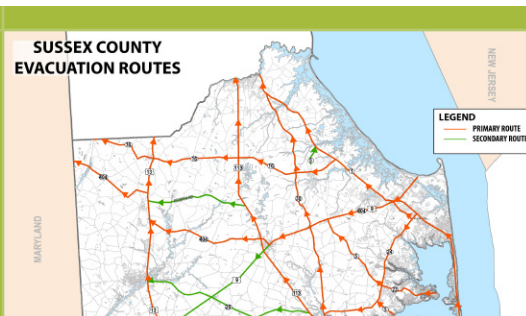




SUSSEX COUNTY

ALL HAZARDS EVACUATION ANNEX

FEBRUARY 2023



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TRANSPORTATION INCIDENT AND EVENT MANAGEMENT PLAN

SUSSEX COUNTY ALL HAZARDS EVACUATION PLAN

This plan is maintained at DelDOT's Transportation Management Center (TMC). For more information, please contact DelDOT's Emergency Management Planner at the TMC at:

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I. Acronyms

ASIS	American Society of Industrial Safety	HES	Hurricane Evacuation Study
CAP	Civil Air Patrol	IDA	Initial Damage Assessment
CHART	Coordinated Highways Action Response Team	JIC	Joint Information Center
CMC	Crisis Management Center	MAP	Motorist Assistance Patrol
CP	Command Post	MOMS	Maximum of Maximums
DelDOT	Delaware Department of Transportation	MOU	Memorandum of Understanding
DEMA	Delaware Emergency Management Agency	MUTCD	Manual on Uniform Traffic Control Devices
DEOP	Delaware Emergency Operations Plan	NCHRP	National Cooperative Highway Research Program
DETF	Delmarva Emergency Task Force	NHC	National Hurricane Center
DGS	Delaware Geological Survey	NIMS	National Incident Management System
DHSS/DSS	Department of Health and Social Services/Division of Social Services	NRF	National Response Framework
DMV	Department of Motor Vehicles	NWS	National Weather Service
DNG	Delaware National Guard	OSC	Operations Support Center
DNREC	Department of Natural Resources and Environmental Control	PIO	Public Information Officer
DoEd	Department of Education	POC	Point of Contact
DSP	Delaware State Police	RACES	Radio Amateurs Civil Emergency System
DSWA	Delaware Solid Waste Authority	ROC	Regional Operations Center
DTC	Delaware Transit Corporation	SAR	Search and Rescue
DVFA	Delaware Volunteer Firefighter's Association	SERT	State Emergency Response Team
EAS	Emergency Alert System	SITREPS	Situation Reports
EMA	Emergency Management Agency	SLOSH	Sea, Lake, & Overland Surges from Hurricanes
EMS	Emergency Medical Service	SOC	Statewide Operations Center
EOC	Emergency Operations Center	TCC	Traffic Control Center
EOP	Emergency Operations Plan	TIEMP	Transportation Incident and Event Management Plan
ERT	Emergency Response Team	TMC	Transportation Management Center
ERU	Emergency Response Unit	TMT	Transportation Management Team
ESC	Emergency Support Coordinator	TOC	Traffic Operations Center
FAST	Field Assessment Team	USDOT	United States Department of Transportation
FEMA	Federal Emergency Management Agency	USACE	United States Army Corps of Engineers

FHWA	Federal Highway Administration	WMD	Weapon of Mass Destruction
HAZMAT	Hazardous Material		

II. Introduction

This Annex primarily focuses on tidal inundation incidents and events that may affect Sussex County, including hurricanes, nor'easters, coastal storms, tidal or storm surges, and heavy rains. However, it may be applied to other events that may require mass evacuation (e.g., terrorist actions). Approximately ninety percent of Delaware's coastal storm flood-vulnerable housing units (Category 2 hurricane) are in Sussex County making the County vulnerable to flooding and potential coastal storm damage. As a result, this plan describes a concept of operations to manage the transportation system and assist the Sussex County population deemed most "at risk" to the effects of tidal inundation from a hurricane or coastal storm to escape the effects of the storm. The procedures outlined here are the minimum actions that will be required from the Delaware Department of Transportation (DelDOT) to include the Transportation Management Center (TMC)/Transportation Solutions Division, Maintenance and Operations Division, Motor Vehicle Division (Tolls) and the Delaware Transit Corporation (DTC) to manage the transportation system in the event of a planned or unplanned event or incident that threatens the residents of Sussex County. This plan also incorporates the coordination and support that is required by other agencies in support of the DelDOT efforts to include the Delaware State Police (DSP), Delaware Department of Natural Resources and Environmental Control (DNREC), Delaware Emergency Management Agency (DEMA), Delaware Volunteer Firefighter's Association (DVFA), Sussex County Emergency Operations Center, Civil Air Patrol (CAP), local law enforcement and fire companies as well as other agencies as needed in the event that an evacuation of the area is necessary due to a hazardous event.

III. National Incident Management System Compliance

The National Incident Management System (NIMS) created a standard system for all levels of government to work together to prepare for and respond to incidents.

According to the National Cooperative Highway Research Program NCHRP Report 525 – Surface Transportation Security, Volume 16: A Guide to Emergency Response Planning for State Transportation Agencies, this plan is NIMS compliant as it follows all recommendations, including:

- Incorporating NIMS and national Response Framework (NRF) components, principles, and policies, to include preparation, response, equipment, and corrective actions.
- Applying common and consistent terminology as used in NIMS, including establishment of plain language communication standards.
- Including preparedness organizations and elected and appointed officials in its development.

This plan is written to be NIMS compliant, that is, it reflects all phases of the emergency management cycle depicted in Figure SC-1 below.



Figure SC-1: Emergency Management Cycle

A. Purpose

It is the intent of this annex to demonstrate how DelDOT, DelDOT's Traffic Management Center (TMC) and other state and local agencies which make up the Sussex County TMT will work together to manage the transportation system and protect life and property during an incident or event that threatens Sussex County.

B. Transportation Management Team (TMT)

As defined in the Transportation Incident and Event Management Plan (TIEMP), the TMT is a dynamic group that will work together with DelDOT's TMC – not only for planning purposes, but also for field operations – to support the management of incidents and events that impact the transportation system. The Sussex County TMT will be in charge of establishing communication, response, resource, and responsibility procedures and guidelines for Sussex County. They will make joint decisions along with the TMC on responding to the incident or event. If necessary, the TMC will establish a remote TMC to facilitate working with the Sussex County TMT agencies during an incident or event that impacts the transportation system.

C. Situation

Sussex County is in the southern portion of Delaware with a resident population of approximately 247,527 people (94,223 household) according to the 2021 US Census Bureau¹. The population greatly increases during the Summer months as the coastal beaches located in Sussex County are a significant focus of Delaware's tourist industry. A large percentage of hotel/motel units and campgrounds are in or near Sussex County coastal storm vulnerable areas. The traffic demand is highly contingent on year-round residents, seasonal occupancy of tourists and seasonal residents will require more time to evacuate during peak occupancy than during times of low occupancy. There are also many off-season events which can elevate the population that might need to evacuate during an emergency and these events should be considered when estimating the number of evacuating vehicles.

As part of the 2021 Delaware Hurricane Evacuation Study Part III: Transportation Analysis Study, 96 different scenarios have been modeled under various conditions and inputs using their RtePM (Real time evacuation planning model) modeling tool. The scenarios provide estimated evacuation times under various scenarios to include Delaware counties without background traffic as well as scenarios with background traffic from folks evacuating from Virginia and Maryland using DelMarVa routes. These scenarios also look at other characteristics such as:

- Phased evacuations vs simultaneous evacuations
- Evacuation zones that have the need to evacuate
- The intensity of the storm and its path
- Expected inundation levels

The transportation analysis includes a summary of the range of clearance times based on two evacuating scenarios to include Delaware only evacuating and the entire Delmarva Peninsula (Delaware, Maryland,

¹ <https://www.census.gov/quickfacts/sussexcountydelaware>

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and Virginia) evacuating simultaneously based on evacuation participation rates with the high rate representing 100% participation. The results are shown in table SC-1 below.

	Low Participation Rates	Medium Participation Rates	High Participation Rates
Delaware Only	12 – 27 hours	17 – 27 hours	28 – 38 hours
Delmarva Peninsula	33 – 51 hours	41 – 59 hours	54 – 74 hours

Table SC-1: Range of Clearance times by Participation Rate

The evacuation clearance times for Delaware are based on various factors to include the resident population, seasonally occupied residential unit population and the total of both by Delaware county for each evacuation zone classification (A-D and inland) as shown in table SC-2 below. The seasonal tourist units such as campground, hotel, and motel occupancy rates are shown in table SC-3 below and The evacuations zones A thru D for Sussex county are identified in figure SC-2 below.

County	Evacuation Zone	Projected 2020 Population	Seasonally Occupied Residential Unit Population*	2020 Population + Seasonally Occupied Residential Unit Population
New Castle	A	39,362	201	39,563
	B	13,213	28	13,241
	C	10,828	16	10,844
	D	17,687	201	17,888
	Inland	483,690	3,017	486,707
	Total	564,780	3,464	568,244
Kent	A	24,736	429	25,165
	B	8,946	36	8,983
	C	6,107	47	6,154
	D	26,645	108	26,753
	Inland	112,216	742	112,958
	Total	178,650	1,362	180,012
Sussex	A	56,530	77,113	133,643
	B	15,329	5,859	21,188
	C	23,201	7,468	30,669
	D	15,659	4,812	20,472
	Inland	123,630	7,243	130,873
	Total	234,350	102,495	336,845
State of Delaware		977,780	107,321	1,085,101

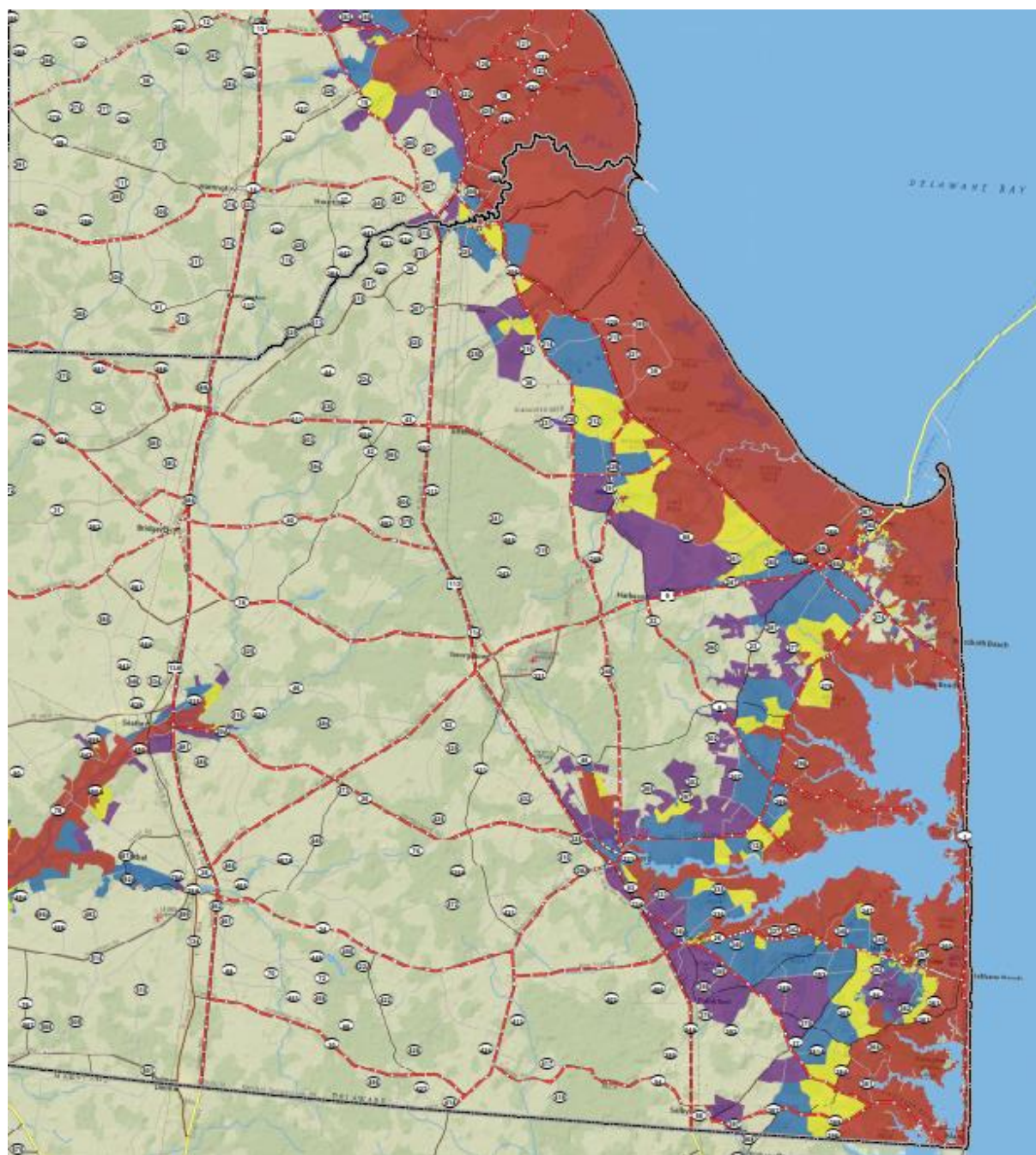
*Seasonally occupied residential units do not include hotel, motel, or campground visitors.

Table SC-2: Population by Delaware County and Evacuation Zone

County	Evacuation Zone	Seasonal Tourist Units (Hotel, Motel, and Campground) 100% Occupancy Rate	Seasonal Tourist Units (Hotel, Motel, and Campground) with Applied Occupancy Rate
New Castle	A	502	341
	B	6	4
	C	0	0
	D	4	3
	Total	512	348
Kent	A	217	148
	B	13	9
	C	19	13
	D	1,104	751
	Total	1,353	921
Sussex	A	9,208	7,366
	B	775	620
	C	224	179
	D	258	206
	Total	10,465	8,371
Delaware		12,330	9,640

Table SC-3: Seasonal Tourist units per Evacuation Zone

The conclusions for evacuation clearance times under various scenarios mentioned in the 2021 Delaware Hurricane Evacuation Study Part 3: Transportation Analysis can be found in HURREVAC under Evacuation Zones. All three parts of the Delaware Hurricane Study can be found in the Hurrevac library under Delaware/HES. The evacuation zones as defined in the Delaware Hurricane Evacuation Study Vulnerability Report (2021) are shown below in Figure SC-2.



Evacuation Zone

- | | |
|--|--|
| Evacuation Zone A | Evacuation Zone C |
| Evacuation Zone B | Evacuation Zone D |

- Evacuation Route
- County Boundary

Figure SC- 2: Sussex County Evacuation Zones

The 2021 Delaware Hurricane Evacuation Study also includes some general evacuation planning considerations, many of which Delaware already does, to include:

- Movement of evacuating vehicles during a hurricane evacuation requires extensive traffic control efforts to make the maximum use of the roadway capacity and to expedite a safe escape from tropical storm hazards. Directing resources to areas identified as potential congestion bottlenecks may help alleviate congestion.
- If possible, arrangements should be made with tow truck operators to be pre-positioned along key travel corridors and critical roadway facilities, such as bridges.
- State and counties should consider developing a GIS based dashboard for statewide evacuation and sheltering, including a system to include traffic flow at key locations, reports of traffic events, and shelter and hotel availability to the general public as they evacuate.
- Coordination through the Delmarva Emergency Task Force should continue with data sharing and collaboration with communication strategies and other best practices.
- High elevation bridges must be monitored for wind vulnerability because sustained tropical storm force winds will arrive earlier on these structures than at ground level; trucks, RVs and other high-profile vehicles will be especially vulnerable to these conditions.
- Coordination should occur with hotels, motels, and campgrounds regarding evacuating the seasonal visitor population earlier than the permanent population. Accounting for the information identified and summarized in the Hurricane Evacuation Study, the state and local emergency management officials should consider potential pre-evacuation policies.
- Appropriate signage and coordination should occur, especially in areas of construction projects, to communicate evacuation routes or any change due to roadway projects.

D. Hazards & Critical Infrastructure

Sussex County is vulnerable to 22 of the hazards defined by the federal government with flooding and hurricanes being the most prevalent. Exacerbating this vulnerability is the fact that coastal beaches are a significant focus of Delaware's tourist industry; a large percentage of hotel/motel units are located in or near Sussex County coastal storm vulnerable areas. The table below lists the potential hazards that could occur in Delaware.

