



MINUTES OF MEETING
Kent County TMT Meeting
October 5, 2005
Kent County 911 Center



Meeting Date: October 5, 2005
Location: Kent County 911 Center
Purpose: Kent County Transportation Management Team (TMT) Meeting

List of Committee Members and Meeting Attendees:

| Last Name | First Name | Agency | Email |
|------------|------------|--|--------------------------------|
| Boney | Lester | Dover PD | lboney@doverpd.state.de.us |
| Coulgourne | Tate | Citizens Hose Company | |
| Dempsey | Dickie | Kent Co. EOC | dickie.dempsey@co.kent.de.us |
| Dempsey | William | Kent 911 | |
| Domboski | Mike | Edwards and Kelcey | mdomboski@ekmail.com |
| Donaldson | Gene | DeIDOT TMC | gdonaldson@state.de.us |
| Enbert | John | Citizens' Hose Company | |
| Fantini | Maria | DeIDOT/Central District | maria.fantini@state.de.us |
| Gillespie | Glenn | DEMA | glenn.gillespie@state.de.us |
| Kibler | Lawrence | Civil Air Patrol | lkibler20@comcast.net |
| Lankford | Thomas | DeIDOT/Central District | tom.lankford@state.de.us |
| Marsh | Chris | DeIDOT - TMC | chris.marsh@state.de.us |
| Rains | Mike | KCFP | Mike.reins@state.de.us |
| Strochine | Paul | Dover Fire Company | |
| Wagner | Regis | Edwards and Kelcey | rwager@ekmail.com |
| Walls | Charles | KCFP | mike.rains@state.de.us |
| Weishaupt | Jonathan | DeIDOT - TMC | jonathan.weishaupt@state.de.us |
| Wood | Norman | Smyrna PD | nwood@smyrnepd.state.de.us |
| Zeroles | Joseph | DE Fire Police Assoc. (2nd Vice Pres.) | |

Handouts provided during the meeting:

1. Agenda
2. Meeting Minutes from September 7, 2005
3. Statewide Action Item List
4. Kent County TMT Action Item List
5. SR-1 Detour Maps
6. Quick Clearance and Move it "Best Practices"

I. Opening Remarks

Gene Donaldson (DeIDOT TMC) opened the meeting with introductions from the attendees. Gene asked for comments on the September 7, 2005 meeting minutes. No comments were given. Just a reminder that the TMT program now has a website, which is used to post meeting schedules, minutes, and other relevant documents.

<http://www.deldot.net/static/projects/tmt/>



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II. Statewide Action Item List

Improve DeIDOT's After-Hour Response

Gene Donaldson reported that Edwards and Kelcey is assisting DeIDOT with developing options for dealing with this issue, based on the July 7th meeting with DeIDOT district engineers.

Establish TMT Communications Working Group

Gene stated that a meeting has been scheduled for October 25, 2005 at the DeIDOT Administration Building and members will be receiving an invitation shortly. Anyone interested in being involved in the working group can contact Regis Wagner at (610) 701-7000 or rwagner@ekmail.com.

Conduct Transportation Management Training

Gene explained that he is currently working with Maryland State Highway Administration and the CHART group to gather additional materials for inter-agency transportation management training. Gene reported that the training should begin sometime in the spring

Presentation on DeIDOT Process for Roadway Projects

Gene announced that due to modifications in the Capital Transportation Plan, the meeting for the DeIDOT Process has been temporarily placed on hold.

Quick Clearance Policy

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

Intermediate Reference Location Signs

Gene requested that the TMT committee provide comments on the Intermediate Reference Location Sign report for the October meeting. Gene also asked the TMT committee to write letters in support of Intermediate Reference Location Signs. These letters will be used as part of an overall effort to have intermediate mile markers reinstated by the State.

Spanish Language Aid for Incident Response Booklet

Gene mentioned that he is looking for estimates from the TMT members on how many copies of the Spanish Language Aid for Incident Response Booklets they will need for their particular application. Please come to the November meeting with an estimate of what your need would be.



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III. Kent County Action Item List

Develop Detour Plans for SR-1

Regis Wagner reviewed detours on SR-1 from Exit 104 to Mulberrie Road. The following are comments received from the TMT Committee.

