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Meeting Minutes

Meeting Location	Volunteer Hose Company of Middletown	Minutes No.	1516/SNCC-1
Meeting Date/Time	February 8, 2011 7:00 – 8:30 PM	Client	Delaware Department of Transportation
Issue Date	February 16, 2011	Type	<input checked="" type="checkbox"/> Meeting <input type="checkbox"/> Conf. Call
Subject	South New Castle County TMT Meeting	Project	Transportation Management Team Program
Prepared By	Derek Voight	Project No	Jacobs E3X36701

	Attendees	Organization	Telephone	Email Address
<input checked="" type="checkbox"/>	Dwayne Day	DeIDOT /TMC	302-659-4604	Dwayne.Day@state.de.us
<input checked="" type="checkbox"/>	Gene Donaldson	DeIDOT / TMC	302-659-4601	Gene.Donaldson@state.de.us
<input checked="" type="checkbox"/>	Jennifer Duval	Jacobs	610-701-7000	jennifer.duval@jacobs.com
<input checked="" type="checkbox"/>	Megan Gould	Jacobs	215-355-3577	megan.gould@jacobs.com
<input checked="" type="checkbox"/>	Phillip Grazela	DeIDOT/DTC	302-576-6033	phil.grazela@state.de.us
<input checked="" type="checkbox"/>	Alan Marteney	Century Engineering	302-734-9188	amarteney@centuryeng.com
<input checked="" type="checkbox"/>	Joseph Mulford	DSP - RECOM	302-395-8220	joseph.mulford@state.de.us
<input checked="" type="checkbox"/>	Charles Nichols	Volunteer Hose Company	302-378-1948	eng6ff@verizon.net
<input checked="" type="checkbox"/>	Edward Schiavi	DSP – Troop 9	302-378-5218	edward.schiavi@state.de.us
<input checked="" type="checkbox"/>	Derek Voight	Jacobs	610-701-7000	derek.voight@jacobs.com
<input checked="" type="checkbox"/>	Leonard Wallace III	Townsend Fire Company	302-378-8111	rescuecapt26@aol.com
<input checked="" type="checkbox"/>	Adam Weiser	DeIDOT Safety	302-659-4073	adam.weiser@state.de.us

Item	Comments	Responsible Party/Action	Date Due
1.	<p><u>Purpose</u></p> <p>This was a rescheduled meeting of the South New Castle County TMT. The regularly scheduled January 11, 2011 meeting was cancelled due to snow. Agenda items included: review of October 12, 2010 South New Castle County TMT Meeting Minutes, a project update on the US 301 project and a presentation on the Delaware Strategic Highway Safety Plan. Additional updates were provided on DeIDOT's snow emergency plan, the planning of a SNCC detour authentication tabletop exercise, the pilot towing program, and crossovers.</p> <p>Gene Donaldson (DeIDOT) started the meeting with a round of introductions.</p>	None	None
2.	<p><u>Review of October 12, 2010 South New Castle County Meeting Minutes</u></p> <p>The minutes of the October 12, 2010 South New Castle County TMT Meeting were accepted without comment.</p>	Jacobs will finalize minutes	ASAP