Natural	Technological	Human Caused
Disease outbreak	Airplane crash	Civil disturbance
Drought	Dam/levee failure	Cyber incidents
Earthquake	Hazardous materials release	Sabotage
Epidemic	Power failure	School and workplace violence
Flood	Radiological release	Terrorist acts
Hurricane	Train derailment	
Tornado	Urban conflagration	
Tsunami		
Wildfire		
Winter storm		

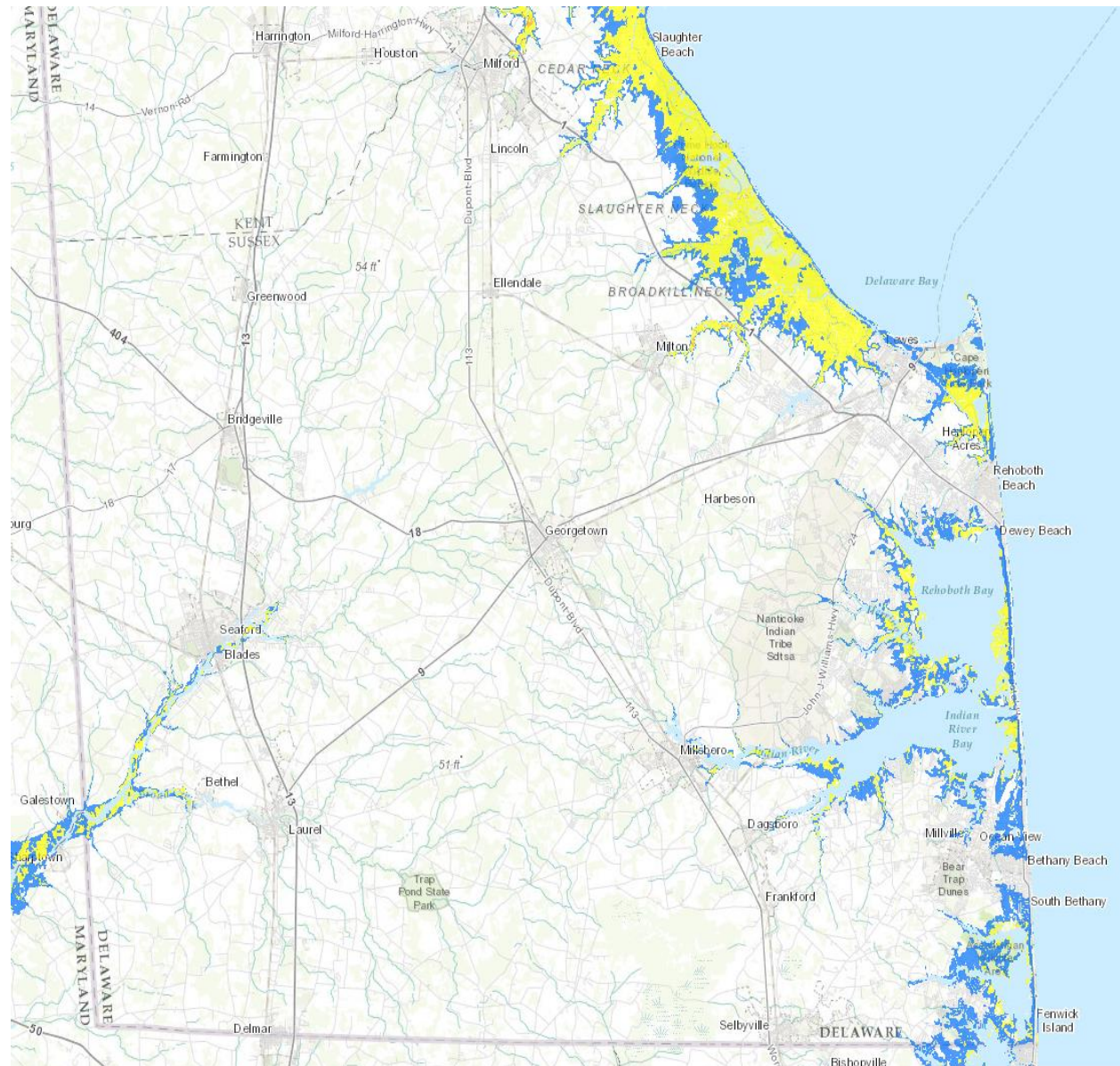
Table SC-4: Delaware Potential Hazards

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The hazards which can impact Sussex county the most include coastal flooding from storm surge, freshwater flooding from heavy rainfall, high winds, and the possibility of tornadoes. According to the National Weather Service (NWS), storm surge often poses the biggest threat to life and property.² These conditions are not only seen with hurricanes but also other coastal storms such as nor'easters and heavy rainfalls. Sussex County also includes many mobile homes and campgrounds which are the most susceptible to severe damage from the high winds and coastal flooding scenarios and will need to be evacuated during major storm and hurricane threats. High winds can also impact evacuation operations due to bridges that may need to be restricted or closed due to the speed of the sustained winds. The Delaware Major Bridges Closure plan, which can be found at the TMC, addresses these scenarios and outlines when bridges should be restricted or closed and includes plans for closing the bridges and alternate routing information for each.

The storm surge maps depicting the Sea, Lake, and Overland Surges from Hurricanes Maximum of Maximums (SLOSH MOMs) produced by USACE for category one through four storms for Sussex County are shown below.

² <https://www.nhc.noaa.gov/surge/>

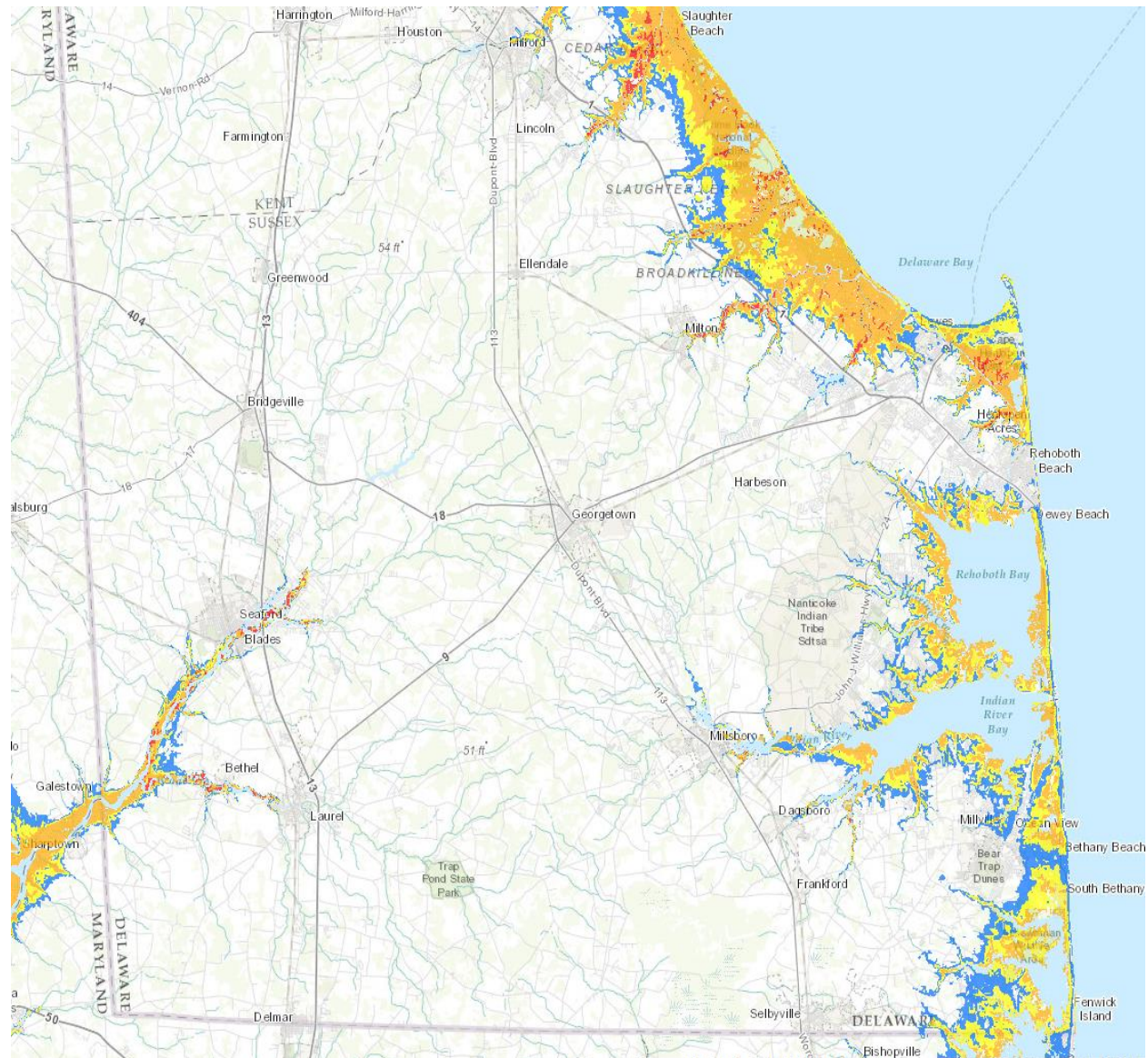


Category 1 (SLOSH MOMs) Storm Surge Inundation

Inundation Depth

- Up to 3 feet above ground
- Greater than 3 feet above ground
- Greater than 6 feet above ground
- Greater than 9 feet above ground
- Levee Areas - Consult Local Officials For Flood Risk

Figure SC-3: Sussex County Category Storm Surge Inundation (SLOSH Maximum of Maximums)



Category 2 (SLOSH MOMs) Storm Surge Inundation

Inundation Depth

Up to 3 feet above ground

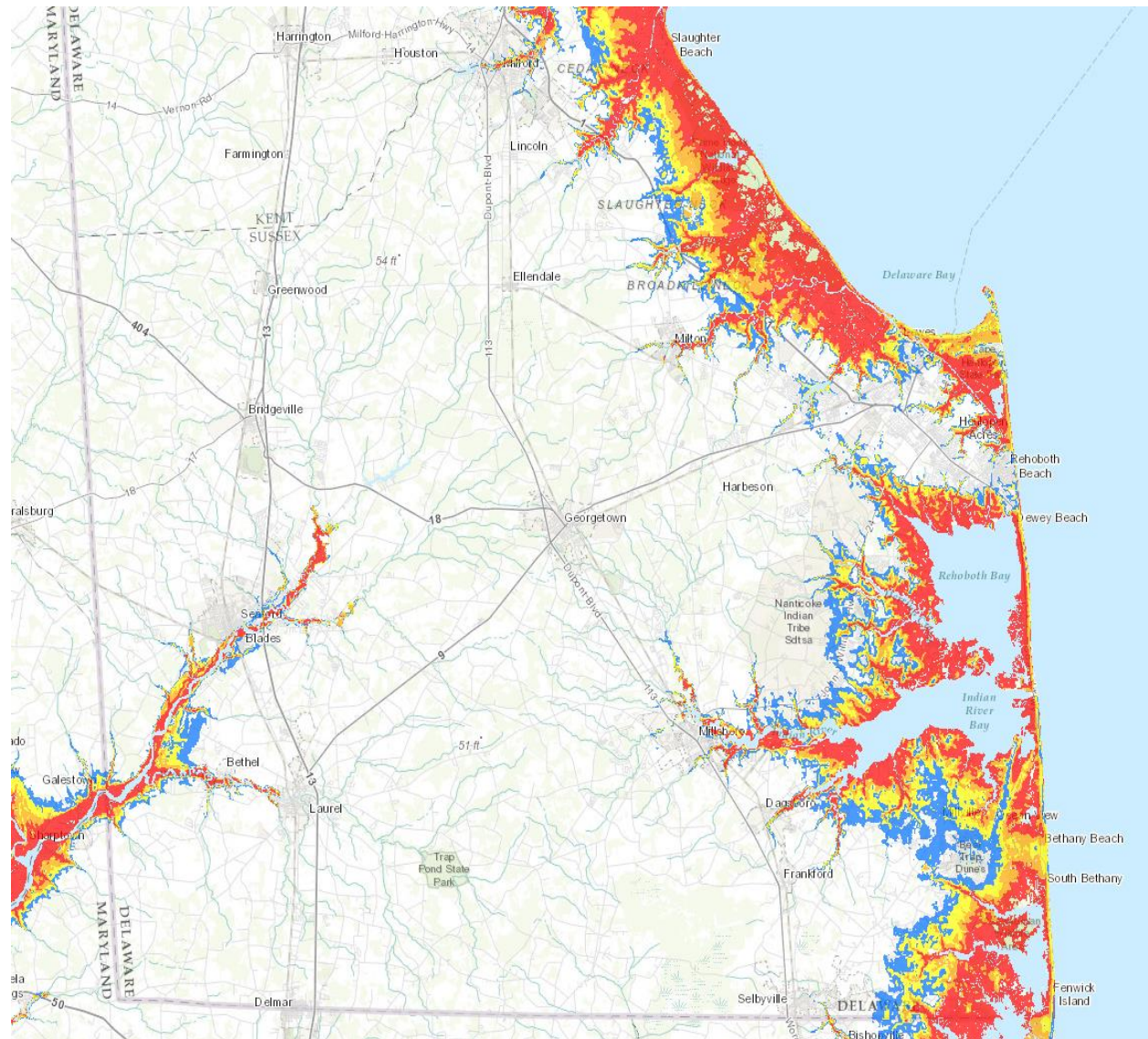
Greater than 3 feet above ground

Greater than 6 feet above ground

Greater than 9 feet above ground

Levee Areas - Consult Local Officials For Flood Risk

Figure SC-4: Sussex County Category 2 Storm Surge Inundation (SLOSH Maximum of Maximums)

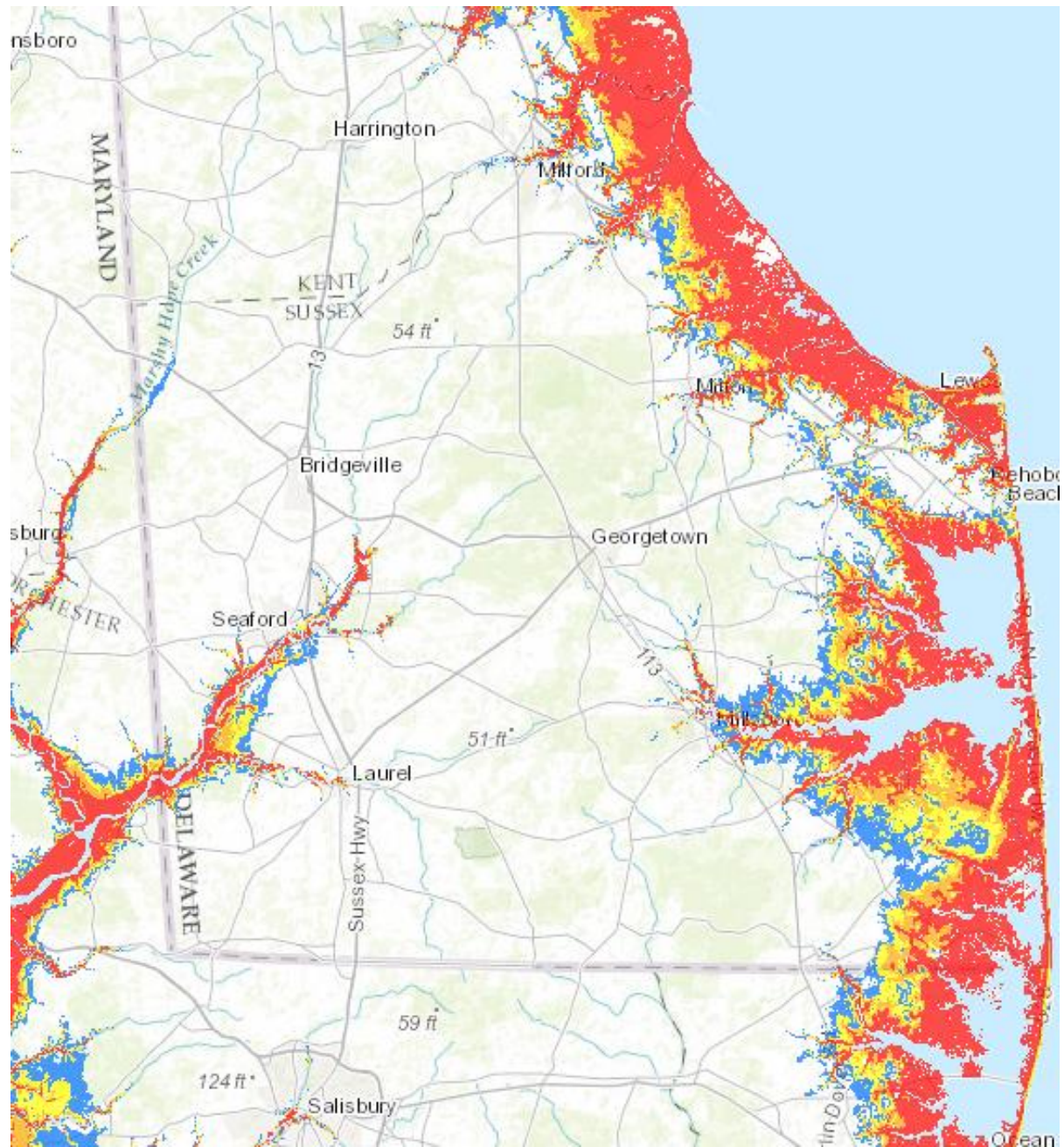


Category 3 (SLOSH MOMs) Storm Surge Inundation

Inundation Depth

- Up to 3 feet above ground
- Greater than 3 feet above ground
- Greater than 6 feet above ground
- Greater than 9 feet above ground
- Levee Areas - Consult Local Officials For Flood Risk

Figure SC-5: Sussex County Category 3 Storm Surge Inundation (SLOSH Maximum of Maximums)



Category 4 (SLOSH MOMs) Storm Surge Inundation

Inundation Depth

- Up to 3 feet above ground
- Greater than 3 feet above ground
- Greater than 6 feet above ground
- Greater than 9 feet above ground

 Levee Areas - Consult Local Officials For Flood Risk

Figure SC-6: Sussex County Category 4 Storm Surge Inundation (SLOSH Maximum of Maximums)

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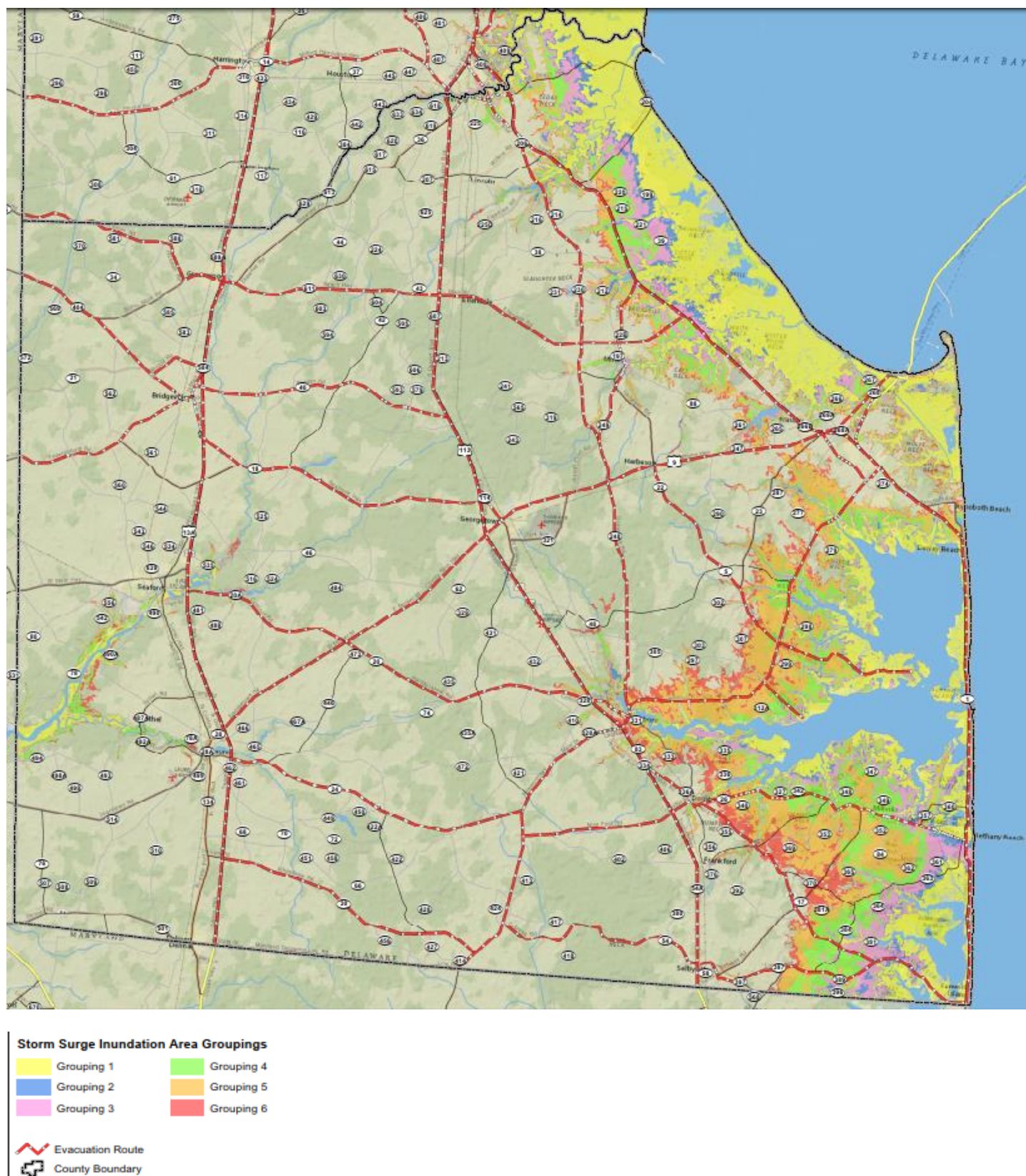


Figure SC-7: Sussex County Storm Surge Inundation (SLOSH Maximum of Maximums) Area Groupings

IV. Concept of Operations

During an incident or event that impacts the transportation system in Sussex County, the TMC coordinates internally with other DelDOT groups, such as DelDOT's Division of Community Relations, Delaware Transit Corporation (DTC), DelDOT Maintenance, and the Department of Motor Vehicles and externally with other local, state, and Federal agencies. Some of these external agencies include the Sussex County Emergency Operations Center, Delaware State Police (DSP), Federal Highway Administration (FHWA), and the Delaware National Guard (DNG). If necessary, it may be requested that representatives from these organization come to the TMC and/or that a representative from the local DelDOT maintenance facility reports to the Sussex County EOC for coordination and liaison purposes. DelDOT's TMC will be the primary contact point for DelDOT throughout the event. Depending on the location and severity of the incident or event, a decision may be made to set up a remote TMC to manage the incident.

