was second by Mike Tyler. No one opposed the notes. Motion passed.

II. FEATURED TOPICS

Tar and Chip

Mark Alexander, Maintenance and Operations Director introduced Jennifer Pinkerton, Chief Materials and Research Engineer and Jeff Reed, South District Engineer to the Council. They are all here to address the Tar and Chip concerns out lined by Mike Tyler in his email to Mark Alexander. Jeff Reed is the South District Engineer but also is the head of the surface treatment operation. Jennifer Pinkerton is the head of the Materials and Research Lab including the Paving Section. Mike Tyler brought up the concern of the amount of chips that are put on the roads. Some road sides are two inches thick with chip. The report Mike was provided read that the roads are to be swept after the chip is laid down. Another concern is the weather when the tar and chip is laid down. Mike asked why the tar and chipping is not done when the weather is hot? Mark Alexander replied that the tar and chip operation does begin in the early season and ends in September. Mark Alexander asked the council to send him a list of roads that need to be re-swept up and he would have the roads taken care of.

Jennifer Pinkerton gave a briefing of how the program works and why it is done. Maintain 4450 miles of road. 1100 miles are tar and chip centerline miles. General rule of thumb is if the road has fewer than 500 cars a day it is a tar and chip road. As money becomes available roads are converted from tar and chip to asphalt. The cost to tar and chip is about \$7,000.00 per centerline mile. Two lanes one direction is \$10,000.00. The cost to convert a road over to asphalt is about \$200,000.00 per mile. Asphalt lasts about 12 years. A general sweeping rule is to sweep one week after stone application to allow the cars to seat the stones into the surface. A vacuum street sweeper is what sweeps up the stones. That is then waste material. It was discussed with the council to call in and report roads that need additional sweeping. The gradation is less than 3/8ths of an inch. The stone is not reused on other tar and chip roads for contamination purposes. Amy Wilburn asked if they would keep a rolling list if requests are called in so it is known there are issues on that particular road in the future. Centerline striping and why those roads aren't striped. Traffic section has a policy in place, it is not the surface type that decides if the road will be striped it is based on traffic counts and the width of the road. If the road is 19 feet or more and greater than 500 vehicles a day then it gets striped. The only occasion it is striped not meeting that requirement is if there is a traffic study that warrants the need. The DelDOT.GOV website has an up to date paving and micro

surfacing list that can be found online. Jennifer will also add Tar and Chip to this list so that people can see ahead of time what is up coming. There is also a link to reporting a road condition. My DelDOT will also allow you to set up an account to get up-coming road closure information.

Jeff Reed discussed the list that was sent to him.

1. Chip sealing should be applied in the hottest months not September.

They try not to do treatments in September. There are always things that take place that may delay some roads but the goal is the core months of the summer. The road crew also takes the road temperature to make sure the road is the correct temperature before the treatment is applied.

2. The road repair such as patching and fixing pot holes should occur 6 months in advance of the sealing.

A pot hole can not be left for five and a half months without sealing it. The crew must repair the hole right before the crew comes in to treat the road.

3. Some roads run between asphalt roads and are not asphalt.

DelDOT understands this. The plans for the roads come out of Jennifer's section at \$200,000.00 per mile the cost adds up quickly. It's not good economic sense to pave a road even if it is a short road if the traffic count isn't there.

4. Chip stone goes back to the 1920's.

In the previous paragraph Jen referenced what is used for the gradation.

5. All chip sealed roads must be swept within one or two weeks.

The standard is to sweep the roads within that time frame. Mark Alexander asked for you to report in if there are problem roads and they will address it.

6. This question was skipped.

7. Bicyclists and motorcycle groups want to know what roads are slated to be tar and chipped.

Public Relations gets a report of all the roads being tar and chipped. They get a projected list for what is going to be done the following week and press releases are sent out and posted on the webpage.

Problem areas can also be called into the TMC by using #77 on a cell phone. As soon as you call it in the work order gets sent to the supervisor of the yard.

Christiana Mall Path

Christiana Mall Path was the voted on goal for the DBC and Bike DE to work on for the next year. Anthony was tasked to look at the path and let the council know what they needed to do. Anthony gave a presentation on the path. When Cabela's is completed the connector path will be put back into place. Currently because of the equipment and construction going on it is blocked off. Fritz stated a developer has an option to also purchase part of the country club land. Rt. 58 would then have a road based access to the mall. Then there would be a fully protected bike path to access the mall.

Bob Wheeler Motorist Awareness Video

The Bob Wheeler rough draft of the video is complete. The problem is Wyatt the student who is working on it is having issues getting the video up on You Tube. The school blocks the site so it is hard to get this link up. The video is about 10 minutes long. Amy should have the link by the end of the week. She will send it out to the council for comments. Amy also asked the council to give any donation if they could contribute to give Wyatt a gift for his time that he has worked on this video. The council is unable to pay him for his service and a collection was taken up from the council members.

Goals Review

The goals were passed out to the council for review. Comments are due at the February meeting. Anthony will send out the document and everyone is able to add to the document. Have all comments to Anthony by the end of December and then it will all be brought out to the February meeting.

III. Old Business

Changes to Vulnerable Users Law

Fritz and Bud discussed and both agree that Vulnerable Users is a good law but it has loop holes that need to be addressed. Fritz and Bud will meet again soon to get something together to propose to the council for review. They will word for the law by the February meeting.

Drivers Ed Video

Dean Betts has presented the video and hopes to get official approval to have this added into the Driver's Education curriculum next semester. Amy will have an update at the February meeting.

Microwave Detector at Faulkland Road and 141

There is a microwave detector at Faulkland Road and 141. It works now and is being tested Westbound.

Police Training

Bud plans to put the curriculum power point in the training for new officers that come into the academy.

Variable Message Boards

Amy will check on the status of getting messages on the boards. Bud expressed concern that the boards sit vacant when messages could be put on them for the motorists.

Pave & Rehab List

Amy gave the list out to the council to look over. Anthony went over the list with the council. All the green sections are traffics comments.

Secretary Bhatt List

Some of the intersection projects Mark Luszc was hoping to go forward with and do them this fall. They didn't get done but it will happen in the spring. Amy and Secretary will also go out and look at bad bicycling facilities.

Motion to adjourn the meeting was made by Amy and it was 2nd by Mike Krumrine. No one opposed.

Meeting adjourned @ 7:02 PM