



MINUTES OF MEETING
Central Sussex TMT Meeting
November 16, 2005
 Ellendale Fire Hall



Meeting Date: November 16, 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	
Clacher	Jim	DeIDOT TMC	jim.clacher@state.de.us
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	
Evans	Jeffrey	Millsboro Fire Company	duckindogg@yahoo.com
Hufnagle	Lou	Edwards and Kelcey	lhufnagle@ekmail.com
Knowles	Warren	Civil Air Patrol	warren_knowles@hotmail.com
Moore, Jr.	Rowland	Ellendale Fire Company	rmoore75@comcast.net
Reed	Jeffrey	DeIDOT	jeff.reed@state.de.us
Strickland	Jim	DEMA	jim.strickland@state.de.us
Wagner	Regis	Edwards and Kelcey	rwagner@ekmail.com
Wallace	Lauren	CAP Sussex	lwal216904@aol.com
Ward	Richard	Millsboro Fire/Del State Fire Marshall	richard.ward@state.de.us
Weishaupt	Jonathan	DeIDOT/TMC	jonathan.weishaupt@state.de.us
Winstead	Tim	DSP	timothy.winstead@state.de.us

Handouts provided during the meeting:

1. October 19th Meeting Minutes
2. Statewide TMT Action Item List
3. Central Sussex County TMT Action Item List
4. Sussex County Evacuation Routes and Shelters Map
5. Sussex County Signals and CCTV Map (with evacuation routes)
6. ACE – Sussex County Inundation Map
7. Evacuation Route Intersection Diagrams

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 October meeting minutes. No comments were made.



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II. Open Discussion on the Statewide Action Item List

Statewide: Improve DelDOT's After-Hour Response

Gene announced that he had a productive meeting in New Castle. It was originally intended to be a 15-minute overview however it lasted approximately one hour due to the response from the group. Edwards and Kelcey is conducting ongoing analysis with Jim Clacher (DelDOT) by reviewing incident response data and analysis strategies.

Statewide: Establish TMT Communications Working Group

Gene mentioned the next meeting is scheduled for November 29th at 10:00 am at the TMC. The goals of this group include establishment of communication standards, improvement of statewide communications, understanding and documentation of the communication processes, and improvement of Computer Aided Dispatch (CAD) interface.

Statewide: Conduct Transportation Management Training

A class is currently being organized for the State Police. Topics covered in this training include detour routes, standard operating procedures, and communication procedures.

Statewide: Develop Recommendations for "Quick Clearance" Policy

Gene briefly discussed the "Quick Clearance Policy" and explained how it is different from how people were once instructed years ago. At one time drivers were instructed to wait until police arrived at the scene of the accident to move their vehicles however that philosophy changing. In accidents where no injuries occur, drivers could move their damaged vehicles out of the roadway on their own to minimize the impact on the transportation network. Gene added that one of the complications of this policy is that this is not a uniform law in all states. Some states have implemented this program however others have not, and an out of state driver may not understand this policy in many instances. Establishing Delaware's "Quick Clearance" policy will be more closely looked at by the group in the future. For now the focus will remain on the evacuations plans.

Statewide: Spanish Language Aid for Incident Response Booklets

Gene updated the status of where this booklet stands in the publications process. Gene is working with the state of Maryland to have 2000 copies printed with DelDOT and FHWA emblems on the cover. This document is currently out to bid for new printing costs.

III. Central Sussex County Action Items List

There were no changes to the status of this list and the group passed over this agenda item in order to focus on the evacuation routes.



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IV. Evacuation Routes Discussion

Regis Wagner began the discussion and stated that revisions were made to the diagrams based on feedback from last month's discussions. For each intersection, Regis detailed how the intersection will function in times of evacuation. The following intersections were reviewed:

US 113 and DE 54: DE 54 westbound is blocked off and all traffic is diverted north on US 113. US 113 northbound maintains a steady flow of traffic

US 113 and DE 26 along with DE 20 and DE 26:

Jim Clacher noted that there is a stop-controlled intersection that will need a person to attend to at this location during times of evacuation. US 113 southbound cannot access DE 26 eastbound, US 113 northbound may continue north or turn east, but will not be able to access DE 26 westbound.