Detour on Northbound SR- 1 between Exit 98 to Exit 104

- Detour accepted by TMT Committee
- Remove minor control on the on/off ramps at Exit 104
- Remove traffic signal in the incident area between Exit 98 and Exit 104
- Add a major control point on the entrance ramp to northbound SR-1 from Little Creek Road
- Change two (2) traffic signals currently representing "not on the system" to "on the system"
- Add a major control point northbound on the Puncheon Run at the on-ramp to northbound SR-1
- Add a major control at US 113 (Bay Road) and the SR-1 northbound on-ramp

Detour on Southbound SR- 1 between Exit 98 to Exit 104

- Detour accepted by TMT Committee
- Remove minor control on the on/off ramps at Exit 104
- Remove traffic signal in the incident area between Exit 98 and Exit 104
- Add a major control point on the entrance ramp to northbound SR-1 from Little Creek Road
- Change two (2) traffic signals currently representing "not on the system" to "on the system"
- Add existing traffic signals to the GIS map at Exit 95/US 113 (Bay Road) and US 113 (Bay Road)/Lafferty Road

Detour on Northbound SR-1 between Exit 95 and Exit 98

- Detour not accepted by TMT Committee
- Northbound Detour will now enter SR-1 at Exit 104
- Remove old detour and control points showing access to northbound SR-1 from North Little Creek Road (Route 8)
- Change Loockerman Street to North Little Creek Road
- Extend incident area down to Exit 95 (Rt. 10 S. Dover)
- Change two (2) traffic signals currently representing "not on the system" to "on the system"
- Add existing traffic signals to the GIS map at Exit 95/US 113 (Bay Road) and US 113 (Bay Road)/Lafferty Road
- Change Delaware Detour Route box to say northbound North of exit 95 to South of Exit 98

Detour on Southbound SR-1 between Exit 98 and Exit 97

- Detour not accepted by TMT Committee
- Two (2) Detour routes will be used
 - Take SR-1 southbound traffic off at Exit 104
 - Take southbound traffic off at Route 8 (North Little Creek Road)
- Add a major control point at top of SR-1 southbound off-ramp/Route 8 (North Little Creek road)
- Change Loockerman Street to North Little Creek Road
- Add existing traffic signals to the GIS map at Exit 95/US 113 (Bay Road) and US 113 (Bay Road)/Lafferty Road
- Detour will now enter southbound SR-1 at the Exit 97 on-ramp
- Remove old detour showing them entering southbound SR-1 from US113/Bay Road



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Detour on Northbound SR-1 between Exit 95 and Exit 97

- Remove entire detour sheet and use the previous northbound detour (Exit 95 and Exit 98)

Detour on Southbound SR-1 between Exit 97 and Exit 95

- Detour not accepted by TMT Committee
 - Two (2) Detour routes will be used
 - Take SR-1 southbound traffic off at Exit 104
 - Take southbound traffic off at Route 8 (North Little Creek Road)
 - Add a major control point at top of SR-1 southbound off-ramp/Route 8 (North Little Creek road)
 - Change Loockerman Street to North Little Creek Road
 - Add existing traffic signals to the GIS map at Exit 95/US 113 (Bay Road) and US 113 (Bay Road)/Lafferty Road
 - Add a major control point at bottom of the southbound Exit 97 on-ramp to SR-1

Detour on Northbound SR-1 between Exit 93 and Exit 95

- Detour accepted by TMT Committee
- Remove the major control point from the end of Exit 98 northbound on-ramp
- Show and identify US 13, Lebanon Road, US 113 (Bay Road) and Puncheon Run Connector and ramps
- Show off-ramp from southbound SR-1 southbound to US 113 and on-ramp to northbound SR-1 from US 113
- Remove traffic signal on SR-9
- Add major control point at Exit 93 on-ramp to northbound SR-1
- Show and identify Tilcom Road
- Add a major control point at Tilcom Road and US113/SR-1

Detour on Southbound SR-1 between Exit 93 and Exit 95

- Detour was not included in packet (add)
- Add new detour that takes southbound traffic off Puncheon Run and continues on US 13 south
- Show and identify US 13, Lebanon Road, US 113 (Bay Road) and Puncheon Run Connector and ramps
- Show off-ramp from southbound SR-1 southbound to US 113 and on-ramp to northbound SR-1 from US 113