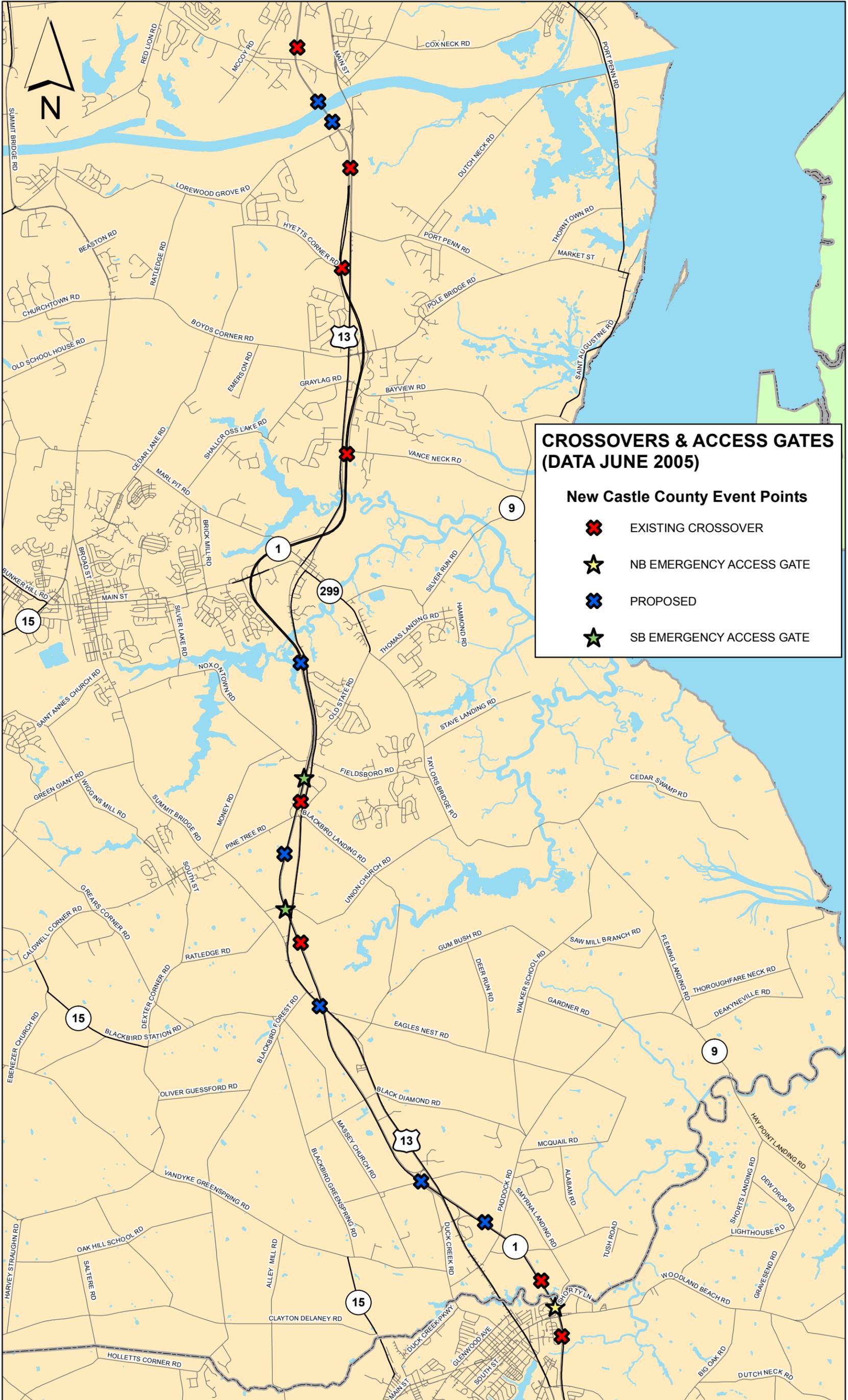
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3.	<p><u>Project Update: US 301</u></p> <p>Alan Marteney (US 301 General Engineering Contractor/Century Engineering) presented the US 301 project. In addition to highlighting the considerations made for emergency responder's access, Alan explained the construction sequencing, contract sections, planned detours, and construction schedule. The transportation management plan, detailing access restrictions and closures during various stages of construction, was developed in close concert with local emergency responders to ensure that emergency services will not be adversely impacted. Detours for planned construction closures will be communicated to area emergency services providers well in advance of implementation.</p> <p>Of particular note to the TMT members was the emergency access and crossover scheme that is planned for the proposed roadway configuration. The planned crossovers locations were selected based on guidelines detailed in <u>AASHTO A Policy on Geometric Design of Highways & Streets</u> which states:</p> <p><i>To avoid extreme adverse travel for emergency and law enforcement vehicles, emergency crossovers on rural freeways are normally provided where interchange spacing exceeds 5 miles. Between interchanges, emergency crossovers are spaced at 3 to 4 mile intervals. ...Emergency crossovers generally should not be located closer than 1,500 ft. to the end of a speed change taper of a ramp or to any structure. Crossovers should be located only where above minimum stopping sight distance is provided and preferably should not be located on superelevated curves.</i></p> <p>The planned crossovers and interchanges for emergency access are:</p> <ul style="list-style-type: none"> • From Sassafras Road (MD) to crossover at MD State Line; a distance of 2.5 miles. • Crossover at MD State Line to South Middletown Interchange; a distance of 2.5 miles. • South Middletown Interchange to North Middletown Interchange; a distance of 3.2 miles with a crossover at 1.5 miles. • North Middletown Interchange to Jamison Corner Road Interchange; a distance 3.9 miles with a crossover at 1.2 miles. • Jamison Corner Road Interchange to US 301 ramp split at SR-1; a distance of 1.5 miles with no crossover. • US 301 NB at ramp split to SR-1 NB; a distance of 0.8 miles without a crossover. • SR-1 NB to SR-1 existing median crossover; a distance of 1.7 miles. <p>In addition, an opticom-controlled, emergency access gate will be constructed on the south side of DE 896 for access to SB US 301. A crossover located 1.0 mile to the south of the emergency access</p>		

