



MINUTES OF MEETING
Joint Eastern/Central Sussex TMT Meeting
September 21, 2005
 Ellendale Fire Hall



Meeting Date: September 21, 2005
Location: Ellendale Fire Hall
Purpose: Joint Eastern/Central Sussex 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	
Calloway	Brian	Millsboro Police Department	bcalloway@millsboropd.state.de.us
Clausen	Ralph	Georgetown Fire Company	
DeFelice	Marc	Gumboro Fire Company	
DeFord	Frank	Sussex Co. Fire Police Assoc. (Pres.)	
Domboski	Mike	Edwards and Kelcey	mdomboski@ekmail.com
Donaldson	Gene	DelDOT TMC	gene.donaldson@state.de.us
Duval	Jen	Edwards and Kelcey	jduval@ekmail.com
Eckman	Robert	Selbyville Fire Company	
Justice	Greg	Gumboro Fire Company	
Knowles	Warren	Civil Air Patrol	warren_knowles@hotmail.com
Mackert	Sam	Dewey Beach Police Department	smackert@deweybeachpd.state.de.us
Madara	Ken	Station 88	
Moore, Jr.	Rowland	Ellendale Fire Company	
Reed	Jeffrey	DelDOT	jeff.reed@state.de.us
Saville	Garland	Millville Fire Company	garsaville@aol.com
Smith	Brian	Gumboro Fire Company	
Smith	Richard	DelDOT	
Thomas	Joe	Sussex EOC	jthomas@sussexcountyde.gov
Toulson	Richard	DelDOT and SCVRA	richard.toulson@state.de.us
Turner	Jamie	DEMA	jamie.turner@state.de.us
Wallace	Lauren	Civil Air Patrol	Lwal216904@aol.com
Webb	Tim	Dewey Beach Police	
Willey	Roger	DSP Troop 7	Roger.willey@state.de.us

Handouts provided during the meeting:

1. Central Sussex County TMT August 17, 2005 Meeting Minutes
2. Eastern Sussex County TMT August 10, 2005 Meeting Minutes
3. Statewide TMT Action Item List
4. Central Sussex County TMT Action Item List
5. Eastern Sussex County TMT Action Item List
6. Sussex County Evacuation Routes and Shelters Map
7. Sussex County Transportation Map
8. ACE – Sussex County Inundation Map



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9. Sussex County Evacuation Regions Map
 10. I-95 Corridor Coalition Quick Clearance and 'Move It' Best Practices Executive Summary

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 August meeting minutes. No comments were made.

II. Establish a TMT Communications Working Group

The first meeting is scheduled for October 25, 2005, and members will receive an invitation shortly.

III. Intermediate Reference Location Sign Report

Gene encouraged the group to read the report if they haven't already done so, and to provide him with any comments or letters of support. Gene would like to receive comments or letters by the end of the month.

The report can be viewed on the TMT website:

http://www.deldot.net/static/projects/tmt/pdfs/ref_loc_signs_rpt.pdf

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 7th 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

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.



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V. Evacuation Map / Detour Routes Discussion

Gene Donaldson showed the group examples of the detour route maps that the other TMT groups are working on. There are three levels of maps: general detour routes, control points, and detailed intersection blow-ups. Gene expressed that the goal of this group is to create plans to the same level of detail along the evacuation routes.

Gene reviewed the agreed upon evacuation routes discussed at the August Eastern Sussex meeting:

- Traffic north of Ocean City and Fenwick Island should use SR-54, although Gene noted that he doesn't see sending traffic on SR-54 west of US-113, because motorists could get easily lost.
- Traffic in Bethany Beach south of the Indian River Inlet will use DE-26. All traffic located east of SR-1 in Rehoboth and Dewey Beaches will use SR-1 north to evacuate.
- US-113 is a critical route for the traffic located east of US-113. There is not much development west of US-113.

There is a big issue in Milford because there are delays with the merge. Gene mentioned that he took out one lane on SR-1 bypass on the July 4th weekend. He reported that this was a good solution, however, it takes a lot of traffic control to pull it off.