Detour on Northbound SR-1 North of SR-9 and South of Exit 93

- Detour accepted by TMT Committee
- Show and identify Tilcom Road
- Add a major control point at Tilcom Road and US113/SR-1
- Remove the traffic signal on SR-9
- Remove the major control point from the end of Exit 98 northbound on-ramp

Detour on Southbound SR-1, South of Exit 93 to North of SR-9

- Detour not accepted by TMT Committee
- Southbound detour exits traffic off at Exit 97, turns right on US 13 North, turns right on Route 10A (State Street), and follows 10A to SR-1
- Add a major control point at Route 10 and Exit 95 (Southbound on-ramp to SR-1)
- Add a major control point at US 113 (Bay Road) and Route 10



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- Show and identify Tilcom Road
- Add a major control point at Tilcom Road and US113/SR-1

Detour on Northbound SR-1, North of Shooters Road to South of SR-9

- Detour accepted by TMT Committee
- Add major control point at Mulberrie Point Road and SR-1
- Add major control point at Shooters Road and SR-1
- Add major control point at Barkers Landing Road and Route 10A (Clapham Road)

Detour on Southbound SR-1, South of SR-9 to North of Shooters Road

- Detour not accepted by TMT Committee
- Southbound detour exits traffic off at Exit 97, turns right on US 13 North, turns right on Route 10A (State Street), and follows 10A to SR-1
- Add a major control point at Route 10 and Exit 95 (Southbound on-ramp to SR-1)
- Add a major control point at US 113 (Bay Road) and Route 10
- Show and identify Tilcom Road
- Add a major control point at Tilcom Road and US113/SR-1

Detour on Northbound SR-1, South of Shooters Road to North of Shooters Road

- Detour accepted by TMT Committee
- Add a major control point at Mulberrie Point Road and SR-1
- Add a major control point at Barkers Landing and SR-1
- Remove the minor control point at US 113 (Bay Road) and Exit 97 northbound on-ramp to SR-1

Detour on Southbound SR-1, South of Shooters Road to North of Shooters Road

- Detour not accepted by TMT Committee
- Southbound detour exits traffic off at Exit 97, turns right on US 13 North, turns right on Route 10A (State Street), and follows 10A to SR-1
- Add major a control point at Kitts Hummock Road and SR-1
- Add major a control point at Barkers Landing and SR-1

Detour on Northbound SR-1 North of Mulberrie Point Road to South of Shooters Road

- Detour accepted by TMT Committee
- Remove the minor control point at US 113 (Bay Road) and Exit 97 northbound on-ramp to SR-1
- Add a major control point at Mulberrie Point Road and SR-1

Detour on Southbound SR-1 South of Shooters Road to North of Mulberrie Point Road

- Detour not accepted by TMT Committee
- Southbound detour exits at Shooters Road goes to Barkers Landing Road, left at Route 10A Clapham and back Road to Southbound SR-1
- Add major a control point at Shooters Road and SR-1
- Add major a control point at Barkers Landing Road and Clapham Road

Develop Kent County Evacuation Plan

Gene mentioned that a meeting was held on Sept 19, 2005 at the Kent County 911 Center. The following is a summary of what took place:



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Tony Clarke (EK) is working with Joe Gavin (USACE) on inundation maps and evacuation times for Kent County. Mr. Clarke and Mike DuRoss (DelDOT) are currently in the process of developing an evacuation model for Kent County. Mr. Clarke is working with Bill Lee on a GIS map that shows the locations of police, fire, etc. in Kent County.

Following the meeting, the draft KC Annex was updated and a revised copy (dated Sept 28, 2005) was e-mailed to Allen Metheny and copied to Trish Faust on Sept 29, 2005.

Traffic Studies

Construct Additional "Crossovers" Along SR-1

A meeting on additional crossovers for Kent County was held prior to the TMT meeting. Regis Wagner provided the group with display boards and reviewed the existing crossovers, as well as the desired sites of crossovers along SR1 proposed by the S.N.C. TMT group. The following are the group's suggestions for additional crossovers on SR-1 in Kent County:

- Near Clark Farm Road
- Near Smyrna Rest Area
- One (1) every mile after Crossover 17 (near Route 8) along the limited access portion of SR-1. This is estimated to be four (4) proposed crossovers near the Air Force Base area

IV. Next Meeting

The next meeting will occur on November 2, 2005 at 7:00 pm at the Kent County 911 Center.