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	<p>gate will provide access to northbound side of US 301.</p> <p>Gene Donaldson added that there is a significant Intelligent Transportation Systems (ITS) deployment planned for the finished roadway, including: Variable Speed Limit (VSL) signs, Closed Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS) and weather monitoring stations. These assets will assist in incident detection and response efforts along US 301.</p> <p>The following questions were raised by the group:</p> <ul style="list-style-type: none"> • Does the DE 896 emergency access gate only provide southbound access to US 301? Can a northbound emergency access gate be installed? The emergency access gate on DE 896 only provides southbound access to US 301; however, there is a crossover installed 1 mile south of the emergency access gate. This crossover would be used in conjunction with the emergency access gate to achieve northbound access. • What is the closest crossover or entrance available to access US 301 northbound because Odessa Fire Station will need access northbound? One option is to use the emergency access gate on the south side of DE 896 to access US 301 southbound and then access the crossover 1.0 mile south of this to travel northbound. The second option is to access US 301 at Jamison’s Corner. • Are there plans to install cable barrier along the median? There are no current plans to install this type of barrier as the median is 54 feet wide. • Will there be toll collection on US 301? Yes, there will be unstaffed toll collection booths on the northbound serving ramps at the three mainline interchanges, similar to the ones currently on SR-1 in South Smyrna. Additionally, there will be a mainline toll plaza between the state line and the South Middletown Interchange. • Charles Nichols, Volunteer Hose Company, requested a map of the crossovers being installed. Alan Marteney’s presentation including the crossover maps will be made available to the group on DeIDOT TMT Website. • When is construction scheduled to start? Construction is expected to begin in the spring of 2012 and expected to run through 2016 <p>For additional information please see the US 301 presentation attached to these meeting minutes.</p>	<p>Jacobs attach presentation to meeting minutes</p>	<p>At release of minutes</p>
<p>4.</p>	<p><u>Presentation: Delaware Strategic Highway Safety Plan</u></p> <p>Adam Weiser (DeIDOT) presented the Delaware Strategic Highway Safety Plan (DSHSP) to the group. The DSHSP was developed through coordination with a core group, including National Highway</p>		

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	<p>Transportation Safety Administration, Federal Highway Administration, DelDOT, Delaware Office of Highway Safety, Delaware State Police, Delaware Office of Emergency Medical Services, and the Delaware Department of Justice. The DSHSP's mission statement is "The Delaware Strategic Highway Safety Plan: Toward Zero Deaths." The plan aims to eliminate fatalities on Delaware's roadways through a multi-agency approach that utilizes education, enforcement, engineering, and emergency service strategies. Their vision statement states that the goal of the DSHSP is to reduce the rate of fatalities to 1.0 per 100 million vehicle miles traveled per year by 2018.</p> <p>The DSHSP uses state, region, and local crash data to establish 11 statewide emphasis areas which aim to make Delaware's roadways safer. The emphasis areas are:</p> <ol style="list-style-type: none"> 1. Reducing the frequency and severity of roadway departure crashes. 2. Curbing aggressive driving. 3. Increasing seatbelt usage. 4. Reducing impaired driving. 5. Improving the design and operation of highway intersections. 6. Making walking and street crossing safer. 7. Improving motorcycle safety and increasing motorcycle awareness. 8. Sustaining proficiency in older drivers. 9. Making heavy vehicle travel safer. 10. Designing safer work zones. 11. Improving traffic records. <p>The emphasis areas were prioritized based on crash data (listed in priority order).</p> <p>Gene Donaldson added that it is important to reduce all crashes, not just fatalities.</p> <p>The following questions were raised by the group in response to the DSHSP presentation:</p> <ul style="list-style-type: none"> • What impact has the texting ban had on crashes/fatalities? With the texting ban going into effect on January 2, 2011 it is still too soon to tell. However, distracted driving did account for a significant amount of crashes in previous years so the expectation is that the ban will help reduce crashes/fatalities. More will be known about this once a few years of data is available. <p>For additional information regarding the DSHSP please see the DSHSP presentation attached to these meeting minutes.</p>	<p>Jacobs attach presentation to meeting minutes</p>	<p>At release of minutes</p>
<p>5.</p>	<p><u>Other Updates</u> <i>Snow Plan</i></p>		