The TMC and Sussex County TMT agencies will coordinate activities to manage the transportation system to assist the "at risk" population in Sussex County in accordance with this plan. The Sussex County Evacuation Annex adopts the concept of levels for response as identified in the TIEMP. The decision-makers must use their judgment in determining when to elevate to each different level. This judgment can be based on several factors and in the case of a weather event, monitoring of various weather sources including, when appropriate, tropical storm and hurricane tracking information to help determine the level of activation. The activation level must also take into consideration that the final call for evacuation must allow enough time for the evacuation of vulnerable populations and the removal of traffic control devices and response personnel to safe locations before sustained tropical storm force winds of 40MPH reach land.

In order to establish the level of response effort, activation levels 1 thru 4, related to the anticipated level of impact an incident or event could have on the transportation system, have been developed and defined in the Transportation Incident and Event Management Plan (TIEMP). The use of levels allows the amount and assignment of resources (e.g., people, vehicles, equipment, and materials) to be more readily defined and can reduce the times associated with incident identification, response, and clearance. These levels should be used as a guide only, and best professional practices should always be incorporated in determining the appropriate levels of response. Decisions will be made through coordination between the various involved agencies. Transportation management actions, as based upon the phases, to be performed before tropical storm force winds arrive as a tropical storm or hurricane approaches Delaware are summarized in the following sections.

A. Level 1

Level 1 is the normal daily operating conditions for both DelDOT and the Sussex County TMT response agencies. At this level responders are performing responses to minor incidents and events which can impact the transportation system. The area of impact is site or area specific and requires normal staffing and equipment.

Table SC-5: Site/Area Specific TIEMP Level 1 Response

LEVEL 1- SITE/AREA SPECIFIC	NOTIFY	<ul style="list-style-type: none"> Local district Impacted stakeholder(s), if applicable
	CONTROL	<ul style="list-style-type: none"> Transportation management systems—normal operations Alternate routes—TMC works with Districts to select DelDOT network—maintain connectivity to State network Communication systems—administer and maintain
	MONITOR	<ul style="list-style-type: none"> Transportation management systems Network activity
	INFORM	<ul style="list-style-type: none"> Stakeholders Appropriate DelDOT departments Applicable state agencies Neighboring transportation agencies TMCs Media through Community Relations Public – via WTMC radio, DelDOT App, social media, website, Variable Message Signs (VMS)
	RESOURCES	<ul style="list-style-type: none"> Daily assigned personnel and assets

B. Level 2

Agencies will move to Level 2 operations when an event or hurricane with the potential to threaten Delaware has been identified. During Level 2, visitors should be discouraged from coming to the Delaware beaches or other possible vulnerable areas throughout the state.

Table SC-6: District Wide or Multi-District Specific TIEMP Level 2 Response

LEVEL 2- DISTRICT WIDE OR MULTI-DISTRICT	NOTIFY	<ul style="list-style-type: none"> District(s) Key decision makers Subject matter experts
	CONTROL	<ul style="list-style-type: none"> Transportation management systems—adjust system based on impact of incident/event Assign and activate resources Impacted routes—set-up and control, clearing of incident Alternate routes—TMC/Districts/DSP reroute traffic Transit—buses rerouted, if necessary DelDOT network—maintain connectivity to State network Establish interagency communications and coordination
	MONITOR	<ul style="list-style-type: none"> Transportation management systems - redirect transportation monitoring systems to increase monitoring activities of key transportation facilities Incident/Event—evaluate situation

		<ul style="list-style-type: none"> • Telecomm network - evaluate for impact on voice/data system
	INFORM	<ul style="list-style-type: none"> • Stakeholders • Appropriate DelDOT departments • Applicable state agencies • Neighboring transportation agency TMCs • Media through Community Relations • Public – via WTCM radio, DelDOT App, social media, website, Variable Message Signs (VMS)
	RESOURCES	<ul style="list-style-type: none"> • Determine required resources • Evaluate status of resources to handle the duration of the incident or event • Determine after-hours staffing levels for Districts/Traffic/ERU

Actions to be taken at this Level will include, but will not be limited to:

DeIDOT

▪ *TMC:*

- Open an event in CAD and Maximo and enter all activity and actions related to this event into the CAD system.
- Send out an email to both the Incident Management Group and the Weather Group which will alert the DelDOT District Maintenance Staff as well as DelDOT personnel and Community relations of the elevation to Level 2 and pertinent weather information.
- Alert staff which volunteer to operate the Emergency Response Units prior to and during the pending event and to be prepared for possible activation.
- Request DEMA to establish a conference call with the Sussex County Transportation Management Team (TMT) to discuss the possible areas that will be affected, the extent to which they will be affected, evacuation route selection, staging areas, etc., and to review evacuation and traffic control procedures.
- Coordinate with the neighboring county of Kent.
- Coordinate with the Delaware Memorial Bridge.
- Coordinate with neighboring state TMCs:
 - Maryland DOT's Statewide Operations Center (SOC),
 - Pennsylvania's District 6-0 TMC,
 - Virginia's Operations Support Center (OSC), and
 - New Jersey's TOC
- Monitor and track the path of the storm or hurricane.
- The TMC staff will alert TMC Supervisors and Operators.
- Begin evacuation planning with the TMT agencies. In planning for evacuation, the characteristics of the tropical storm or hurricane including its magnitude, intensity, speed of onset, and anticipated duration are all significant factors. These factors will determine the number of people to be evacuated, the distance people must be moved to ensure

their safety, the need for reception facilities, and the extent of traffic control and security required.

- Work with the TMT agencies to consider site-selection and pre-positioning of deployable resources such as aircraft, marine vessels, debris removal equipment, generators, light carts, fuels, food, cots, blankets, etc. Consider reallocation and disbursement of previously positioned equipment and coordinate the availability of portable water tanks (water buffaloes) and review Public Health requirements prior to their use.
- Review Debris Management Plan.
- Participate on the debris management bridge conference call with the Debris Management Task Force to update/review information.
- Request that all DelDOT facilities test equipment, e.g., FAX machines, telephones, and copiers. It is important that those agencies with generators test the generators under full load for a minimum of 8 hours. Ensure an adequate fuel supply is available to operate the emergency generators for a minimum of 72 hours without re-supply.
- Check evacuation routes for roadwork and make arrangements to lift any roadwork if possible.
- Note: The **USDOT CMC Watch Center** can be notified at **(202) 366-1863** to alert USDOT of the possible need for transportation resources such as Transit Assets and initiate possible Federal Transit Agency (FTA) Grant Program funding for Capital and Operating costs associated with response to and recovery from a declared emergency. USDOT is the primary federal agency for the Emergency Support Function 1 Transportation. Transportation emergency information can be found at <https://www.transportation.gov/emergency> and additional information for the USDOT can be found in Appendix B of this document.

***If needed, FTA can provide a representative to be present at the TMC during the actual event.*

- *DelDOT South District:*
 - Activate Gravel Hill.
 - Alert all DelDOT staff in Sussex County South District.
 - Ensure that hurricane evacuation signs reflect road closures or route changes along the evacuation routes.
 - Review resource lists and availability of debris clearing equipment, four-wheel drive vehicles, emergency generators, fuel, chain saws, traffic control equipment, etc.
 - Review the "Bridge Closure Plan" and the "Debris Management Plan".
- *Delaware Transit Corporation*
 - DTC staff will alert Dispatchers and Drivers.
- *Community Relations*
 - The TMC will participate in bridge calls and coordinate the information from the calls with Community Relations.

- Ensure that DelDOT is prepared for the tropical storm or hurricane by coordinating with the relevant PIOs, as necessary.
- *DMV (Tolls)*
 - DMV will alert the Tolls personnel.
 - Toll personnel should review the “Toll Plaza Modified Operations Plan” and the “Bridge Closure Plan” specifically the guidelines for wind warnings and restrictions and the closure procedures.

Delaware Emergency Management Agency

- Consider partial activation of the State Emergency Operations Center (EOC) to coordinate assessment actions. The assessment should include weather monitoring and hurricane tracking information from sources such as the National Hurricane Center (NHC) and the National Weather Service (NWS). The *assessment* information will be disseminated to state, county, and local jurisdiction emergency management agencies.
- Use Delmarva Emergency Task Force (DETF) bridge call to coordinate lines of communication with adjoining states’ (Maryland, Pennsylvania, Virginia, and New Jersey) and local jurisdictions’ (Ocean City and Queen Anne’s County) emergency management personnel.
- Update the status of inland flooding potential with the Delaware Geological Survey (DGS) and the NWS and update the status of the coastal conditions with the Department of Natural Resources and Environmental Control (DNREC).
- DEMA, DelDOT and DSP personnel should review debris management plans and verify disposal sites with DelDOT, DNREC, and Delaware Solid Waste Authority (DSWA). DEMA may consider a bridge conference call with the Debris Management Task Force to update/review information.
- DEMA, DelDOT, and DSP will update the status of evacuation routes and ensure that road closures are coordinated with local and county emergency officials and are considered in evacuation time-estimates when making evacuation decisions.
- Coordinate with Public Health and Medical Services, to advise all special facilities to be ready to evacuate their patients, staff, narcotics, and records.
- DEMA Public Information Section will coordinate press releases and media response with DelDOT and DSP.
- At 48 hours out, DEMA will issue hurricane/coastal storm tips and guidelines for preparation, safety, and possible evacuation.
- Confirm that primary and alternate points of contact are current and available for activation and 24-hour operation of the Emergency Operations Center (EOC) and associated Emergency Support Coordinator (ESC) personnel is in effect. DEMA will establish contact with FEMA Region III and obtain a liaison point of contact (POC).

Sussex County Emergency Management Agency

- Review and update shelter availability. Ensure shelter management plans are up to date. Contact the shelter points of contact (POCs) to update notification procedures and memorandums of understanding and alert rosters for 24-hour notification.

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- Update notification alert lists to include primary and alternate POCs to ensure 24-hour coverage. Include addresses, telephone numbers, fax lists, e-mail lists, etc.

Delaware State Police (DSP)

- Assist in the implementation of the Traffic Control Plan for Sussex County.
- Provide traffic control along the designated evacuation routes to expedite the flow of traffic out of the affected areas, when necessary.
- Control access to evacuation routes during the evacuation of the “at-risk” areas.
- Maintain order and security on the designated evacuation routes.
- Patrol sections of the designated evacuation routes in order to immediately help clear any disabled vehicles, which may block the roadway or shoulders.
- Assist in warning the public.
- Control re-entry into the impacted area.
- Provide enforcement of the Traffic Regulations and emergency transport of personnel, as requested by the State EMA.
- Protect property in evacuated areas, and limit access to those areas.
- DSP staff will alert Officers.

Department of Natural Resources & Environmental Control (DNREC)

- Review “Debris Management Plan”
- Participate on the debris management bridge conference call with the Debris Management Task Force to update/review information at DEMA’s request.
- Address dam safety, HazMat, energy, and solid waste/debris issues.

County and Local Fire Service

- Alert the appropriate fire districts’ preplanned equipment response hierarchy, including equipment and personnel of mutual aid fire companies.

County and Local Emergency Management Agencies

- Review and update shelter availability.
- Review the list of city/county transportation resources.

Local Law Enforcement

- Assist DSP as required.
- Assist in warning the public.

C. Level 3

The State and all associated agencies will elevate to Level 3 operations. This decision to move to Level 3 should be based on detailed data from the monitoring of various weather sources including, when appropriate, tropical storm and hurricane tracking information to help determine the level of activation. At this point, all non-residents should be requested to evacuate.

Table SC-7: Specific Level 3 Response

LEVEL 3- MULTI-DISTRICT	NOTIFY	<ul style="list-style-type: none"> • District(s) • Key decision makers • Impacted stakeholder(s) • Senior management • Subject matter experts
	CONTROL	<ul style="list-style-type: none"> • Transportation management systems—adjust system based on impact of incident/event • Assign and activate resources • Impacted routes—set-up and control; stop construction and maintenance activities; close roads; clear obstacles • Alternate routes—TMC/Districts/DSP review detour routes; mobilize portable VMS; reroute traffic • Transit—buses rerouted • DMV—assess the need to waive tolls • DeIDOT network—implement reactive strategies to safeguard data • Establish interagency communications and coordination
	MONITOR	<ul style="list-style-type: none"> • Transportation management systems—redirect transportation monitoring systems to increase monitoring activities of key transportation facilities • Incident/Event—evaluate situation; assess impact of incident/event • Telecomm network—evaluate for impact on voice/data system
	INFORM	<ul style="list-style-type: none"> • Appropriate DeIDOT departments • Applicable state agencies • Joint Information Center (JIC), if established—Public Relations will coordinate public information announcements • Neighboring transportation agency TMCs • I-95 Corridor Coalition's Information Exchange Network (IEN) • Coordinate with TRANSCOM • Community Relations • Public – via WTMC radio, DeIDOT App, social media, website, Variable Message Signs (VMS)
	RESOURCES	<ul style="list-style-type: none"> • Determine required resources to handle the duration of the incident or event

Actions to be taken at this Level will include, but will not be limited to:

DeIDOT

- **TMC:**
 - Continue to log all activity related to the event in the CAD system and Maximo.
 - Send out an email to both the Incident Management Group and the Weather Group which will alert the DeIDOT District Maintenance Staff as well as DeIDOT personnel and Community relations of the elevation to Level 3 and pertinent weather information.
 - Deploy Emergency Response Unit Patrols at the direction of the TMC Manager.
 - The TMC and the Sussex County TMT will continue active communications.

- Continue coordination and communications with the Delaware Memorial Bridge.
- Keep neighboring TMCs (Maryland's SOC, Pennsylvania's TCC, Virginia's OSC, and New Jersey's TOC) informed of Delaware's status as well as evacuation and traffic control decisions.
- Coordinate public information announcements with the Division of Community Relations to insure that consistent, correct information is given out.
- DelDOT Debris Manager will establish a meeting of the Debris Management Team.
- Since it is estimated to take over 24 hours to evacuate a large population, any planned evacuation should be in progress. At least 24 hours prior to the onset of the storm and anticipated tidal inundation, the "at risk" populations of Sussex County will be advised to evacuate voluntarily or as directed by the Governor if this action is deemed necessary for the preservation of life. This evacuation assumes that all roads are opened, demand is constant, and two-way traffic is in effect. In general, the evacuation of the most "at-risk" areas will take place using the designated evacuation routes shown in table SC-8 below.

Towns	Evacuation Routes
Fenwick Island	All evacuating traffic from Fenwick Island, including North Ocean City and the surrounding areas, will be routed west on Route 54 towards Selbyville.
South Bethany/Bethany Beach	All evacuating traffic from South Bethany/Bethany Beach and the surrounding areas will be routed west on Route 26 towards Dagsboro.
Dewey Beach/Rehoboth Beach	All evacuating traffic from Dewey Beach/Rehoboth Beach and the surrounding areas will be routed north on SR 1 towards Five Points.
Lewes	All evacuating traffic from Lewes and the surrounding areas will be routed west on US 9 towards Georgetown and north on SR 1 to continue north on SR 1 towards Milford or to travel west on Route 16 towards Milton and Ellendale.

Table SC- 8: Coastal Town Evacuation Routes

- Ensure that employees and critical emergency response personnel are allowed and have time to take care of their families.
- *DelDOT South District*
- Mobilize state evacuation traffic control active and passive resources. DelDOT South District staff will be positioned where they can take up their duties within an hour of being ordered to do so. Barriers, cones, and other traffic control devices will be positioned where they can be brought into operation with minimal delay.
 - Clear any maintenance activities and coordinate with the Division of Transportation Solutions to clear current road construction activities along designated and alternate evacuation routes.
 - Clear all drains and gutters to provide for maximum flow of storm water.
 - Ensure evacuation traffic control measures are in place to include pre-positioning of equipment to tow stalled vehicles. Data from the TMC will be used to make evacuation decisions and recommendations. Evacuation information will be passed to the media and

radio station WTMC (1380 AM/98.5 FM). DelDOT may consider waiving tolls and adjusting traffic lights to allow for increased evacuation flow.

- Ensure that employees and critical emergency response personnel are allowed and have time to take care of their families.
- *Delaware Transit Corporation*
 - Review “All Hazards Evacuation Plan for Individuals Requiring Special Transportation Assistance”.
 - DTC will Coordinate activities and receive direction from DelDOT’s Homeland Security Planner and mobilize their resources to aid in the evacuation of people with special needs, when requested.
 - Ensure that employees and critical emergency response personnel are allowed and have time to take care of their families.
- *Community Relations*
 - Coordinate with the DEMA PIO or designated PIO, as necessary.
 - Relevant PIOs, including DelDOT, DEMA, and DSP, will disseminate consistent evacuation information advising the public of evacuation actions to be taken using a current list of radio stations, television stations, cable television companies, and transportation public outreach technologies.
 - Report to the State EOC and/or JIC, if necessary.
 - DelDOT TMC or designated back-up will issue transportation statements, as required.
 - DEMA will assist in establishing a rumor control center, if possible.
 - Coordinate with the TMC for messaging on DelDOT’s radio station WTMC (1380AM/98.5 FM).
 - Ensure that employees and critical emergency response personnel are allowed and have time to take care of their families.
- *DMV (Tolls)*
 - Coordinate with DelDOT Maintenance forces to ensure traffic control devices are pre-positioned (see Bridge Closure Plan) in the case that the decision is made to waive tolls or close bridges.
 - Ensure that employees and critical emergency response personnel are allowed and have time to take care of their families.