US 113 and DE 24 & DE 30:

Gene noted that this intersection will need two DelDOT trucks. Jeff Evans pointed out that this is a busy commercial area with a "Super Wawa" adding to the amount of personnel at this location. Vehicles traveling westbound on DE 24 must go northbound on US 113 at this intersection.

US 113 and DE 20:

Westbound traffic on DE 20 must go northbound at the intersection of US 113. Gene noted that this intersection requires a DelDOT truck.

Georgetown Circle (US 9 Market Street at Bedford Street):

Jeff Reed expressed concern about delivery trucks and their ability to navigate the circle with the evacuation restrictions and suggested removing the cones on US 9. Now all traffic traveling westbound on DE 9 must travel northbound on Bedford Street and follow this to US 113.

US 113 and US 9:

At the intersection of US 9 and US 113, US 9 traffic can continue westbound or travel northbound on US 113.

US 113 and Bridgeville Road/Seashore Highway DE 404 & DE 18:

Gene noted that this will require two DelDOT trucks as well as two police officers. Frank DeFord recommended that a Dynamic Message Sign (DMS) be included here. Westbound traffic on Bridgeville Road must travel northbound on US 113 at this intersection.

US 13 and DE 16:

Gene suggested taking a closer look at DE 40 as an evacuation alternative. This intersection will require police presence. Westbound traffic on DE 16 has the option to continue westbound on DE 16 or travel northbound on US 113.

SR 1 and DE 54:

All SR 1 traffic both northbound and southbound must take DE 54 westbound at this intersection.



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SR 1 and DE 26:

All traffic on SR 1 both northbound and southbound must take DE 26 westbound at this intersection. SR 1 southbound cannot access DE 360. Gene added that even with the restrictions placed upon this intersection, local traffic should have no problems accessing the local road network.

SR 1 and DE 24:

Access to DE 24 from SR 1 will be blocked off and traffic must continue northbound.

SR 1 and US 9 (Five Points):

Gene explained how this intersection will require rovers due to its complexity. SR 1 northbound traffic must continue northbound. US 9 westbound must take SR 1 northbound and cannot continue traveling westbound at this intersection.

SR 1 and DE 16: Gene explained how the primary goal of this location is to keep SR 1 traffic moving in a northbound direction without interruption. DE 16 eastbound must take SR 1 southbound at this intersection in order to keep the traffic in motion on SR 1 northbound.

SR 1 and DE 5: The group expressed concern about this location's proximity to the bridge. Lanes are slightly shifted on SR 1 as DE 5 eastbound merges on to SR 1 northbound.

SR 1 and DE 30: Gene provided some alterations to this evacuation route to keep traffic moving on SR 1 northbound. Jeff Reed also suggests using a VMS at this location.

Gene stated that in times of tropical storm/hurricane conditions, early evacuation is extremely important. Once winds reach a sustained speed of 40 mph, traffic pylons and other equipment will no longer be effective and must be gathered and put away or else they will blow away. If the storm has sustained winds of 40 mph, it is expected that wind gusts can reach 60-80 mph.

Gene also stated that the situation facing Delaware and Maryland beaches during hurricanes and tropical storms greatly differs from the situation that faced those who were affected by the catastrophic events that devastated the Gulf over the summer of 2005. In Delaware and Maryland, evacuations would consist of moving vacationers while in the Gulf, it mostly consisted of permanent residents.

V. Next Meeting

There is no December meeting. There will be a joint meeting with the Eastern and Western Sussex TMT groups at the Millsboro Fire Station (109 East State Street) on January 18th at 7:00 pm.

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

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