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	<p>Jen Duval briefed the group regarding the progress on the snow emergency plan. The plan is National Incident Management System (NIMS) compliant and documents the operations of the TMC and DeIDOT as a whole during a snow emergency. DeIDOT Maintenance Districts and Delaware Transit Corporation/DART have their own plans for dealing with snow and other emergencies, which are being incorporated into the snow plan. Gene Donaldson added that he has been working with the Delaware Fire School to learn how they can improve their operations in the snow.</p> <p><i>Pilot Detour Tabletop Exercise</i></p> <p>With the recent success of the Pilot Detour Tabletop Exercise with Magnolia and Little Creek Fire in October, 2010, there is interest in expanding these exercises to the remainder of the TMT groups across the state. The Pilot Detour Tabletop Exercise was designed to test the process of detour activation in response to a roadway incident. The recent exercise proved to be a valuable learning experience to all involved. Jen Duval asked the group if any fire companies are interested in hosting the exercise in SNCC. Charles Nichols (Volunteer Hose Company of Middletown) indicated that he would check with the chief to see if they would be interested in participating in the exercise and follow up with Jen via email/phone.</p> <p><i>Pilot Towing Program</i></p> <p>Gene Donaldson briefed the group on the progress of the Pilot Towing Program. The program is a joint effort between DeIDOT and Delaware State Police (DSP) to share in the responsibility of the stickering and towing abandoned vehicles from the roadsides. This program will start in a pilot form along I-95 and I-495. With strong support from DSP Majors McQueen and Simpson, the program is expected to be rolled out statewide soon after the pilot period. The first planning meeting regarding the pilot period with the Delaware State Police has been scheduled for February 22. More information will be relayed as the program develops.</p> <p><i>Crossovers</i></p> <p>Jen Duval briefed the group on an on-going crossover investigation that Jacobs is performing. She distributed a map of existing and proposed crossover locations in New Castle County, developed with the TMTs back in 2005 and requested input. She added that Jacobs recently attended a field investigation with Jim Watson to document some issues that were advanced to him from various fire chiefs throughout New Castle County. Jacobs is in the process of examining these concerns in relation to existing policies and guidelines relating to crossovers. More information will be relayed to the TMTs as it develops.</p>	<p>None</p> <p>Jacobs will follow up Volunteer Hose Co. regarding their possible involvement</p> <p>None</p> <p>The TMT will review the crossover map and provide comments to Jacobs</p>	<p>None</p> <p>On-going</p> <p>None</p> <p>ASAP</p>
<p>6.</p>	<p><u>Open Discussion</u></p> <p>Gene Donaldson and Jen Duval asked the group if they were interested in the after actions discussions of recent incidents. The group expressed interest in after actions discussions however could not readily recall an incident for discussion. Should a future incident</p>	<p>None</p>	<p>None</p>