Delaware Emergency Management Agency (DEMA)

- Activate the State EOC, if not previously activated, and identify the required Emergency Support Coordinators (ESCs) to report to the EOC. Implement appropriate plans and annexes.
- DEMA PIO, in conjunction with other agency PIOs, will ensure the public is informed of the current situation and will recommended actions to ensure the safety of personnel and property. Also, DEMA will assist DelDOT Community Relations in establishing a rumor control center, if possible. The DEMA Director, in coordination with the Governor’s Communications Director/PIO, will determine the need for a JIC. Disseminate information using radio, TV, newspaper, etc. to ensure maximum coverage. Encourage people to stay tuned to their local radio and TV stations for information, instructions, and local weather conditions. Coordinate

action and information release with neighboring jurisdiction's emergency management personnel to include Ocean City's emergency management personnel.

- Coordinate actions with county and local emergency management personnel and establish bridge call conference schedule.
- Coordinate the necessary documentation to activate or partially activate the DNG when their support is necessary. Additionally, DEMA must prepare necessary documentation for the Governor to declare a State of Emergency and a request for Federal Assistance prior to the event if a disaster appears eminent.
- Assess data from the NHS, the NWS, coastal seasonal population information, and computer models, such as HURREVAC, to assist in making appropriate protective action recommendations and emergency decisions (e.g., when to start initial evacuation of coastal and low-lying areas, mobile home parks, waterfront properties, and campgrounds, when to open shelters, and when to secure marinas, small craft, and aircraft, etc.).
- Coordinate evacuation decisions with adjoining states (Maryland, Pennsylvania, Virginia, and New Jersey) and local jurisdictions' (Ocean City and Queen Anne's County) emergency management personnel via the DETF.
- In coordination with DelDOT TMC and DSP, ensure pertinent information (existing weather conditions, traffic conditions, road closures, etc.) is properly distributed to local EMAs, law enforcement, and media.
- Ensure the communication network is established to give/receive regular situation reports (SITREPS) on local conditions, shelter status, and evacuation status. Consider testing a backup plan in the event the primary method fails. Backup systems include systems operated by the Radio Amateurs Civil Emergency System (RACES), the Civil Air Patrol (CAP), and the DNG, etc.
- Coordinate for the early release of schools and non-essential employees (State and industry) to assist evacuation measures. Coordinate actions with the Governor's Chief of Staff, Department of Education (DoEd), and the American Society of Industrial Safety (ASIS).

Sussex County EOC

- Coordinate evacuation decisions with adjoining Delaware counties (New Castle and Kent) and Maryland local jurisdictions' (Ocean City, Worcester, and Caroline County) emergency management personnel.
- Ensure pertinent information (existing weather conditions, traffic conditions, road closures, etc.) is properly distributed to DelDOT, local EMAs, law enforcement, and media.
- Ensure the communication network is established to give/receive regular SITREPS on local conditions, shelter status, and evacuation status. Consider testing a backup plan in the event the primary method fails. Backup systems include systems operated by the Radio Amateurs Civil Emergency System (RACES), the Civil Air Patrol (CAP), and the DNG, etc.

Delaware State Police

- Assist in the implementation of the Traffic Control Plan for Sussex County.
- Provide traffic control along the designated evacuation routes to expedite the flow of traffic out of the affected areas, when necessary.

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- Control access to evacuation routes during the evacuation of the “at-risk” areas.
- Maintain order and security on the designated evacuation routes.
- Patrol sections of the designated evacuation routes in order to immediately help clear any disabled vehicles, which may block the roadway or shoulders.
- Assist in warning the public.
- Control re-entry into the impacted area.
- Provide enforcement of the Traffic Regulations and emergency transport of personnel, as requested by the State EOC.
- Protect property in evacuated areas, and limit access to those areas.
- DSP staff will alert Officers.

Department of Natural Resources & Environmental Control (DNREC)

- Work with DGS to assess the coastal and inland flooding vulnerability and risk assessment.
- Address dam safety, HazMat, energy, and solid waste/debris issues (see Debris management Plan).

County and Local Fire Service

- Assist in warning the public.
- Assist in evacuating the aged, persons with disabilities, and other special needs groups.

County and Local Emergency Management Agencies

- Determine availability of needed transportation resources within the jurisdiction and coordinate the mobilization and distribution of these resources.
- Support and coordinate special evacuation needs of the physically impaired and senior citizens in the jurisdiction.

Local Law Enforcement

- Assist DSP with traffic control, property protection, and warning the public, as required.

D. Level 4

The State and all associated agencies will elevate to Level 4 operations. This decision to move to Level 4 should be based on detailed data from the monitoring of various weather sources including, when appropriate, tropical storm and hurricane tracking information to help determine the level of activation. At this point, all people, except Emergency Personnel, should be requested to evacuate from the areas at risk.

Table SC-9: Specific TIEMP Level 4 Response

LEVEL 4- STATEWIDE/MULTI-STATE	NOTIFY	<ul style="list-style-type: none"> • District(s) • Key decision makers • Senior management • Federal agencies • Subject matter experts
	CONTROL	<ul style="list-style-type: none"> • Transportation management systems—adjust system based on impact of incident/event • Assign and activate resources • Impacted routes—set-up and control; stop construction and maintenance activities; close roads and bridges if required; clear obstacles • Alternate routes—TMC/Districts/DSP review detour routes; reroute traffic • Traffic control resources—deploy portable equipment; pre-position trucks, traffic control devices and personnel • Transit—buses rerouted • DMV—assess the need to waive tolls • Establish interagency communications and coordination • Evacuation—at-risk population as deemed necessary
	MONITOR	<ul style="list-style-type: none"> • Transportation management systems—redirect transportation monitoring systems to increase monitoring activities of key transportation facilities • Incident/Event—monitor assigned personnel and resources • Telecomm network—evaluate for impact on voice/data system
	INFORM	<ul style="list-style-type: none"> • Appropriate DeIDOT departments • Applicable state agencies • JIC, if established—Public Relations will coordinate public information announcements • Neighboring transportation agency TMCs • I-95 Corridor Coalition's Information Exchange Network (IEN) • Coordinate with TRANSCOM • Media through Community Relations • Public – via WTMC radio, DeIDOT App, social media, website, Variable Message Signs (VMS)
	RESOURCES	<ul style="list-style-type: none"> • Determine required resources to handle the duration of the incident or event

Actions to be taken at this Level will include, but will not be limited to:

DeIDOT

- *TMC:*
 - Continue to log all activity related to the event in the CAD system and Maximo.
 - Send out an email to both the Incident Management Group and the Weather Group which will alert the DeIDOT District Maintenance Staff as well as DeIDOT personnel and Community relations of the elevation to Level 4 and pertinent weather information.

SUSSEX COUNTY ALL HAZARDS EVACUATION PLAN

- Continue patrolling routes and assisting with traffic control if requested and picking up persons/pets desiring to be transported to shelters, if required.
 - The TMC and Sussex County TMT agencies will maintain 24-hour operations from the beginning of any evacuation through the implementation of any recovery plan.
 - Keep neighboring TMCs (Maryland's CHART, Pennsylvania's TCC, Virginia's OSC, and New Jersey's TOC) informed of Delaware's status as well as evacuation and traffic control decisions.
 - Continue to monitor traffic flow and choke points. Radio station WTMC (1380 AM/98.5 FM) will broadcast regular road reports and updates statewide.
- *DelDOT South District*
 - Activate traffic control plans and place resources (arrow boards, portable VMS, barricades, detour signs, cones, and shelter arrows) into position at critical locations.
 - Activate the established evacuation traffic routes and ensure traffic control measures are in place and activated to provide maximum evacuation traffic flow. Coordinate the traffic control measures with the DSP.
 - Evaluate staffing requirements needed to occupy key intersections and evacuation choke points.
 - Coordinate the closure of the draw span on all drawbridges to all unauthorized traffic with the TMC (see Bridge Closure Plan).
 - Place available wreckers and tow trucks on-site at predetermined locations.
 - Coordinate with the TMC for Emergency Response Units (ERUs) and Motorist Assistance Patrol (MAP) vehicles
 - Impose mandatory traffic control to funnel evacuating vehicles to designated evacuation routes.
 - *Delaware Transit Corporation (DTC)*
 - Pick up persons desiring to be transported to shelters, if required.
 - *Community Relations*
 - PIOs should consider radio and TV releases as well as transportation public outreach technologies to inform those individuals about last minute recommendations, i.e., "structurally sound and above surge heights."
 - *DMV (Tolls)*
 - Be prepared to suspend tolls if requested.
 - Be prepared to coordinate with DelDOT Maintenance forces to close bridges following the procedures outlined in the Bridge Closure Plan if requested.
 - *Transportation Solutions*
 - Continue patrolling routes and assisting with traffic control if requested.
 - Pick up persons/pets desiring to be transported to shelters, if required.

Delaware Emergency Management Agency (DEMA)

- Ensure notification is made to all emergency management agencies concerning the upgraded status.
- Determine what protective actions should be recommended to the Secretary/Governor.

- Ensure evacuation decisions are based upon completion of evacuation prior to arrival of gale force winds (34 knots/39 mph). If possible, the evacuation should be accomplished during daylight hours. To ensure widest dissemination of all protective actions and evacuation decisions initiate the use of the Emergency Alert System (EAS) messages. Emphasize the importance of the evacuation of all campers and mobile homes. Consider staffing requirements for last minute door-to-door evacuation recommendations for residents who refuse to leave coastal beach areas.
- Notify adjacent states of protective actions and evacuation decisions.
- The State EOC will provide tips and guidelines to the public on what to expect during the storm.

Sussex County EMA

- Provide periodic SITREPS to the DEMA.
- Ensure notification is made to all county and municipal personnel concerning the upgraded status.
- Ensure evacuation decisions are based upon completion of evacuation prior to arrival of gale force winds (34 knots/39 mph). If possible, the evacuation should be accomplished during daylight hours. To ensure widest dissemination of all protective actions and evacuation decisions initiate the use of the Emergency Alert System (EAS) messages. Emphasize the importance of the evacuation of all campers and mobile homes. Consider staffing requirements for last minute door-to-door evacuation recommendations for residents who refuse to leave coastal beach areas.
- Notify adjacent counties of protective actions and evacuation decisions.
- Red Cross shelter availability and requirements should be finalized. Shelters scheduled to be opened must be coordinated with state and municipal emergency management agencies.
- Provide shelter availability information to DelDOT and DSP to assist public inquiries.

Delaware State Police (DSP)

- Deploy law enforcement and traffic control personnel, (e.g., flagmen, police officers).
- DSP will limit all incoming traffic on the evacuation routes to emergency personnel.
- Be prepared to recommend last minute “panic” places of refuge for those individuals that did not evacuate and are now asking where they can go for safety. Recommend to those individuals’ facilities that appear to be structurally sound and located above surge heights, i.e., 2nd or 3rd floor. If individuals refuse to evacuate and remain at home, if time permits, attempt to obtain names and addresses of next of kin notification. PIOs should consider radio and TV releases to inform those individuals about last minute recommendations, i.e., “structurally sound and above surge heights.”

Public Health and Medical Services

- Public Health and Medical Services will coordinate the evacuation and shelter of persons having mobility limitations.

Public Utilities

- Public utility agencies/companies should implement action plans to minimize storm damage due to wind and storm surge. Action should be taken to preclude contamination of potable water resources and to minimize damage to sewage disposal systems and electrical distribution grids. County and local EOCs can assist the public utility agencies to ensure the public is notified of systems that are/will be deactivated. This announcement may encourage undecided residents/tourists to evacuate.

Delaware National Guard

- If not previously accomplished, consider partial or full activation of the Delaware National Guard (DNG) and a State of Emergency declaration by the Governor.
- Consider FEMA Region III ERT and FAST team assistance. The Governor can request a Federal Emergency Declaration prior to the storm if event is imminent. This declaration would make additional resources available, such as the Army Corps of Engineers Post Flood Assistance under Public Law 84-99.
- Be prepared to recommend last minute “panic” places of refuge for those individuals that did not evacuate and are now asking where they can go for safety. Recommend to those individuals facilities that appear to be structurally sound and located above surge heights, i.e. 2nd or 3rd floor. If individuals refuse to evacuate and remain at home, if time permits, attempt to obtain names and addresses of next of kin notification. PIOs should consider radio and TV releases to inform those individuals concerning last minute recommendations, i.e., “structurally sound and above surge heights.”

County and Local Fire Service

- Direct task assignments and personnel relief in performing fire, rescue, fire police, and emergency medical efforts, and in alerting, warning, evacuating, and, if necessary, radiological monitoring activities.
- Coordinate task assignments given to support agencies.
- Request additional personnel and resources, as appropriate.
- Prepare and forward fire reports to the State Fire Marshal’s office.
- Provide fire protection in evacuated areas.

County and Local Emergency Management Agencies

- Communicate with DEMA, TMC, and DSP regarding information on local evacuation routes and road conditions.
- Assist TMC and DSP in identifying major transportation arteries affected by the storm event and in developing alternate or by-pass routes.

Local Law Enforcement

- Coordinate law enforcement activities with the DSP and other emergency services.

E. 12 Hours Prior to the Arrival of the Tropical Storm Force Winds (40 MPH Sustained Winds)

This phase applies to a situation approximately 24 hours prior to landfall and the arrival of tropical storm force winds (40MPH sustained winds). At this point, all agencies should be operating at Level 4. At this stage personnel should begin to secure all temporary traffic control devices that have been set up for evacuation or other purposes to prevent the devices from becoming projectiles during the anticipated high winds and begin to seek shelter in a safe location.

DeIDOT

- *TMC:*
 - Advise all personnel to begin securing equipment and seek shelter in a safe place.
 - Recall all Emergency Response Units.
- *DeIDOT South District*
 - Secure all temporary traffic control devices deployed and seek shelter in a safe place.
- *Delaware Transit Corporation*
 - Prepare to cease bus operations when directed.
 - Advise staff to seek shelter in a safe location.
- *Community Relations*
 - PIOs working with DEMA should coordinate radio and TV releases as well as transportation public outreach technologies to inform the public about emergency services ceasing operations and sheltering their personnel and at some point, will not be able to respond to their emergencies. If people are in harm's way they should be evacuating immediately, if possible. Also, provide guidance on last minute recommendations for sheltering in place, i.e., "structurally sound and above surge heights."
- *Motor Vehicles Division (Tolls)*
 - Prepare to activate the facility specific response guidelines in the Bridge Closure Plan.

F. Storm Event (Level 4)

This phase applies to a situation in which 40 mph winds of the outer edges of the hurricane have arrived. This Storm Event stage is equivalent to a Level 4 incident. At this point, all agencies should be operating at Level 4. Storm event management activities will be coordinated directly between the TMC, DeIDOT's South District office, scene(s), supervisor(s), the State EOC, and federal transportation agencies, as illustrated in Figure SC-8 below.

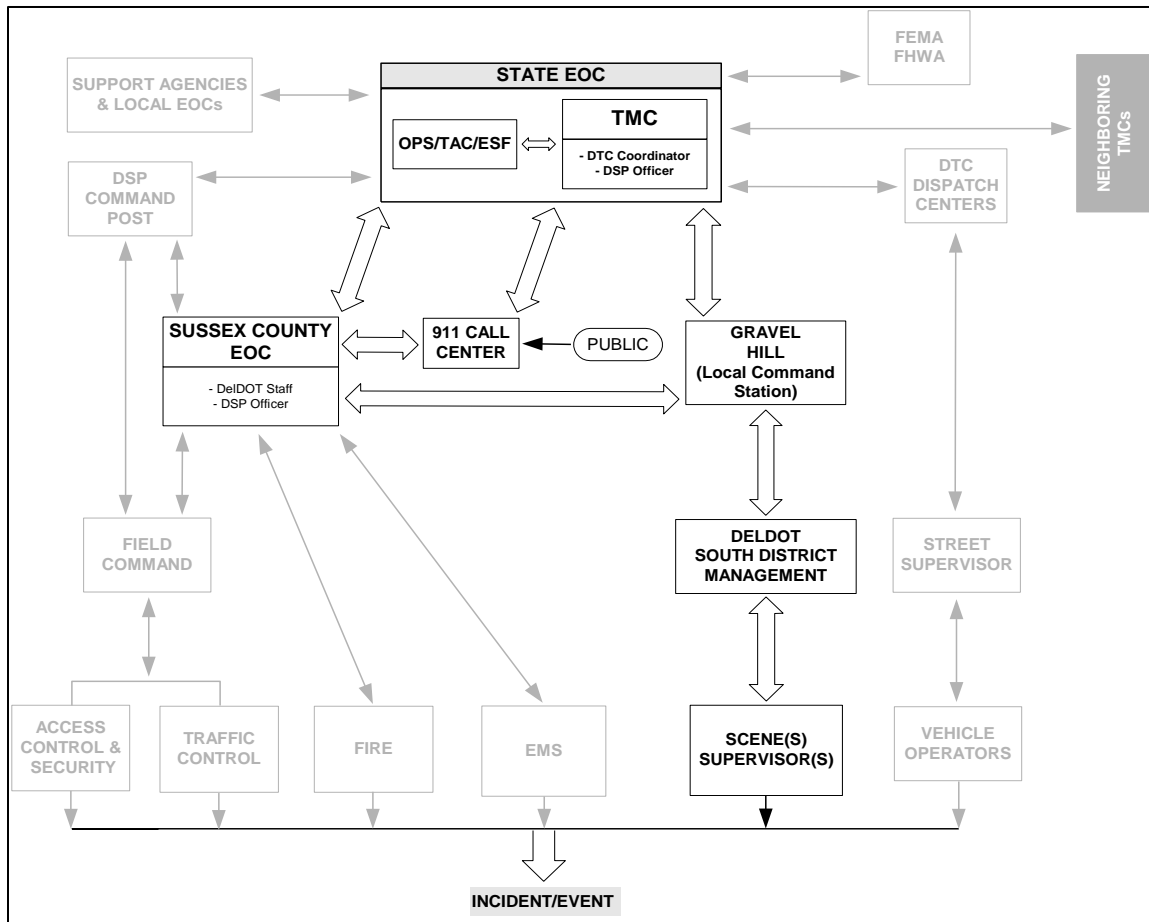


Figure SC-8: State EOC/Sussex County EOC/TMC/DelDOT South District Communications (Level 4)

Coordination with all activated local and county EOCs and Federal Emergency Management Agency (FEMA) will be through the state EOC. ***During the storm event, all TMT agencies (e.g., DelDOT South District, DSP, DNREC, County and Local Fire Service, County and Local EMAs, and Local Law Enforcement) should recall emergency responders and all deployed personnel back to their operating locations. Ensure personnel do not take unnecessary risks as the storm approaches and winds exceed gale force strength. Supervisors must continue to emphasize safety procedures.*** Other transportation management actions to be carried out will include, but will not be limited to the following:

DeIDOT

- **TMC:**
 - The TMC and Sussex County TMT will terminate all pre-event activities.

- Continue to monitor the event and provide information to the Sussex County TMT agencies and neighboring TMCs.
- Ensure evacuation procedures are terminated.
- *DelDOT South District*
 - Ensure evacuation procedures are terminated.
- *Motor Vehicles Division (Tolls)*
 - Prepare to activate the facility specific response guidelines in the Bridge Closure Plan for the appropriate level if needed.