Gene shared the inundation map with the group and explained the concept of storm surge. A storm surge is a high flood of water caused by wind and low pressure, most commonly associated with hurricanes. He emphasized that it is critical to evacuate all places that are prone to flooding.

Maryland and Virginia

Maryland State Highway is working on the Ocean City and Delmarva evacuation plan. The Ocean City plan sends traffic to Route 90. Route 90 will undergo contra-flow, with traffic moving in a westward only. All traffic south of Route 90 will be directed to US-50 for evacuation. The 'unofficial' route that some locals may choose to go is along DE-54. Gene noted it is critical to understand the traffic movement of the beach traffic.

The Virginia plan directs all traffic north of the Bay Bridge Tunnel in Norfolk to go north. All traffic will be directed to either US-50 or US-113. Once in Maryland, the Virginia traffic south of the US-13/US-113 split will take US-13.



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Open Discussion

Ralph Clausen suggested using Route 40 between DE-404 and DE-16. Rowland Moore cautioned that the traffic could pile up on US-13. Frank Deford suggested reserving Route 40 as a back up in case there is an accident.

Jamie Turner expressed the necessity of evacuating before wind speeds hit 35 miles per hour. He suggested breaking the evacuation into increments. This has worked successfully in other states. He added that in Mississippi, he has seen damage from a category 3 storm 80 miles inland.

Gene reported that SR-54, SR-26, SR-16, and US-9 can all handle approximately 1200 to 1500 vehicles per hour.

Rich Toulson suggested that there comes a point when the traffic needs to be cut off. For example, when DE-404 in Georgetown cannot handle any more traffic, it will need to be shut off. It is imperative to balance the load throughout the road system. Gene mentioned that he has been metering traffic on the weekends, and this method could be used to facilitate an evacuation smoothly.

Gene mentioned that several areas are at sea level (Fenwick Island, Ocean City). When rain bands hit, sections of the evacuation roadway system could be washed out, far in advance of an actual hurricane hitting. Gene suggested having contingency plans for when part of the system is lost.

Jeff Reed asked how many lanes are open on the Bay Bridge. Gene replied that there are three lanes open, which can handle about 3600 vehicles per hour. Jeff inquired as to how to handle the traffic from Maryland and Virginia once the bridge is stacked. Gene said it is critical to get information to Maryland and Virginia as soon as possible once it is known that the system is failing.

Gene mentioned that after Labor Day, the tourist/beach population significantly drops. There are far less people to move in September and October.

Lauren Wallace asked if the ferries at Henlopen play a role in evacuation. Gene replied that they are taken out of service and moved.

Both the Milton and Georgetown areas consist mostly of permanent residents so there may not be a lot of evacuation movement in the case of a category 1 or 2 storm.

There are capacity limitations at the intersection of DE-24 and US-113 so adding more traffic to this area would be a bad idea.

Garland Saville expressed concern that there hasn't been any discussion of upgrading the roads in Fenwick Island or Bethany Beach, and there aren't any alternatives. There are going to be 4000 more homes in Millville and 2000 more north of Millville so road upgrades are necessary.



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If there is a problem on DE-16, a possible detour is to use Route 353, which ends up in Frankford.

Gene mentioned that on the current evacuation plan, all routes basically keep motorists straight until US-13. He thinks this is a mistake, and that some traffic should turn right (north) prior to arriving at US-13.

Frank Deford inquired as to whether the evacuation routes would be published on the internet or television once completed. Gene replied that once the group finalizes the evacuation plan, the plans should be distributed to homeowners and renters.

VI. Next Meeting

The October meetings are scheduled as follows:

Eastern Sussex is scheduled for Wednesday, October 12th at 7:00 pm at Lewes Fire Hall. This group will discuss critical intersections along SR-1.

Central Sussex is scheduled for Wednesday, October 19th at 7:00pm at the Ellendale Fire Hall. This group will discuss critical intersections along US-113.

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 DelDOT in coordinating the efforts. Mike Domboski and Jen Duval can be reached at mdomboski@ekmail.com / (610) 701-7000 and jduval@ekmail.com / (610) 701-7000, respectively.

TMT Website:

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