



MINUTES OF MEETING
Kent County TMT Meeting
January 6, 2010



Meeting Date: January 6, 2010
Location: Kent County 911 Center
Purpose: Kent County TMT Meeting

List of Meeting Attendees:

| Last Name | First Name | Agency | Email |
|------------------|-------------------|-------------------------------------|--|
| Bryson | William | Camden Police | William.bryson@cj.state.de.us |
| Day | Dwayne | DelDOT –TMC | Dwayne.Day@state.de.us |
| Donaldson | Gene | DelDOT – TMC | gene.donaldson@state.de.us |
| Duckett | Kisha | Orth-Rodgers & Assoc., Inc. | kduckett@orth-rodgers.com |
| Gillespie | Glenn | DEMA | Glenn.gillespie@state.de.us |
| Maloney | Eric | Civil Air Patrol | ericmaloney@comcast.net |
| Marecki | Edward | DSP – KENTCOM | Edward.Marecki@state.de.us |
| Nagyiski | Gerald | DelDOT/Safety | gerald.nagyiski@state.de.us |
| Schwab | Richard | Citizens Hose, Kent Co. Fire Police | Sch573@atlanticbb.net |
| Scott | Robert | City of Dover Police | robert.scott@CJ.State.de.us |
| Toulson | Richard | Orth-Rodgers & Assoc., Inc. | rtoulson@ce.net |
| Walls | Charles | Kent Co. Fire Police | Swalls315@peoplepc.com |

Handouts provided during the meeting:

1. Agenda
2. November 4, 2009 Kent County Meeting Minutes

I. Opening Remarks

Gene Donaldson (DelDOT) began the meeting with brief introductions followed by a review of the agenda. The November 4, 2009 Kent County TMT meeting minutes were distributed and there were no comments. Gene explained that the main purpose of the meeting was to review the east-west high priority detour routes. He turned the meeting over to Kisha Duckett and Rich Toulson.

II. Review Level I Detour Control Plans for DE 6, DE 8, DE 10, DE 14, DE 300

Kisha reviewed the changes made since the last meeting to the five high priority east/west detour routes. She indicated that these detours would still need to be field checked to create the Level III or traffic control point detailed plans.

No comments were received regarding the DE 6, DE 300, DE 10, or DE 14 detours. The following comments were received on the DE 8 detours:



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DE 8 BOTH DIRECTIONS

- **DE8---BD00618-00630-1** From At DE 44 to West of Pearsons Corner Rd – This detour will need to be field checked to be sure that trucks can negotiate the detour.
- **DE8---BD01307-01331-1** From At Kings Highway to At Park Drive– Revise detour to use State Street to Loockerman Street to US 13 to DE 8.

III. Review Level III Detour Control Plans for DE 1 NB and DE 1 SB

Rich Toulson reviewed new Level III detour control plans along DE 1 NB and SB in Kent County.

DE 1 NORTHBOUND

- **DE1---NB04896-04962-1H** US Route 13 & Puncheon Run Connector Control Point H– The signal at this location is on system, and the question was asked as to whether or not DeIDOT would be able to adjust the timings from the TMC. It was indicated that the timing on US Route 13 can be adjusted by the TMC.
- **DE1---NB04734-04896-1A** State Route 1 and Frederica Road (SR 12) Control Point A – Control for the southbound right turn traffic needs to be provided. Add additional cones to the control point plan to make a tight radius around the curve.
- **DE1---NB04734-04895-1C** State Route 1 and Frederica Road (SR 12) Control Point C – There is a stop sign located at the intersection that needs to be added to the plan.

DE 1 SOUTHBOUND

- **DE1---SB04896-04992-1C** Canterbury Road and Irish Hill Road Control Point C – There is a flashing red beacon at this location that needs to be added to the plan. Make the adjustment on both the northbound and southbound detour plans.
- **DE1---SB04896-04992-1F** Frederica Road and DE Route 1 Control Point F – Add the yield sign at this location and show that the right lane is taken.
- **DE1---SB04733-04895-1A** Frederica Road and DE Route 1 Control Point A – The comment was made that a vehicle or other means of blocking off the roadway is definitely needed at this location.
- **DE1---SB04733-04895-1C** State Route 1 and Frederica Road (SR 12) Control Point C – add a yield sign at this location. The question was asked about access to Route 1 northbound. Access to Route 1 northbound is closed off forcing everyone to continue south.
- **DE1---SB04692-04732-1** South of Frederica Road to North of Tub Mill Road – Add the standard “contraflow” text next to the detour line on the Level I map.
- **DE1---SB04692-04732-1A** DE1 and Frederica Road Control Point A – Move the flagger currently shown on the detour plans to the other side of the orange cones. Add a DeIDOT truck



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where the three cones are currently shown on Frederica Road. Add an additional person directing traffic on Frederica Road as well. The question was asked about what will happen to northbound traffic on Frederica Road. The suggestion was made to consider adding a control point at Isle C Road for anyone not living directly in Frederica.