Delaware Emergency Management Agency (DEMA)

- DEMA PIO should continue to coordinate with PIOs of relevant agencies, (e.g., DelDOT TMC, DSP, DNG), and using all and any means available, will notify the public and explain the calm conditions as the eye passes overhead. The public should be made aware that the improved weather conditions are temporary and that the storm conditions will return with winds coming from the opposite direction, sometimes in a period of just a few minutes.
- Should a JIC be established, the lead PIO will coordinate information and distribution.
- EOC and ESCs should establish a plan of action concerning re-entry and recovery procedures. Finalize procedures for human needs assessment and damage assessment.
- If possible, continue to maintain communications with local EOC emergency management personnel to receive SITREPS. Consider alternate communication methods operated by the RACES, DNG, CAP, etc.
- Monitor local weather conditions to determine when it is safe to proceed outside.

Sussex County EOC

- Ensure evacuation procedures are terminated. Residents who did not evacuate and are requesting assistance will be encouraged to seek a last minute place of refuge.
- Together with DEMA and ESCs, establish a plan of action concerning re-entry and recovery procedures. Finalize procedures for human needs assessment and damage assessment.
- If possible, continue to maintain communications with municipal emergency management personnel to receive SITREPS. Consider alternate communication methods operated by the RACES, DNG, CAP, etc.
- Monitor local weather conditions to determine when it is safe to proceed outside.
- PIOs, using all and any means available, should notify the public concerning the calm conditions as the eye passes overhead. The public should be made aware that the improved weather conditions are temporary and that the storm conditions will return with winds coming from the opposite direction, sometimes in a period of just a few minutes.

Delaware State Police (DSP)

- Ensure evacuation procedures are terminated.

Local Law Enforcement

- Assist DSP as required.

G. Re-Entry/Recovery Phase

This phase will be implemented following the passage of the storm. Affected Sussex County agencies may remain at Level 4 or downgrade to a lower level depending on the extent of the damage inflicted by the storm. First responders shall accomplish initial assessments to determine hazardous and non-hazardous areas. If conditions allow for debris clearance and power restoration, then workers may re-enter the area. Areas that the EOC or first responders consider unsafe shall be restricted areas until they are made safe. Emergency Roadway Clearance procedures and guidelines shall be followed as specified in the Debris Management Plan. The following minimum transportation management actions will be implemented:

DeIDOT

- *TMC:*
 - Reestablish communication with the Sussex County TMT agencies.
 - Set up a conference call with the Sussex County TMT agencies to determine the requirements for traffic control for the return of evacuees.
 - Continue to monitor the event and provide information to the Sussex County TMT agencies and the neighboring TMCs.
 - Participate in post-disaster critiques.
 - Make appropriate recommendations for procedural changes.
- *DeIDOT South District*
 - DeIDOT, as the Primary Agency for Public Works and Engineering functions, will be responsible for coordinating with appropriate support agencies and companies to provide the public works and engineering assistance required to restore the evacuated area(s) to habitable conditions.
 - The Public Works and Engineering support agencies and companies will provide personnel to assess the affected areas to ensure that the following conditions prevail in the evacuated area before evacuees are authorized to return:
 - The threat that caused the evacuation has been resolved.
 - Sufficient debris has been removed to permit travel, and roads and bridges are safe to use.
 - Downed power lines have been removed; ruptured gas, water and sewer lines have been repaired; and other significant safety hazards have been eliminated. However, utility services may not have been fully restored yet.
 - Structures have been inspected and determined to be safe to reoccupy.
 - There is adequate water available for firefighting.
 - Activate the traffic control plan and place resources into position to support the reentry checkpoints established by Sussex County.
 - Place available wreckers, tow trucks, Emergency Response Units and MAP vehicles on-site at predetermined locations.
 - Coordinate debris removal activities with other agencies as specified in the "Debris Removal Plan"
 - Participate in post-disaster critiques.
 - Make appropriate recommendations for procedural changes.
- *Community Relations*

- Disseminate information, using a current list of radio stations, television stations, cable television companies, and transportation public outreach technologies, advising the public that they can return to their homes and businesses when deemed safe. Preferred travel routes will be indicated.
- Coordinate with the DEMA PIO, as necessary.
- Report to the TMC, State EOC and/or JIC, if necessary. During the re-entry/recovery phase, the JIC may stand down or may be operating on a skeleton staff. Alternatively, the EOC may take over the responsibility for disseminating information to the public.
- Issue transportation statements, as required.
- Assist rumor control, if possible.
- Coordinate with the TMC/Radio Station WTMC (1380AM).
- Participate in post-disaster critiques.
- Make appropriate recommendations for procedural changes.

Delaware Emergency Management Agency (DEMA)

- EOC should assess and/or re-establish communications with all areas and emergency management or emergency response agencies.
- PIOs should initiate aggressive public awareness measures to keep the public informed of the current situation. Emphasize outdoor hazards, including downed power lines, weakened bridges, washed out roads, weakened tree limbs, damaged overhanging structures, etc.
- The EOC will provide tips and instructions to the public on re-entry.
- Participate in post-disaster critiques.
- Make appropriate recommendations for procedural changes.

Sussex County EOC

- Assess and/or re-establish communications with all areas and emergency management or emergency response agencies.
- Communicate with municipal and local officials, including local fire service organizations, to assess their conditions and potential hazards of reentry. Human needs requirements and initial damage information shall be passed to the county EOC to be forwarded to the State EOC. The State EOC shall be responsible for coordinating the Initial Damage Assessment (IDA) as specified in the Damage Assessment Annex of the DEOP. This assessment may include, but not be limited to CAP, DNG, and DSP aerial fly-over, windshield assessment, etc.
- Initiate immediate search and rescue (SAR) procedures if there are missing individuals. Responsibility and protocol for coordinating SAR efforts are outlined in the DEOP and may include urban SAR by the fire service organizations, aerial SAR by DSP and the CAP, and marine SAR by the Delaware Marine Patrol. Requests for status of missing persons should be coordinated with the American Red Cross in Delaware.
- Coordinate with DSP to establish security of those areas that have been impacted severely. Security and law enforcement resources and procedures are specified in the DEOP.
- Coordinate resource needs with DSP and DelDOT to support the re-entry checkpoints as necessary.
- Participate in post-disaster critiques.
- Make appropriate recommendations for procedural changes.

Delaware State Police

- Deploy law enforcement and traffic control personnel to provide traffic control for the return of the evacuees.
- Maintain access controls for areas that cannot be safely reoccupied.
- Establish security of those areas that have been impacted severely. Security and law enforcement resources and procedures are specified in the Military Support section of the DEOP.
- Participate in post-disaster critiques.
- Make appropriate recommendations for procedural changes.

Department of Natural Resources & Environmental Control (DNREC)

- Coordinate and assess damage to beaches, parks, dams, and fish and wildlife areas.
- Address dam safety, HazMat, energy, and solid waste/debris issues.
- Coordinate debris removal with DelDOT as referenced in the "Debris management Plan".

County and Local Fire Service

- Local officials and local fire service organizations shall assess their conditions and potential hazards of reentry.
- Assess safety of damaged area(s)/structure(s) for public/private use.
- Notify proper authorities to inspect damaged area(s)/structure(s) for public/private use, as appropriate.
- Prepare and forward fire reports to the State Fire Marshal's office.
- Participate in post-disaster critiques.
- Make appropriate recommendations for changes to the Fire and Rescue ESC.

County and Local Emergency Management Agencies

- Assess and/or re-establish communications with all areas and emergency management or emergency response agencies.
- Participate in post-disaster critiques.
- Make appropriate recommendations for procedural changes.

Local Law Enforcement

- Assist DSP with traffic control and security, as required.
- Participate in post-disaster critiques.
- Make appropriate recommendations for procedural changes.

V. Evacuation Routes

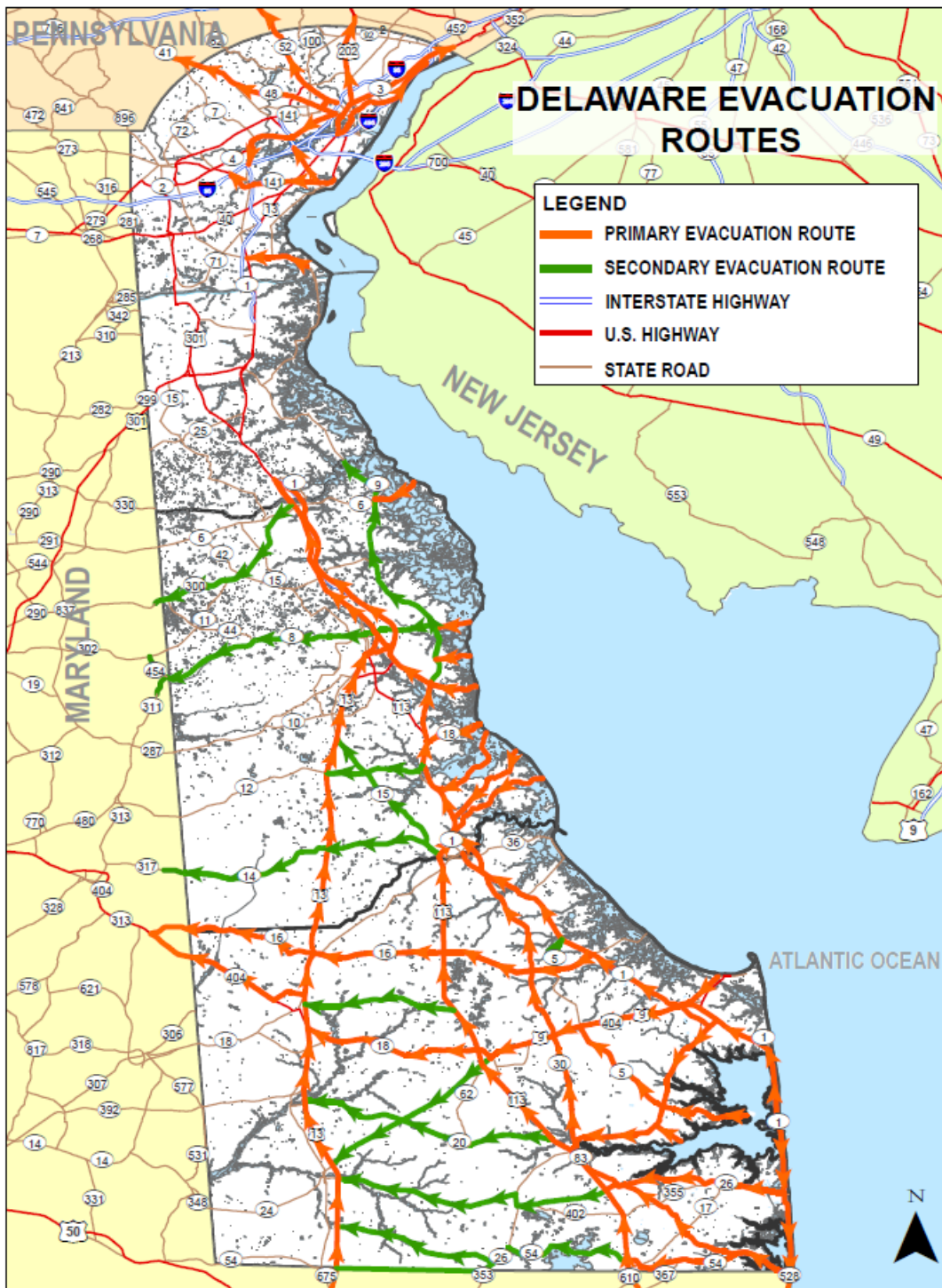


Figure SC-9: Delaware Evacuation Routes

A. Primary Evacuation Routes

The primary evacuation routes for Sussex County are indicated in Table SC-10 and SC-11 and illustrated in Figure SC-10. Most of these evacuation routes are unlimited access roadways with numerous entrances and exits. Therefore, it will not be possible to limit access to the designated primary evacuation routes

during an emergency, and it is anticipated that traffic flow will continue normally along these routes. It is expected that evacuees will utilize the outbound lane(s) with emergency vehicles being directed to the inbound lane(s). All primary evacuation routes are signed. TMC, with assistance from the DSP and local law enforcement agencies, will provide traffic management and control along the designated evacuation routes. See Appendix A for the intersection control diagrams which show traffic control setups based on the guidelines in the 2011 Delaware Manual on Uniform Traffic Control Devices (MUTCD).

ROUTE	FROM	TO
SR-1	Maryland Border	Kent County Border
DE 5	Oak Orchard	DE 24
DE 5	DE 24	US 9/DE 404
DE 23	Massey Landing	DE 24
DE 30	DE 24	SR 1
US 13	Maryland Line	Kent County Line
US 113	Maryland Line	Kent County Line

Table SC-10: Primary evacuation Routes (North/South)

ROUTE	FROM	TO
DE 20	DE 54	US 113
DE 24	SR 1	US 113
DE 54	SR 1	US 113
DE 26	SR 1	US 113
DE 404	SR 1	US 113
DE 404	US 113	Maryland Line
DE 16	SR 1	Maryland Line

Table SC-11: Primary Evacuation Routes (East/West)

B. Secondary Evacuation Routes

A network of secondary evacuation routes direct local residents to the primary evacuation routes and also can be utilized to reroute traffic during an evacuation in the event that the primary evacuation routes become impassible. The secondary evacuation routes are described in Table SC-12 below and shown in Figure SC-10. All secondary evacuation routes are signed. TMC, with assistance from the DSP and local

law enforcement agencies, will provide traffic management and control along the secondary evacuation routes. See Appendix A for the intersection control diagrams which show traffic control setups based on the 2011 Delaware Manual on Uniform Traffic Control Devices (MUTCD).

ROUTE	FROM	TO
DE 5	WILLIAMS FARM ROAD	SR-1
DE 20	US 113	US 13
DE 24	DE 30	US 13
DE 26	US 113	DE 30
DE 30	DE 26	DE 24
DE 30	DE 54	US 13
DE 54	US 113	US 13
US 9	DE 404	US 13
Redden Road (Rd 40)	US 113	US 13

Table SC-12: Secondary Evacuation Routes (East/West)

C. Local Routes

Local municipalities will perform traffic management and control along local roads, i.e., roads not designated as primary or secondary evacuation routes.

