



MINUTES OF MEETING
Southern New Castle County TMT Meeting
June 8, 2010



Meeting Date: June 8, 2010
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	Dwayne.Day@state.de.us
Duckett	Kisha	Orth-Rodgers & Associates, Inc.	kduckett@orth-rodgers.com
Gant	Frank	Odessa Fire Company	fgant@ofc424.com
Littleton	Bruce	Orth-Rodgers & Associates, Inc.	blittleton@orth-rodgers.com
Schmid	Chris	NCC – Emergency Management	CSchmid@nccde.org
Streets	William	NCC – 911 Communications	wfstreets@nccde.org
Subda	John	DeIDOT Traffic - Safety	John.subda@state.de.us
Wallace	Bob	DSP Troop 9	Robert.wallace@state.de.us
Watts	Paul	Volunteer Hose Company of Middletown	pwatts@vhc27.com
Wormley	James	DeIDOT Canal District – Asst. Maint. Eng.	Jim.wormley@state.de.us

Handouts provided during the meeting:

1. Agenda
2. March 9, 2010 New Castle County South Meeting Minutes
3. New Castle County Detours CD

I. Opening Remarks

Dwayne Day (DeIDOT) began the meeting with brief introductions followed by a review of the agenda. The March 9, 2010 New Castle County South TMT meeting minutes were distributed and there were no comments. Bruce Littleton (ORA) then reviewed the US 301 northbound and southbound Level I detour plans highlighting the changes since the last meeting.

II. Detours

Bruce went through each of the detours in both directions of US 301 to show that the changes requested at the March meeting had been made. There was one detour for an incident on US301 NB at Bunker Hill Road that required verification of whether the detour was using a public street or private road. A number of the detours were discussed by the committee. Below are the notes for the detours that were discussed.

- **US301—NB00361-00361-1 At SR 15 (Bunker Hill Road)** – At the previous meeting, the detour presented was to be reviewed to see if traffic could use the roadways that lead from Main Street to Food Lion and beside Taco Bell back onto US 301 opposite Sandhill Drive. The investigation revealed that these are private roadways so they can not be part of the posted detour. The detour was left as originally shown. It was pointed out at the meeting that first responders are not precluded from using these roadways for short duration incidents, but if DeIDOT is dispatched to set up the formal detour, the one on file will be used.



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- **US301—NB00402-00459-1&2 At Peterson Road to South of SR 71** – Since the intersection of Main Street/Broad Street will have issues with tractor trailers turning left from Main onto Broad, the use of Main Street/Broad Street as the posted detour was listed as the second detour. If the second detour is used, when the level III detours are developed, a flagger position will be needed at control point B. The flagger will be used to ensure that southbound traffic on Broad Street stops short of the stop bar to allow for turning tractor trailers. The first detour will utilize Bunker Hill Road and Choptank Road.

DE 301 SOUTHBOUND

- **US301—SB00362-00371-1 South of Sandhill Drive At Casa Drive to North of SR 15 (Bunker Hill Rd)** – Comments were made that the Level III detour plans should show a flagger at control points B and C to prevent vehicles from getting off the detour route.

III. Discussion on next detours to be developed

- The following roadways were identified as the next set of detours to be developed:
 - Route 299 (From US 301 to Delaware Route 9)
 - Old State Road
 - Route 9 (From the Kent County Line to the C&D Canal) - Delaware City and Port Penn may wish to extend the limits further north.
 - Boyd's Corner Road and Pole Bridge Road (US 301 to DE Route 1)
 - Route 71 South of Main Street
 - Route 15

IV. Open Discussion

- The question was asked regarding how many individuals would be dispatched by DelDOT to an incident? John Subda indicated that from his experience he knows that the Canal District typically dispatches 1 to 3 individuals. Once they arrive on the scene, they will make the determination if more resources are needed. If the accident is a fatality or suspected fatality, either John Subda or another Safety staff member will respond to the scene. Dwayne Day indicated that eight trailers have been equipped with signs, sign stands, cones, etc. that are to be a resource to both DelDOT and the fire companies. They should be distributed across the state shortly. The TMC has access to a towing vehicle and the trailers and if the TMC has sufficient staff at the TMC when the call is received, a staff member can be assigned to deliver the trailer, should DelDOT's Maintenance Area Yards not be able to respond quickly.
- The question was asked, at what point should DelDOT be contacted/asked to respond to an incident? As DelDOT's response is coordinated through the TMC, the sooner they know that DelDOT resources are needed and to what extent, the sooner DelDOT responders will arrive on the scene. The fire companies can notify DelDOT TMC either directly, such as through #77 (cell phone), or through the call board. The more specific information that can be relayed to the TMC, the quicker DelDOT can respond with the correct equipment. DelDOT is trying to be more proactive than reactive. In conjunction with the over 100 cameras fed into DelDOT



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and the system sensors that have been activated, DeIDOT is in the process of creating a GIS based mapping system that is a color coded system, updated in real time to show the status of road segments throughout the state. The road segments will be color coded from dark green to light green, light yellow to dark yellow or orange to red to indicate the current level of traffic congestion on that road segment. Dark green will represent a road with no congestion to a dark red road that indicates a highly congested roadway with stop and go traffic. TMC operators will be able to quickly identify congested areas and use nearby cameras to determine what is causing the congestion. This map will ultimately be made available to the general public on DeIDOT's website. Similarly, DeIDOT has purchased/developed software that allows the TMC Operators to receive 911 caller information generated in the New World Computer Aided Dispatch (CAD) directly onto their monitors. The information will soon be available for all three counties. When the TMC operator sees a dispatch that may require DeIDOT assistance they can start the process to dispatch DeIDOT resources, so that when the call comes in to DeIDOT to respond, they will be able to respond quicker as the process will have already been started. If calls are made directly to the TMC (this is allowed/acceptable), it is important for those contacting the TMC to indicate their rank and the fire company/police they represent as well as the severity of the incident so that the TMC operator knows that a response is appropriate. Severity of the incident and helping the dispatchers to know what is needed will increase the level of response and the timeliness of the response.

- An updated version of the New Castle County detour CD was distributed at the meeting and is intended to replace previous versions of the CD. Detours should also be available via DeIDOT's website by next week.

Any questions or concerns can be directed to Gene Donaldson at gene.donaldson@state.de.us. Additionally, ORA is providing consulting support and Bruce Littleton can be reached at blittleton@orth-rodgers.com or (610) 407-9700.

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>