



**MINUTES OF MEETING**  
**Central Sussex TMT Meeting**  
**August 17, 2005**  
 Ellendale Fire Hall



**Meeting Date:** August 17, 2005  
**Location:** Ellendale Fire Hall  
**Purpose:** Central Sussex Transportation Management Team (TMT) Meeting

**List of Meeting Attendees:**

<u>Last Name</u>	<u>First Name</u>	<u>Agency</u>	<u>Email Address</u>
Bare	Fred	Gumboro Fire Company	
Bare	John	Frankford Fire Company	
Clausen	Ralph	Georgetown Fire Company	
DeFord	Frank	Sussex Co. Fire Police Assoc. (Pres.)	
Donaldson	Gene	DeIDOT TMC	gene.donaldson@state.de.us
Duval	Jen	Edwards and Kelcey	jduval@ekmail.com
Eckman	Robert	Selbyville Fire Company	
Hamilton	Andrew	Ellendale Fire Co. & Wadkins Towing	aham75@comcast.net
Knowles	Warren	Civil Air Patrol	warren_knowles@hotmail.com
Madara	Ken	Station 88	
Marsh	Chris	DeIDOT/TMC	chris.marsh@state.de.us
Moore, Jr.	Rowland	Ellendale Fire Company	
Reed	Jeffrey	DeIDOT	jeff.reed@state.de.us
Smith	Brian	Gumboro Fire Company	
Strickland	Jim	DEMA	jim.strickland@state.de.us
Toulson	Richard	DeIDOT and SCVRA	richard.toulson@state.de.us
Wagner	Regis	Edwards and Kelcey	Rwagner@ekmail.com
Weishaupt	Jonathan	DeIDOT/TMC	jonathan.weishaupt@state.de.us
Winstead	Tim	DSP	Timothy.winstead@state.de.us

**Handouts provided during the meeting:**

- July 20, 2005 Meeting Minutes
- Central Sussex TMT Action Item List
- Statewide TMT Action Item List
- Proposed List of Members for the Communications Working Group
- Intermediate Reference Location Signs Report
- Sample Detour Route Map
- Sussex County Transportation Map
- Sussex County Evacuation Map

**I. Opening Remarks**

Gene Donaldson opened the meeting with a brief welcome and introductions from the meeting attendees. Gene asked if there were any comments on the July meeting minutes. No comments were made.



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**II. Establish a TMT Communications Working Group**

Gene Donaldson distributed a list of potential members for the Communications Working Group and asked for input. Anyone interested in being involved in the working group can contact Jen at (610) 701-7000 or [jduval@ekmail.com](mailto:jduval@ekmail.com). The first meeting is anticipated for October 2005.

**III. Intermediate Reference Location Sign Report**

Jennifer Duval (EK) provided an overview of the “Intermediate Reference Location Signs” report. The report discusses the benefits of RLS, examples of other states’ RLS, sign costs, and recommendations for Delaware. The report can be viewed on the TMT website:  
[http://www.deldot.net/static/projects/tmt/pdfs/ref\\_loc\\_signs\\_rpt.pdf](http://www.deldot.net/static/projects/tmt/pdfs/ref_loc_signs_rpt.pdf)

Gene encouraged the group to read the report and bring any comments to the next meeting. Gene would like to include letters of support in the appendix of the final report. Gene requested that the TMT committee members write and submit a letter of recommendation at the next meeting.

Jeff Reed (DelDOT) mentioned that from a maintenance perspective, there are already a lot of roadway signs to mow the grass around. He suggested that the existing road signs be utilized if possible for any new installation of intermediate reference location signs.

Warren Knowles (CAP) inquired if DelDOT has enough money to install intermediate reference location signs. Gene Donaldson responded that most of the federal money available requires a match (twenty cents on every dollar). Gene said that he will try to work the concept through the DelDOT system, and that letters of support would be helpful.

**IV. Statewide Action Item List**

***Statewide: Improve DelDOT’s After-Hours Response***

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

***Statewide: Conduct Traffic Control Training***

Gene Donaldson is currently working with MD State Highway and the CHART group to gather additional materials for inter-agency transportation management training.

***Statewide: Presentation on the DelDOT Process for Roadway Projects***

This item is placed on hold for a few months due to capital budgeting issues.

***Statewide: Develop Recommendations for “Quick Clearance” Policy***

There is an executive summary for the I-95 Corridor Coalition Quick Clearance Report scheduled for release after Labor Day. Once available, this will be distributed to all TMT groups for review.



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**V. Open Discussion on the Central Sussex County Action Items List**

Gene provided an update on the Traffic Study Request process. Based on input from the TMT groups, requests to examine traffic signal problems or high accident intersections are recorded on a Traffic Study Request form and assigned a tracking number. Gene shares the Traffic Study Request forms with Tom Meyer of the Traffic Studies group at DelDOT. Tom will provide a monthly progress report that will in turn be shared with the TMT groups.

Gene reported that the intersection of US 9 and S329 (Whaley's Corner Road) is now under stop and go control as of August 15, 2005 (action item #12). Gene requested that the group review the action item list and asked if anyone had any questions or concerns. No concerns were mentioned.

**VI. Evacuation Map / Detour Routes Discussion**

***Detour Route Map Discussion***

Gene Donaldson stated that his goal is to have a statewide book of major detour routes. He added that the Maryland State Highway has a detour route book that is a good example. Gene plans to attend the next meeting on this topic with the Maryland State Highway in Ocean City next week.