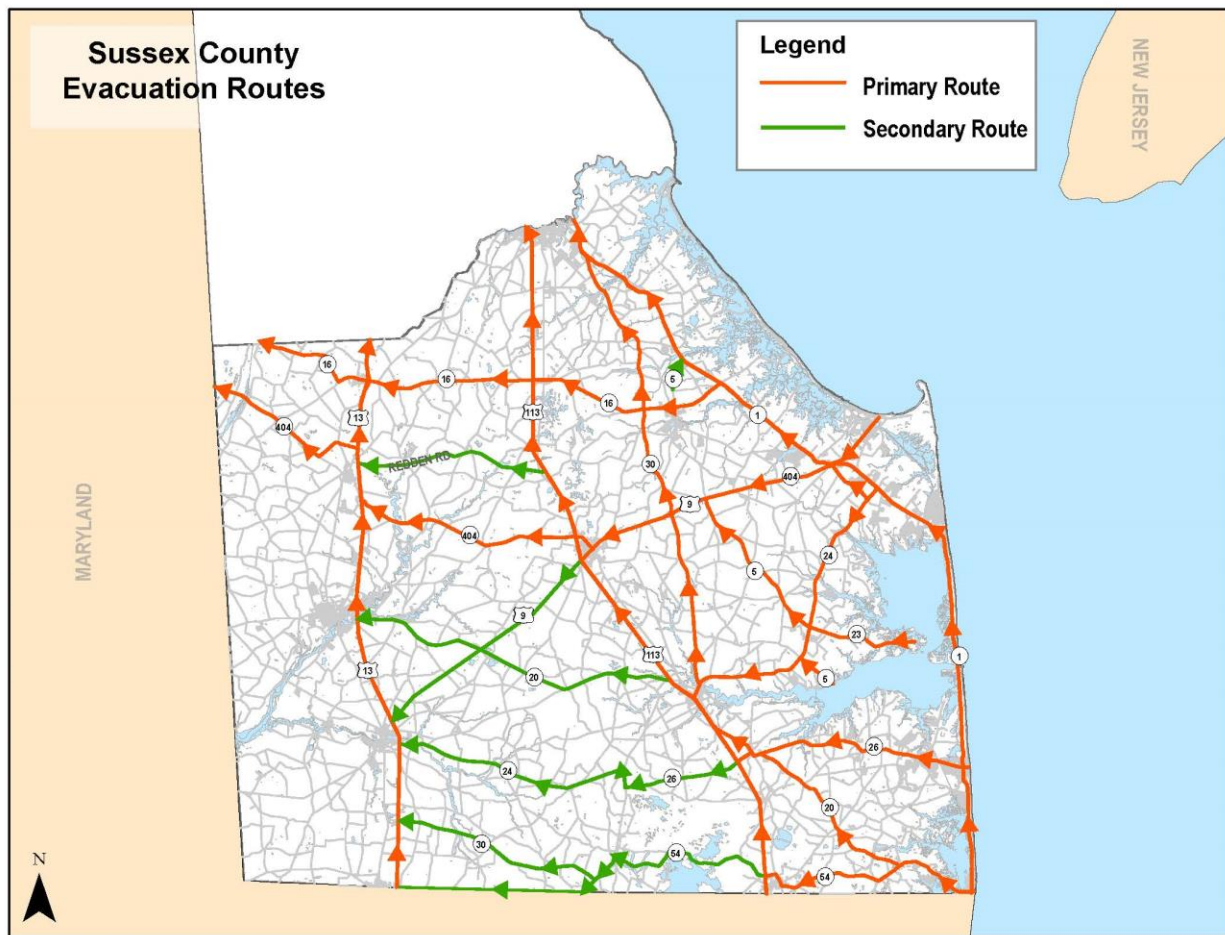


Figure SC-10 Map of Primary and Secondary Evacuation Routes

VI. Resources

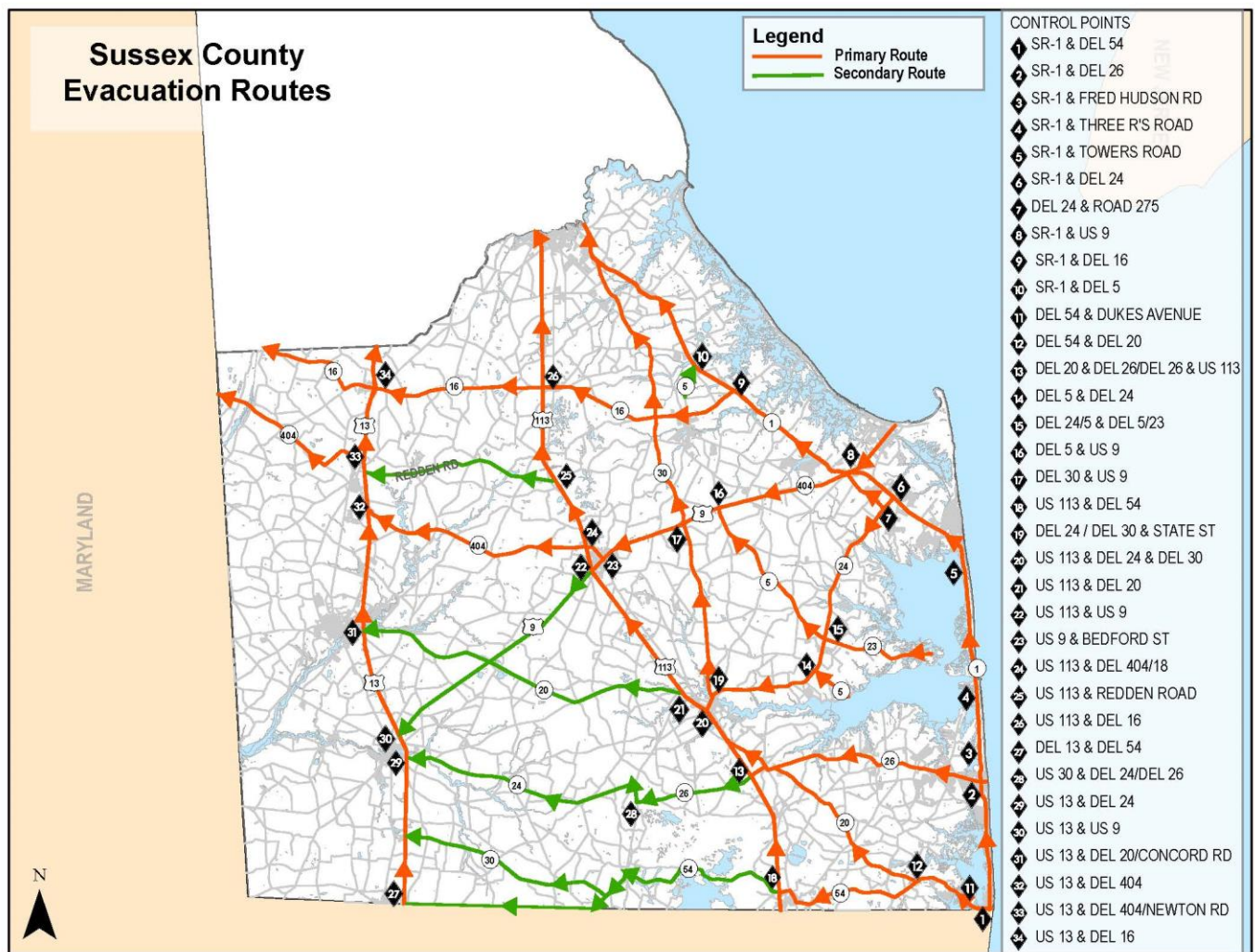
The TMC has determined the required resources for traffic control of each intersection. Please see Appendix A for resource details.

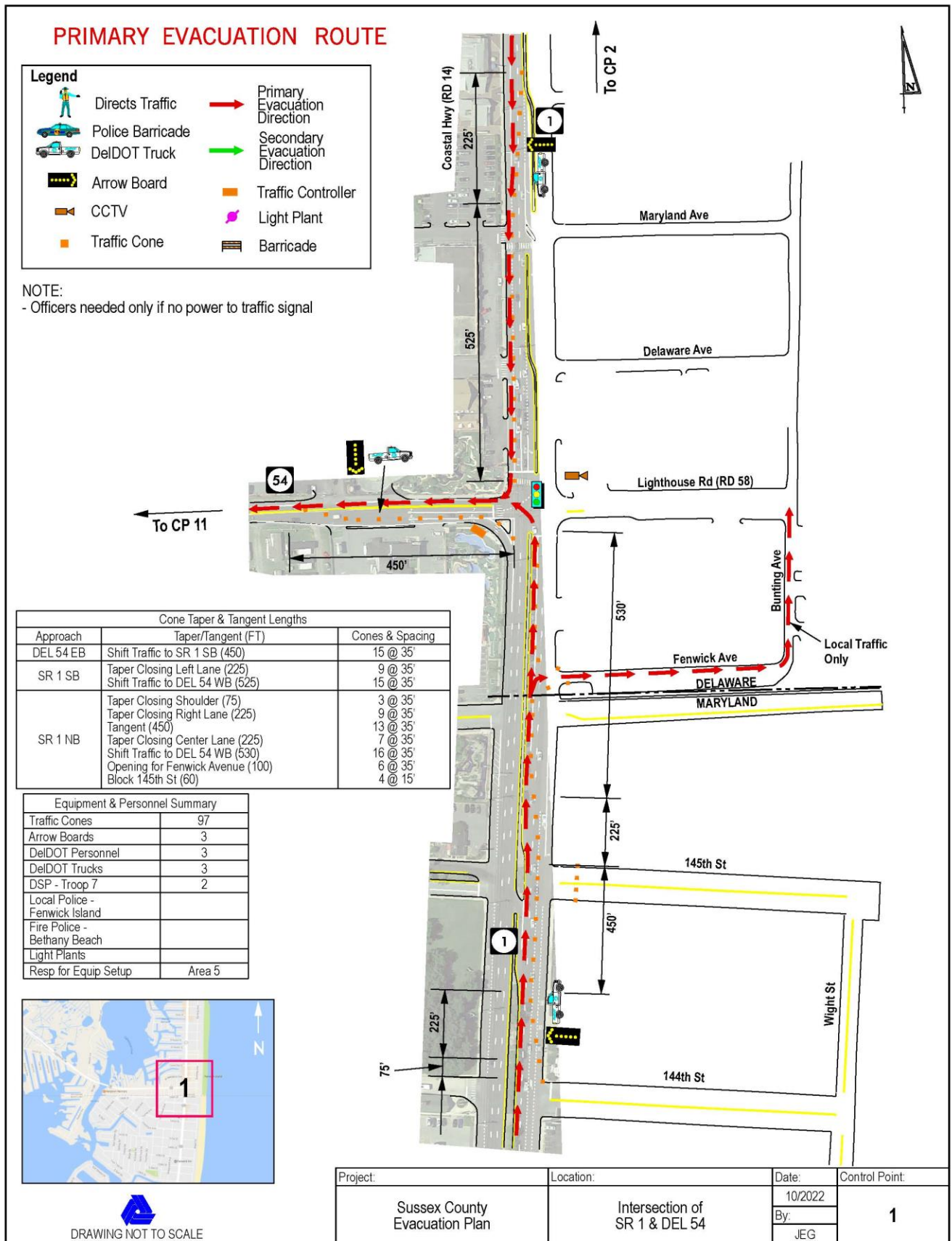
VII. Shelters

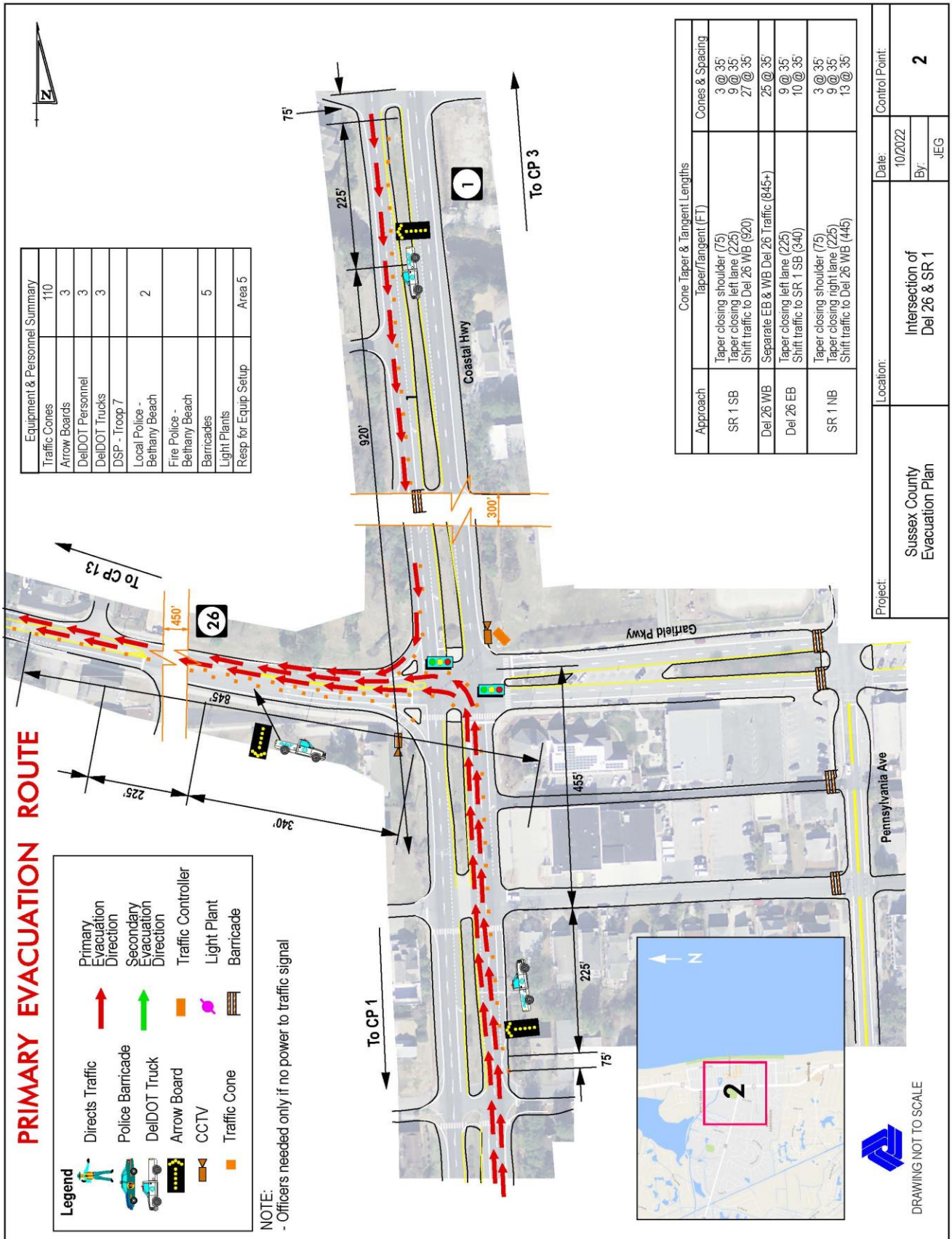
DEMA will establish shelters as needed and DeIDOT will ensure ingress and egress to the facilities.

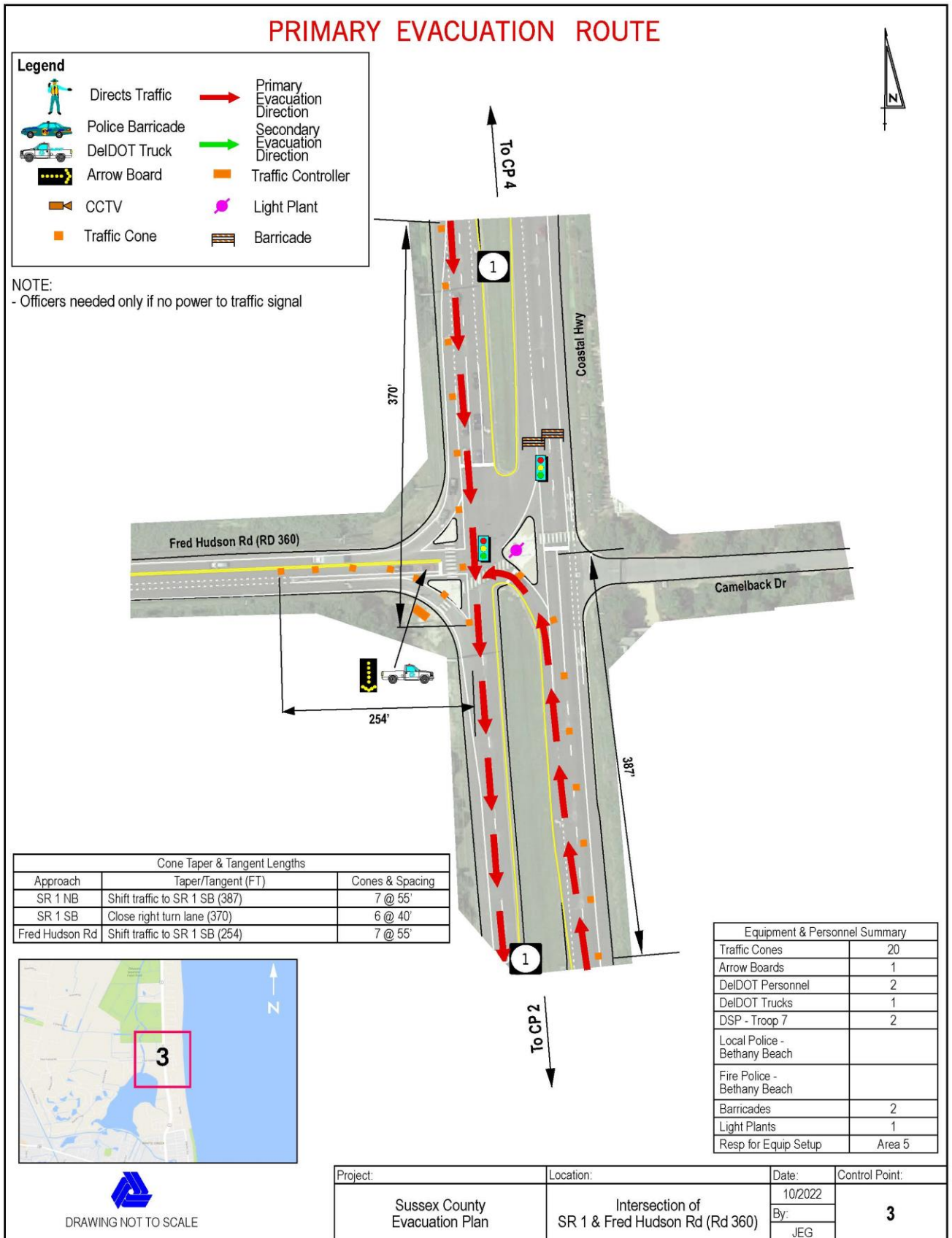
APPENDIX A

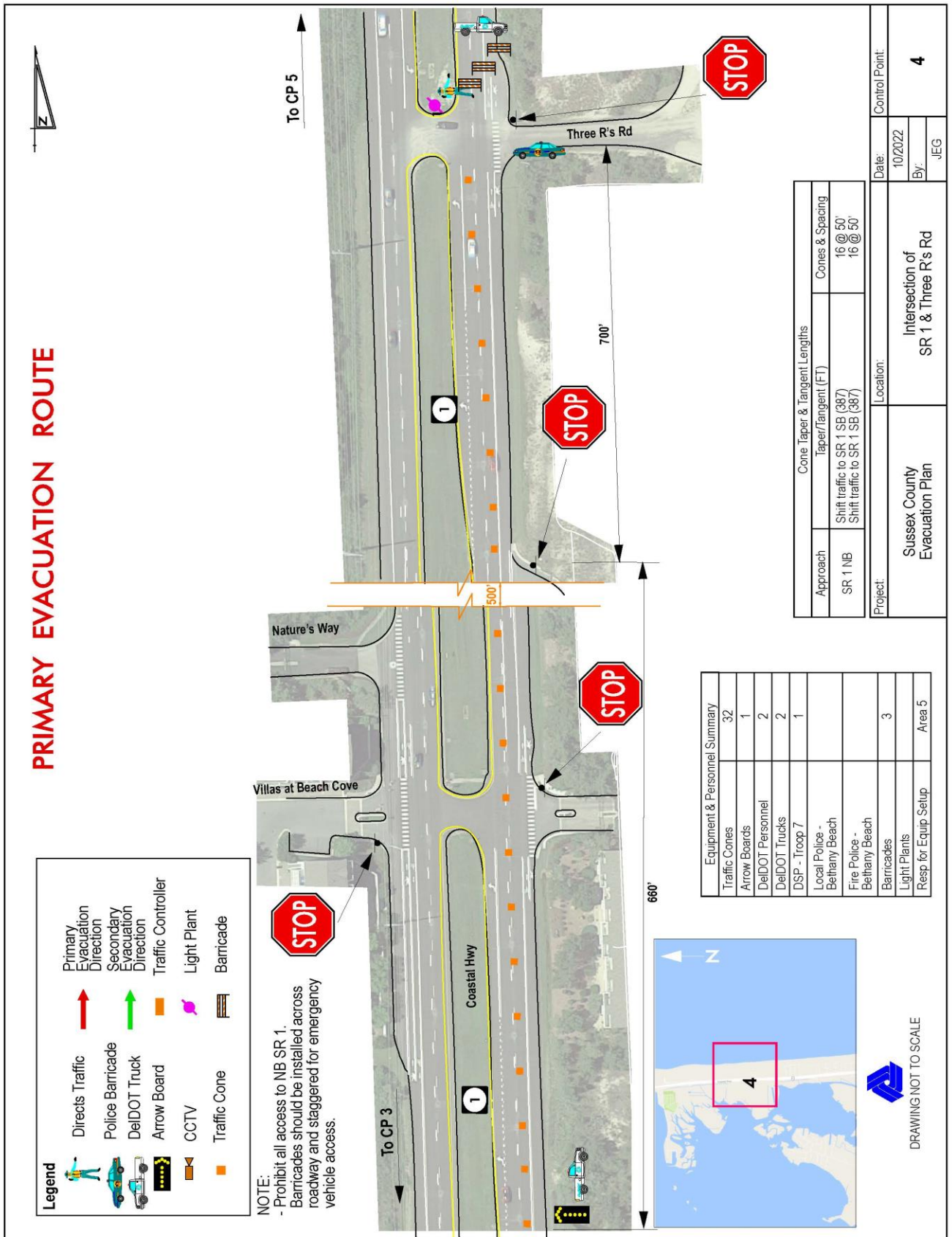
Intersection Control Diagrams














PRIMARY EVACUATION ROUTE**Legend**

	Directs Traffic		Primary Evacuation Direction
	Police Barricade		Secondary Evacuation Direction
	DelDOT Truck		Traffic Controller
	Arrow Board		Light Plant
	CCTV		Barricade
	Traffic Cone		

NOTE:

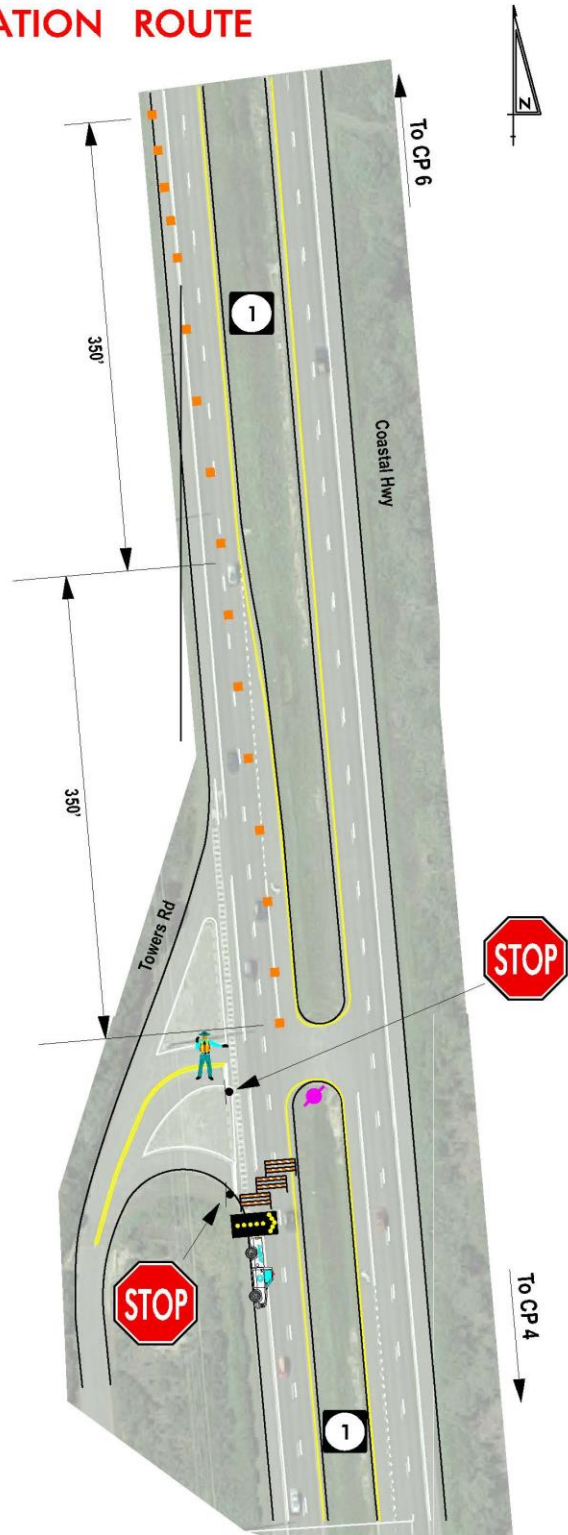
- Prohibit all access to SR 1 SB South of Towers Rd
- Barricades should be installed across the roadway and staggered for emergency vehicle access

Equipment & Personnel Summary	
Traffic Cones	16
Arrow Boards	1
DelDOT Personnel	1
DelDOT Trucks	1
DSP	1
Local Police - None	
Fire Police - None	
Barricades	3
Light Plants	1
Resp for Equip Setup	Area 4

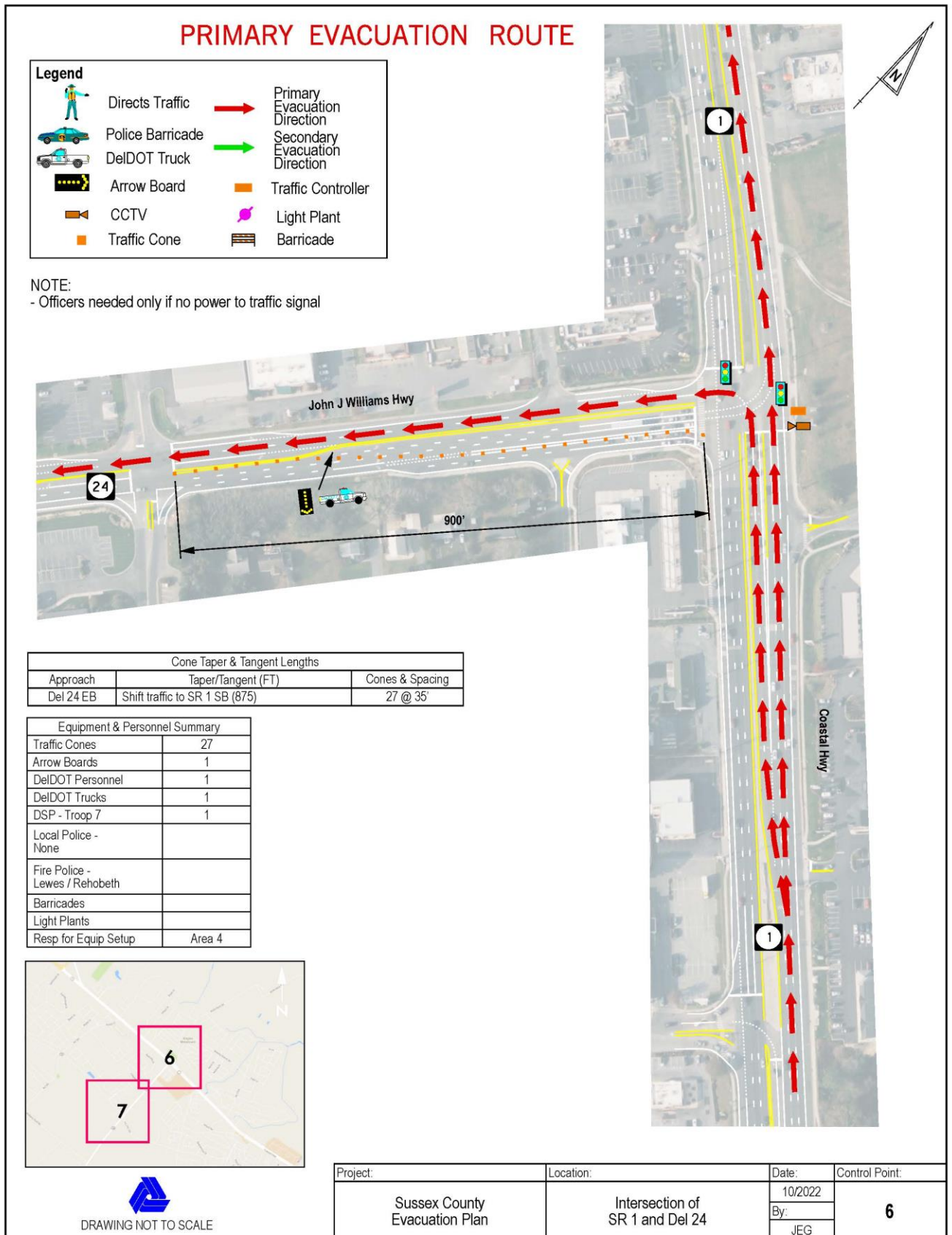
Cone Taper & Tangent Lengths		
Approach	Taper/Tangent (FT)	Cones & Spacing
SR 1 SB	Close thru lanes (350) Tangent into turn lane (350)	8 @ 50' 8 @ 50'

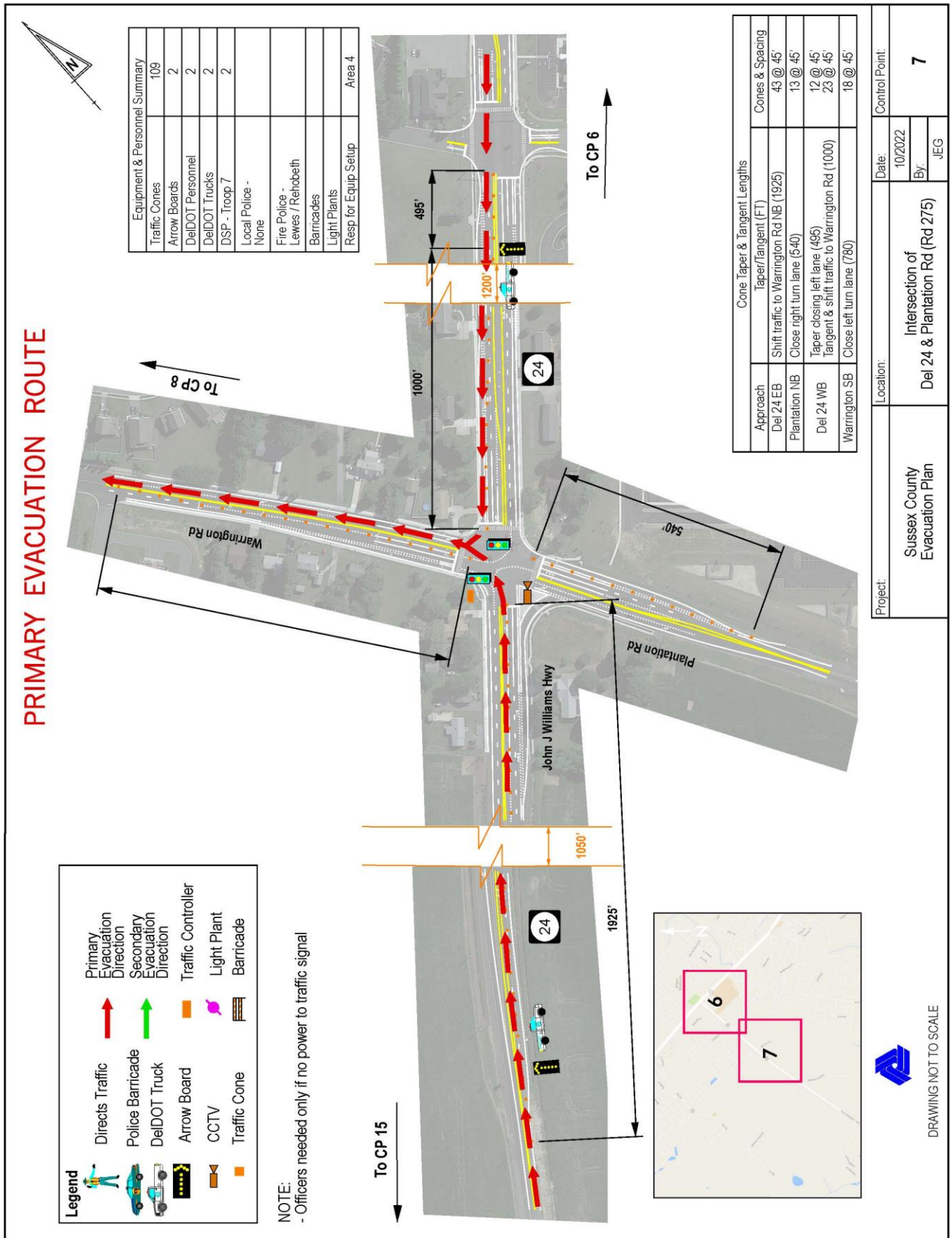


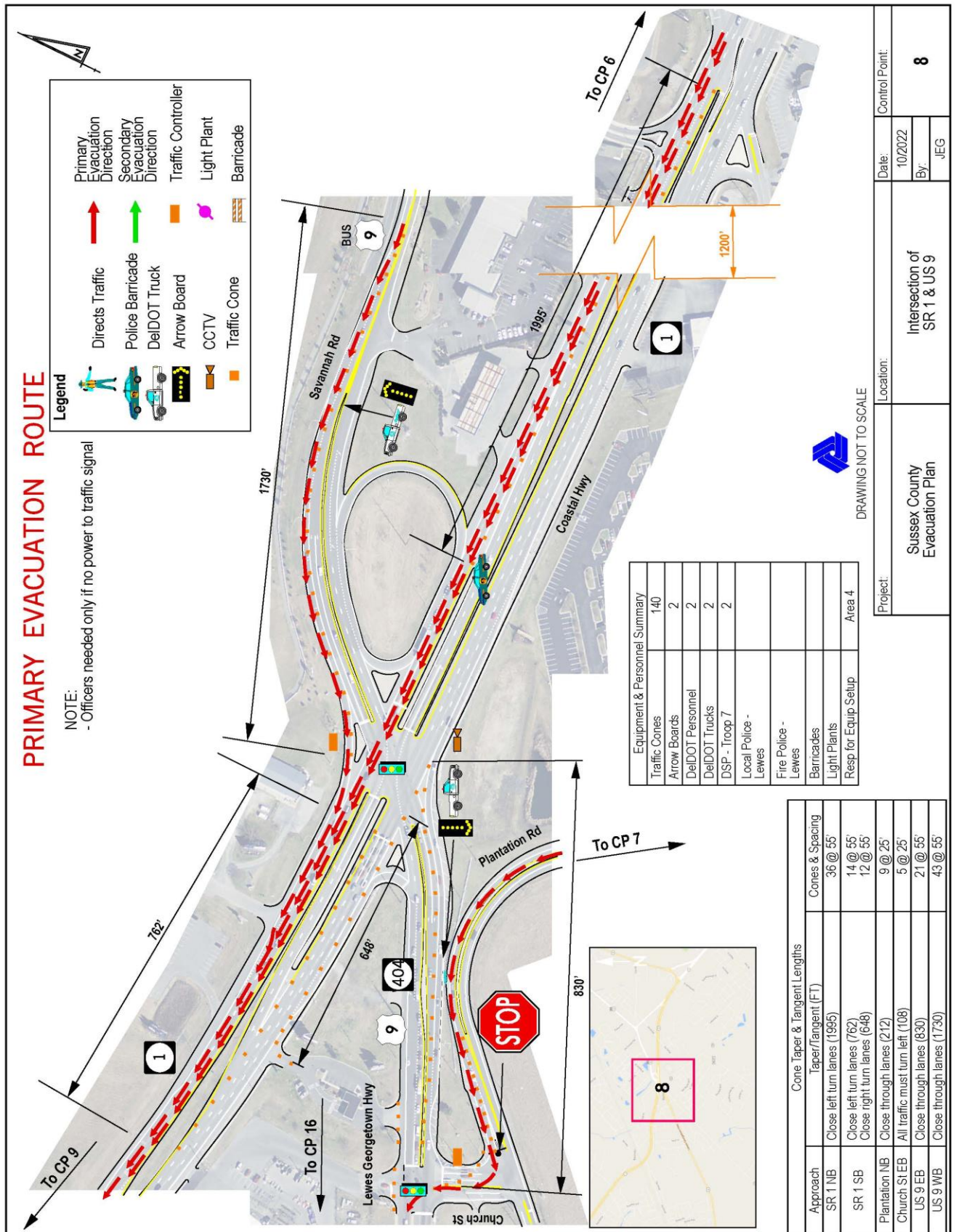
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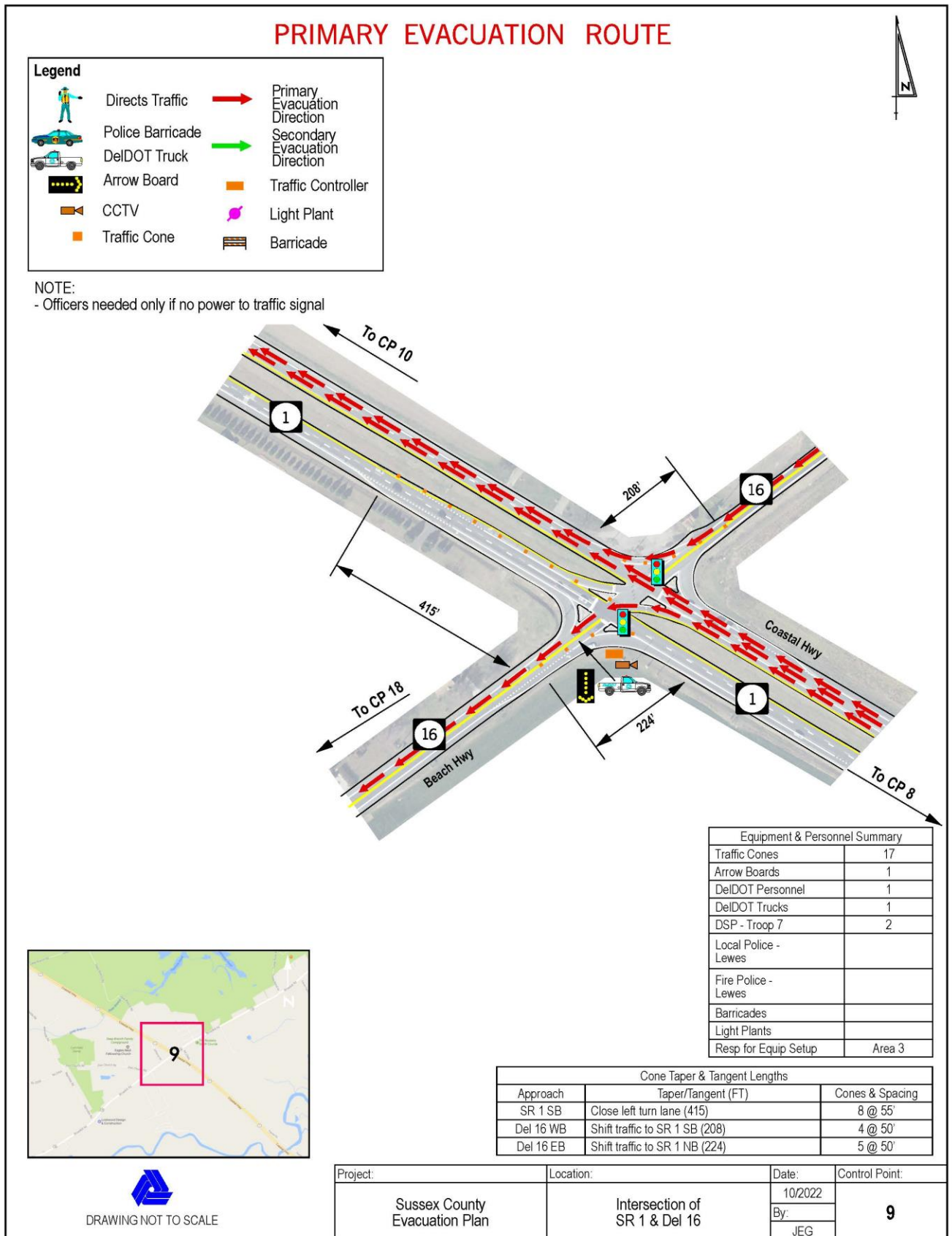


Project:	Location:	Date:	Control Point:
Sussex County Evacuation Plan	Intersection of SR 1 & Towers Rd	10/2022	5
		By: JEG	