- **DE1---SB04692-04732-1B DE 1 and Tub Mill Pond Road** – Add an additional northbound arrow board along DE 1 Route for the left turn lane. Add a person directing traffic in the crossover area along Route 1. Rich Toulson also suggested that since we are forcing all traffic coming out of Tub Mill Pond Road to go south that we create some sort of pork chop island (possibly with cones).
- **DE1---SB04691-04691-1C DE1 and X-Over South of Tub Mill Pond Road Control Point C** – DelDOT has an existing southbound message board that could be shown on this plan. Please add.
- **DE1---SB04529-04690-1C Tub Mill Pond Road and Old Cemetary Road Control Point C**– Can the person directing traffic be removed from this location as very little traffic travels down Old Cemetary Road? The flagger is there to assist the detoured southbound traffic in making a left turn onto Cemetary Road, not to control traffic on Cemetary Road.
- **DE1---SB04529-04690-1D DE1 and Old Cemetary Road Control Point D** – Add an arrow panel SB with the right lane drop.
- **DE1---SB04513-04528-1 At Old Cemetary Road to At Cicada Lane** – Control point B is shown in orange as a minor control point on the Level I map. We discussed making the detours consistent between the previous drawings and the new drawings. Gene mentioned that if we decide to use different colors for the control points instead of them representing major and minor control points they could possibly signify the use of signs vs. a person directing traffic. It was decided to change the detour plans to show all control points in green and eliminate the major and minor control point distinction. The use of signs and persons directing traffic will be apparent when clicking on the Level III's.
- **DE1---SB04513-04528-1C Tub Mill Pond Road and Old Cemetary Road Control Point C** – Do you need to add a person directing traffic or a vehicle to block access to Old Cemetary Road? This will be field checked.
- **DE1---SB04513-04528-1D Tub Mill Pond Road and Blue Jay Lane Control Point D** – The comment was made to field check the signing at this location. Following the meeting, the intersection was field checked. There is no striping on the roadways at this intersection and the signing (yield and stop signs) is correct as shown on the detour plan.
- **DE1---SB04513-04528-1E DE1 and New Wharf /Tub Mill Pond Road Control Point E** – The comment was made that access to the three auto dealerships in the area will still need to be provided. The location of the arrow panel along the detour will also need to be field checked to make sure there is not a sight distance issue on southbound DE Route 1 and that access to the dealerships are not impacted.
- **DE1---SB04358-04512-1A DE Route 1 and Cicada Lane Control Point A** – We are shutting down the crossover and left turn lane for northbound traffic onto Old Cemetary Road, however, the southbound U-Turn will be permitted.



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- **DE1----SB04358-04512-1B Connelly Road and Cicada Lane** – The DelDOT truck can be removed at the intersection of Cicada Lane and Connelly Road as Connelly looks like a subdivision street and not a road back to US 113.
 - **DE1----SB04358-04512-1E DE 1 and New Wharf/Tub Mill Pond Road** – Discussion took place on the use of covered stop signs at this detour location. Gene noted that we should start putting this type of notation at other locations where we believe the signs should be covered.

IV. Open Discussion

- When will SR 36 be completed? We will obtain and distribute that information to the group.
- If there is an incident where there are several control points, fire police will probably be sent to the scene first even before a call reaches the TMC (an “all hands on deck” approach).
- If possible at this type of intersection, fire police is preferred.
- What are the rules for a flagger at a signal or traffic control device. Rich Toulson and Jerry (DelDOT) mentioned that DelDOT flaggers are instructed to flag in concert with the signal or traffic control (according to the MUTCD). Typical behavior is also to wave individuals through the stop signs. Dover PD subsequently provided that information, a copy has been attached,

V. Next Steps

- It was mentioned that Gene or Rich may want to attend the fire police meeting the first Tuesday of February (Feb. 2nd in Magnolia?) as well as the Fire Chief’s meeting the second Wednesday of February (Feb. 10th in Marydel?).

There was no additional discussion on other topics.

We believe the foregoing minutes to be an accurate summary of the meeting and related decisions.

Any questions or concerns can be directed to Gene Donaldson at gene.donaldson@state.de.us or (302) 659-4601. Additionally, ORA is providing consulting support and Bruce Littleton can be reached at blittleton@orth-rodgers.com or (215) 735-1932. Revisions to the minutes can be emailed to Kisha Duckett at kduckett@orth-rodgers.com

TMT Website: <http://www.deldot.gov/information/projects/tmt>