Regis Wagner (EK) provided an overview of the detour routes map format, using Kent County as an example. He emphasized that these are draft and encouraged the group to provide comments. Each detour route map shows the incident area, control points, and a primary and secondary detour route. Additionally, the maps show exits, crossovers, and emergency access gate locations. Maps also include enlargements of critical control points in order to provide more detail.

Regis stated that the next level of detail with the detour route maps is to show the location of equipment and personnel on the enlargements. Additionally, traffic signals both on and off the system will be shown along with VMS boards and CCTV.

Jeff Reed (DelDOT) asked when all of the traffic signals will be controlled by the TMC. Gene responded that a little over half of all the signals are currently on the system (since 2000), and he estimated that all of the signals would be on the system within five years. Jeff cautioned that including the signals (and whether they are on or off the system) on the static maps could quickly lead to out-of-date maps, due to the dynamic nature of signal control. He stated that adding this information could clutter the maps, adding another layer to be deciphered by the responders using the maps. Gene responded that his goal is to eventually have a web-based system where responders could download the updated detour maps at any time.

Andy Hamilton (Ellendale Fire) suggested that the signals might not matter if there are people at the intersections directing traffic. Gene replied that signal timings are changed by the TMC all the time and that the TMC has been doing it for beach traffic all summer. Gene added that traffic signals are powerful tools to move traffic because motorists respond to signals better than they respond to people trying to direct traffic.



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*Evacuation Map Discussion*

Gene told the group that he met with the Eastern Sussex TMT group last week to begin work on the evacuation planning. The group divided the evacuation areas into thirds:

- North Ocean City and Fenwick Island
- South of Indian River including Bethany Beach and DE-26
- Dewey Beach, Rehoboth Beach, and Lewes

He would like to discuss the evacuation plan with Central Sussex tonight, and then discuss the detour routes at the joint Central and Eastern Sussex TMT meeting in September.

Gene summarized the Ocean City, Maryland evacuation plan as follows:

- Traffic north of Route 90 is directed to Delaware
- Traffic at the Route 90 bridge is directed to either US 113 or US 50
- Traffic on US 113 can use US 50 or can remain on US 113 northbound

Gene stated that Virginia's evacuation plan directs all traffic north of the Bay Bridge Tunnel north. Traffic south of the US 113/US 13 merge in Maryland will be directed to use US 13.

Ralph Clausen (Georgetown Fire) suggested using cones along evacuation routes as a way to allow motorists to use the shoulder as a driving lane. Gene warned that this could lead to fender benders, which could result in additional accidents and delay.

Gene asked the group if there are any problematic "critical points" along the evacuation routes. The group mentioned the Ditch Bridge as the first critical point. They added that the Millsboro/Dagsboro area is a critical point, as it will experience congestion from the traffic merging from DE-26, DE-54, Ocean City, and Virginia. While DE-26 is a straight shot, there is a lot of development going in that could contribute to the congestion. Another critical point along the evacuation routes is the circle in Georgetown. Ralph Clausen suggested closing South Bedford Street in Georgetown as a possible way to manage the circle. Other critical points include: the intersection of DE-404 and US-113; the two traffic lights in Milton along DE-16; and the merge of US 113 and SR-1 in Milford.

Andy Hamilton suggested that all traffic between DE-5 and DE-30 be directed north on DE-5, all the way to DE-16. He added that traffic located east of SR-1 should be directed north on SR-1 while traffic west of SR-1 should be directed to the closest route (other than SR-1) north. The group agreed that if traffic from SR-1 is not allowed to use US-9, then it will be easier to move traffic north on DE-5 and DE-30.

Captain Tim Winstead (DSP) asked if there is a computer program that will assign evacuation routes based on population projections and road condition inputs. Gene said that he could add volume and capacity data, however only so much traffic can be moved in a single lane.



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The group agreed that in the real world, not everyone will evacuate before it is too late. Gene suggested that at some point people might have to be evacuated vertically (to tall buildings). He added that Delaware has never been hit with a major hurricane. During recent heavy rains, DE-54 flooded and was unusable. In the case of a hurricane, DE-54 would be gone.

Gene asked the group for suggestions on what to do if motorists are stuck in traffic when a major storm actually hits. Gene offered that one idea is to put people and their cars in semi-protected areas such as parking lots. Warren Knowles (CAP) suggested parking cars together in the median and letting them wait out the storm. Gene replied that there might be flying debris they would need to be careful of. Andy Hamilton added that he was in Florida during Hurricane Francis, during which I-95 was completely clear of traffic, but the trees along it were being uprooted.

The group acknowledged that during an actual storm, there will not be many resources available, equipment (cones/barricades) may not hold up, and signals may go down as a result of heavy winds.

**VII. Next Meeting**

**The September meeting is scheduled for Wednesday, September 21, 2005 at 7:00pm at the Ellendale Fire Hall. It will be a joint meeting with both the Eastern Sussex TMT and Central Sussex TMT groups.**

Any questions or concerns can be directed to Gene Donaldson at [gene.donaldson@state.de.us](mailto:gene.donaldson@state.de.us) or (302) 659-2404. Additionally, Edwards and Kelcey is providing consulting support and helping assist DelDOT in coordinating the efforts. Jen Duval can be reached at [jduval@ekmail.com](mailto:jduval@ekmail.com) / (610) 701-7000.

TMT Website:

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