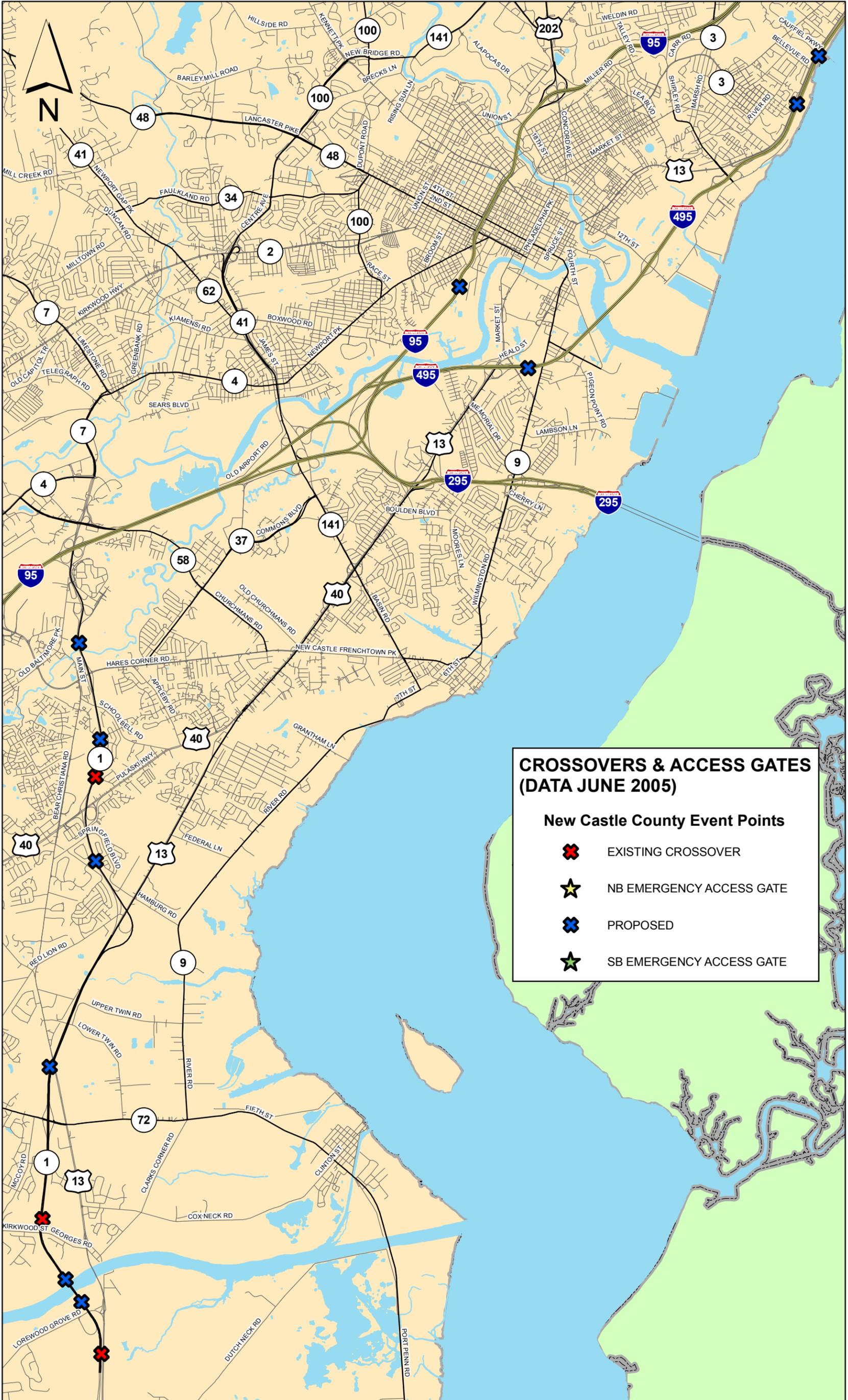
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	<p>warrant discussion at a TMT the members were encouraged to email Gene Donaldson or Jen Duval. Should the group want any other items added to an upcoming meeting agenda they should contact Jen Duval or Derek Voight.</p> <p>Jen Duval suggested that a topic for the next meeting could be a project update on the Jamison Corner Road project. The group agreed, and added that the Cedar Lane Culvert Project will also have an impact on the general area and would be another project to consider for a project update.</p>	<p>Jacobs to contact Barry Benton on Cedar Lane Project</p>	<p>ASAP</p>
<p>7.</p>	<p><u>Next Meeting</u></p> <p>The next scheduled meeting of the South New Castle TMT is April 12, 2011 at the Volunteer Hose Company of Middletown. This follows the typical schedule of the 2nd Tuesday, every third month (from the cancelled January 11, 2011 meeting).</p>	<p>None</p>	<p>None</p>



**CROSSOVERS & ACCESS GATES
(DATA JUNE 2005)**

New Castle County Event Points

-  EXISTING CROSSOVER
-  NB EMERGENCY ACCESS GATE
-  PROPOSED
-  SB EMERGENCY ACCESS GATE



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