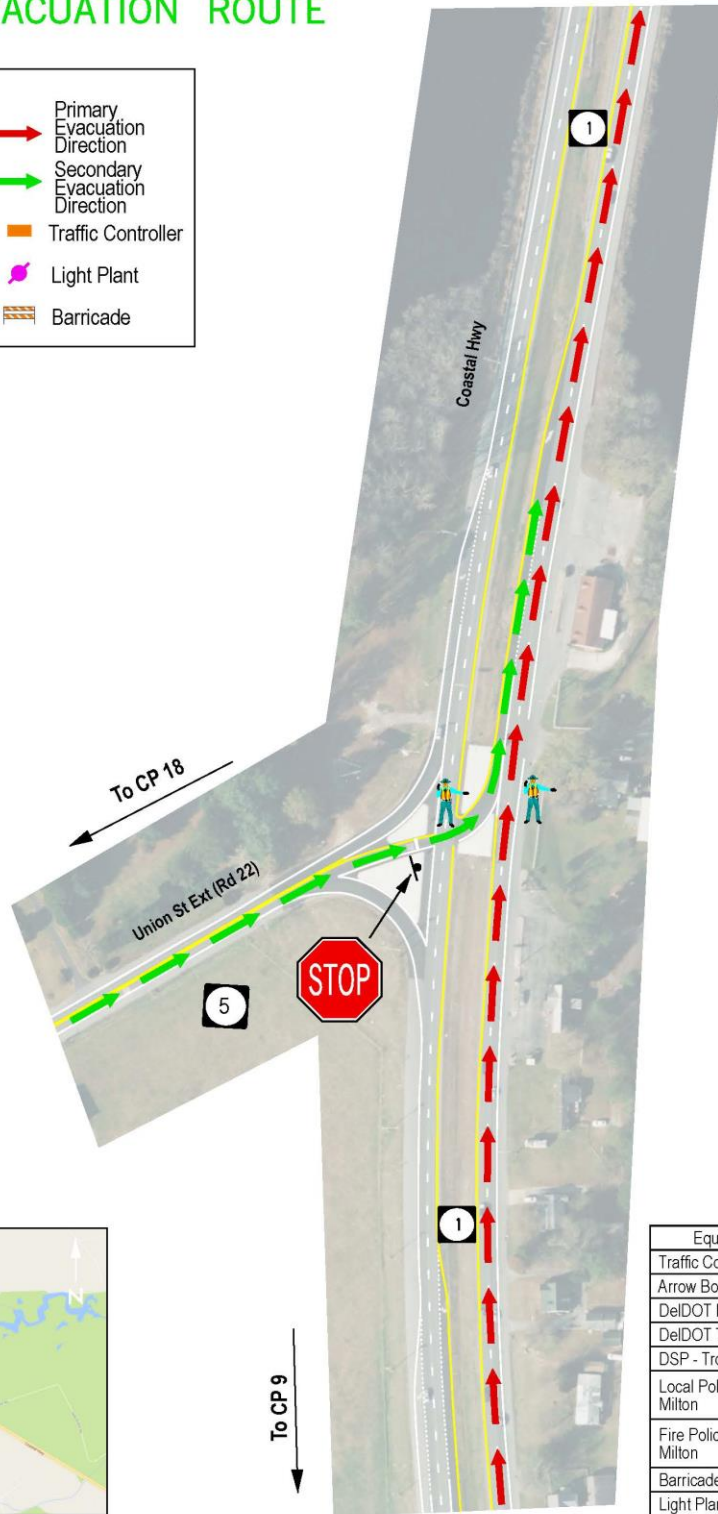






SECONDARY EVACUATION ROUTE

Legend	
	Directs Traffic
	Police Barricade
	DelDOT Truck
	Arrow Board
	CCTV
	Traffic Cone
	Primary Evacuation Direction
	Secondary Evacuation Direction
	Traffic Controller
	Light Plant
	Barricade



Equipment & Personnel Summary	
Traffic Cones	
Arrow Boards	
DelDOT Personnel	
DelDOT Trucks	
DSP - Troop 7	2
Local Police - Milton	
Fire Police - Milton	
Barricades	
Light Plants	
Resp for Equip Setup	Area 3

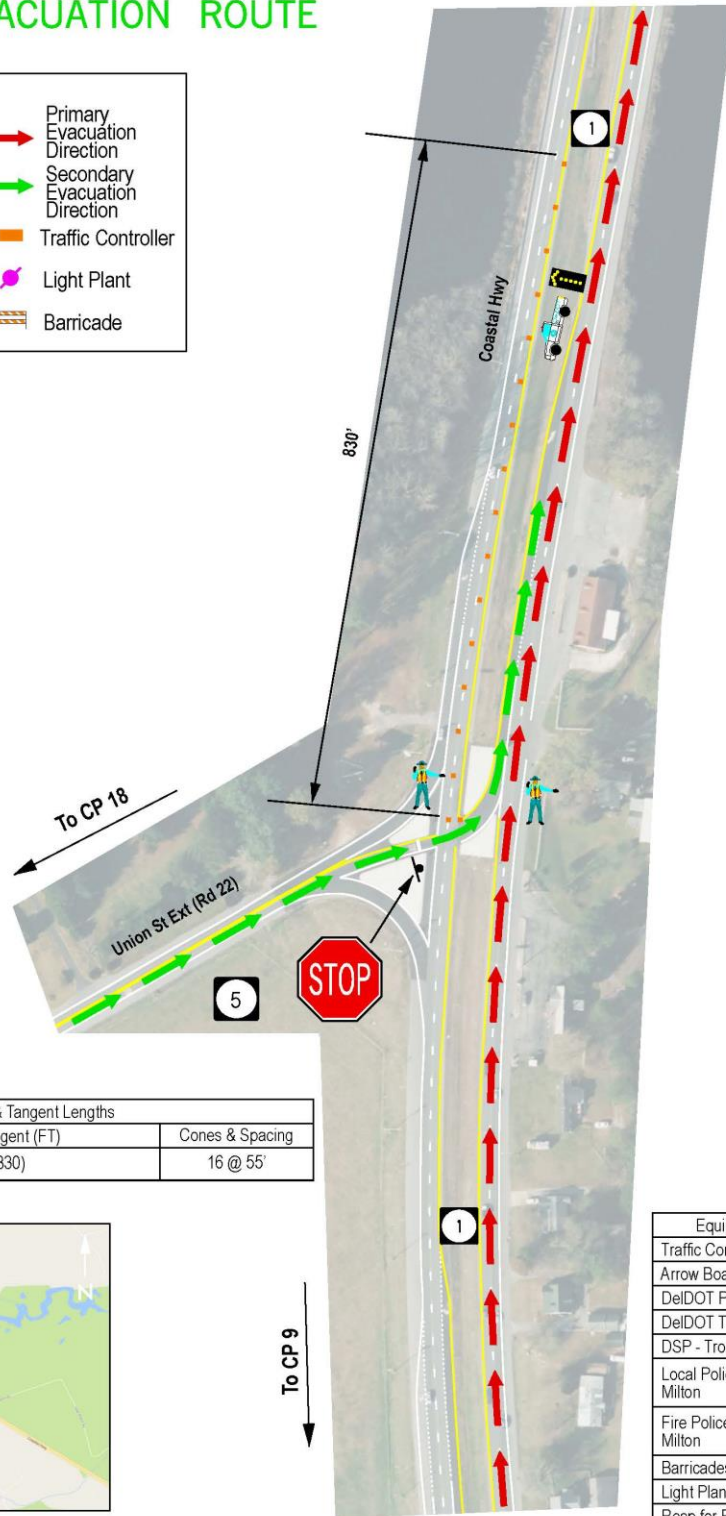


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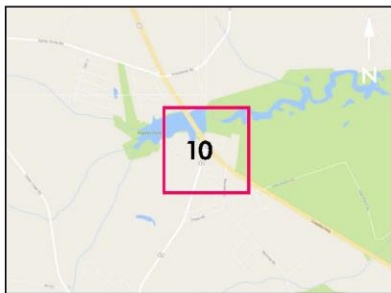
Project:	Location:	Date:	Control Point:
Sussex County Evacuation Plan	Intersection of SR 1 & Del 5	10/2022	10
		By:	
		JEG	

SECONDARY EVACUATION ROUTE

Legend	
	Directs Traffic
	Police Barricade
	DelDOT Truck
	Arrow Board
	CCTV
	Traffic Cone
	Light Plant
	Barricade
	Primary Evacuation Direction
	Secondary Evacuation Direction
	Traffic Controller



Cone Taper & Tangent Lengths		
Approach	Taper/Tangent (FT)	Cones & Spacing
SR 1 SB	Taper closing left lane (830)	16 @ 55'

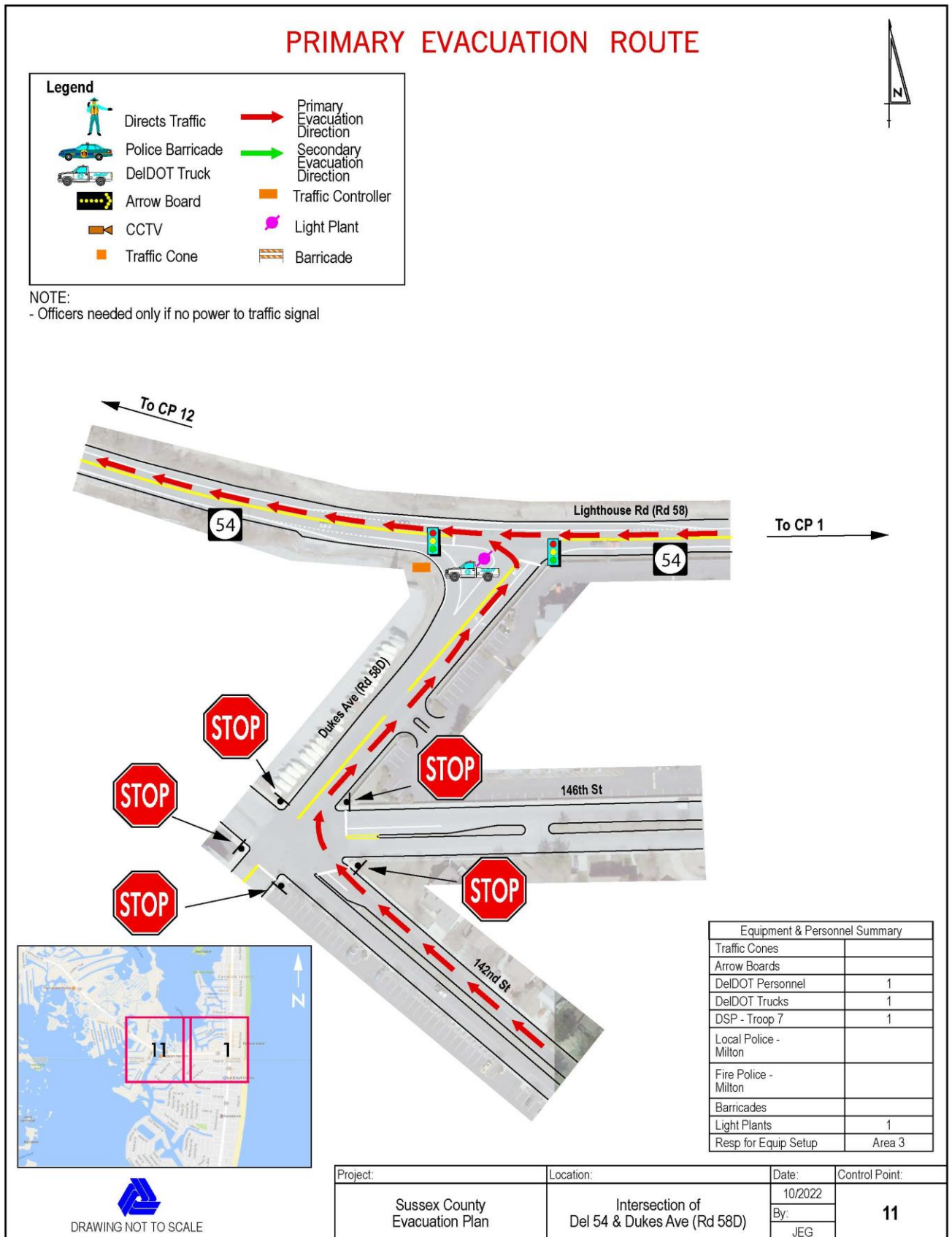


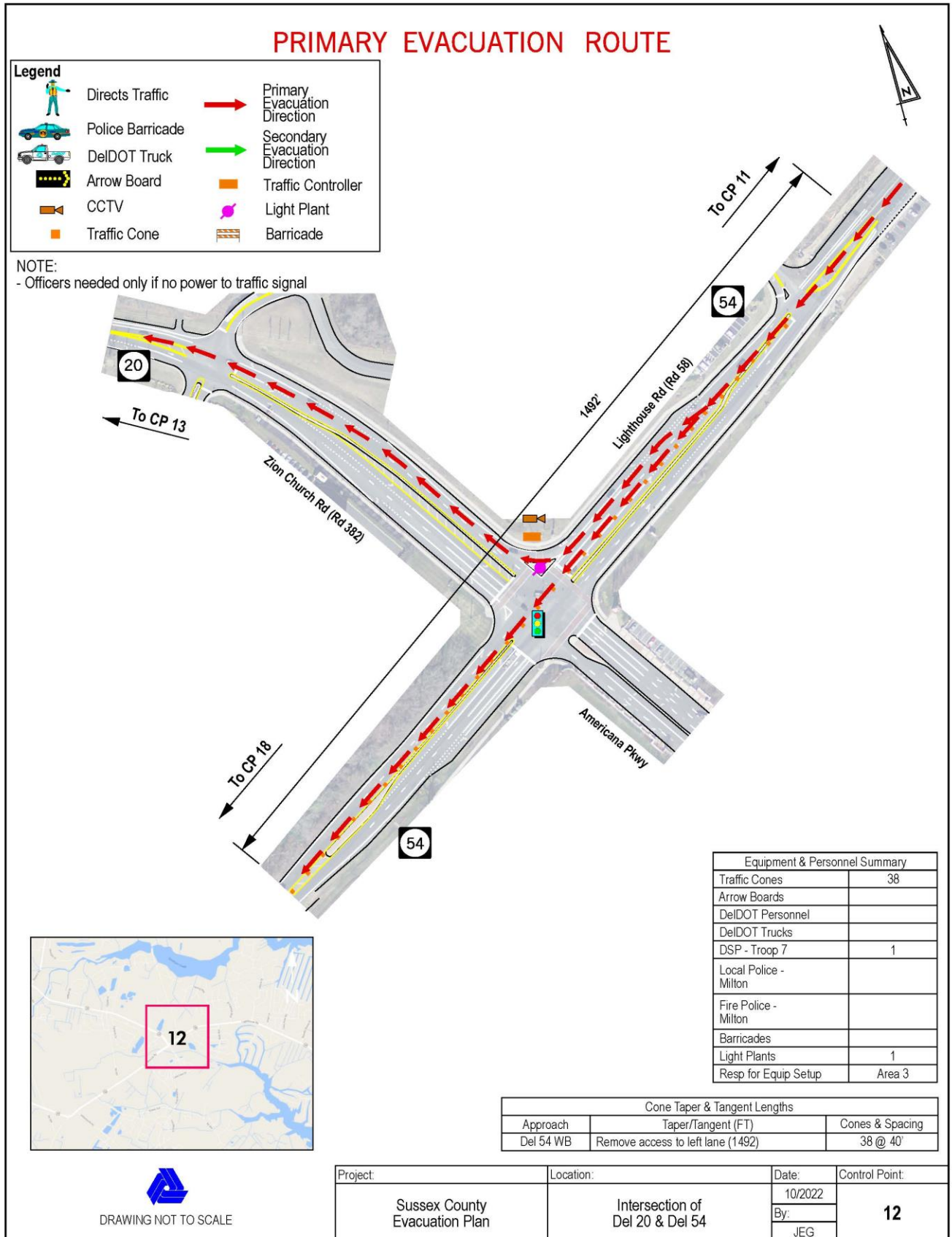
Equipment & Personnel Summary	
Traffic Cones	16
Arrow Boards	1
DelDOT Personnel	1
DelDOT Trucks	1
DSP - Troop 7	2
Local Police - Milton	
Fire Police - Milton	
Barricades	
Light Plants	
Resp for Equip Setup	Area 3

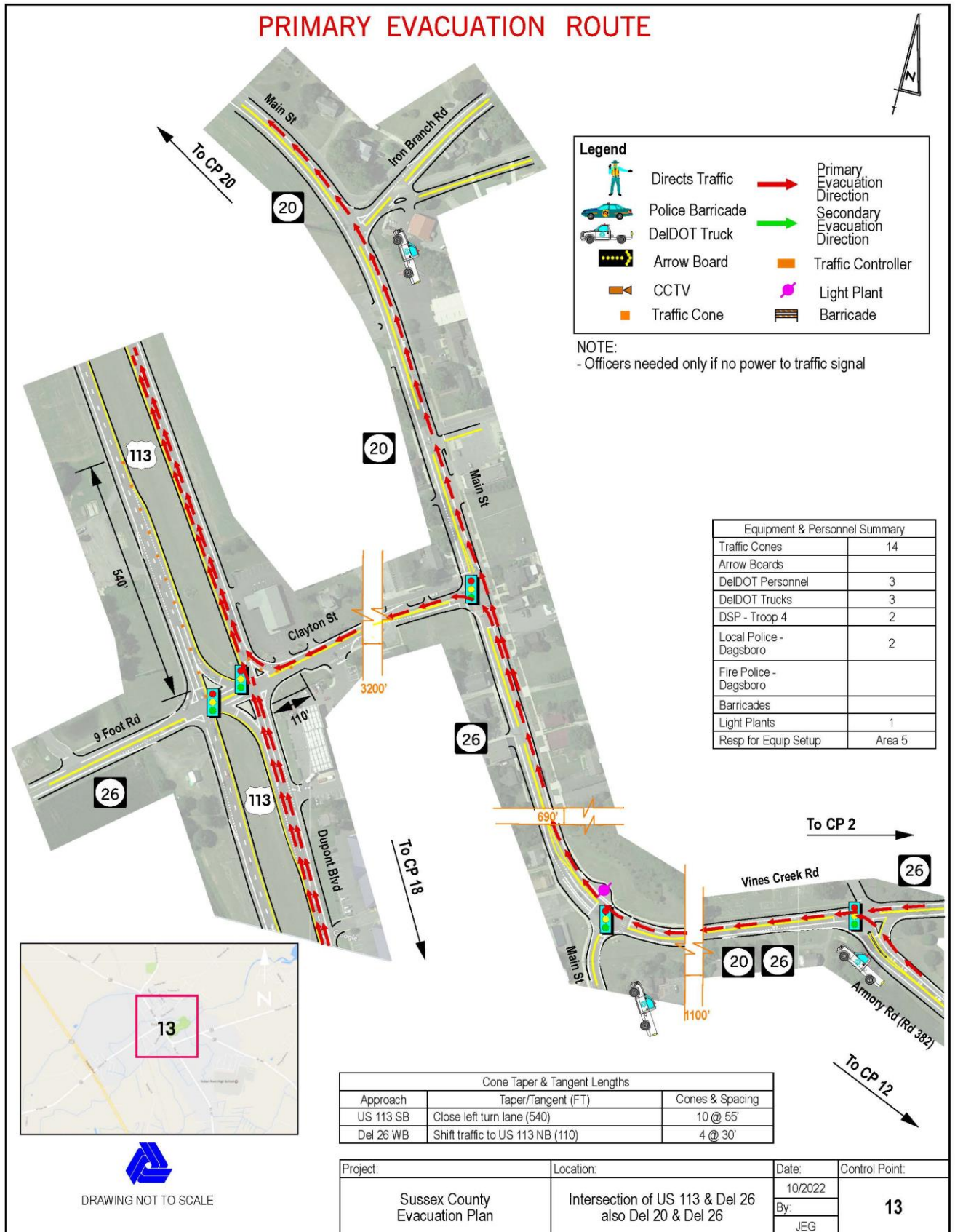


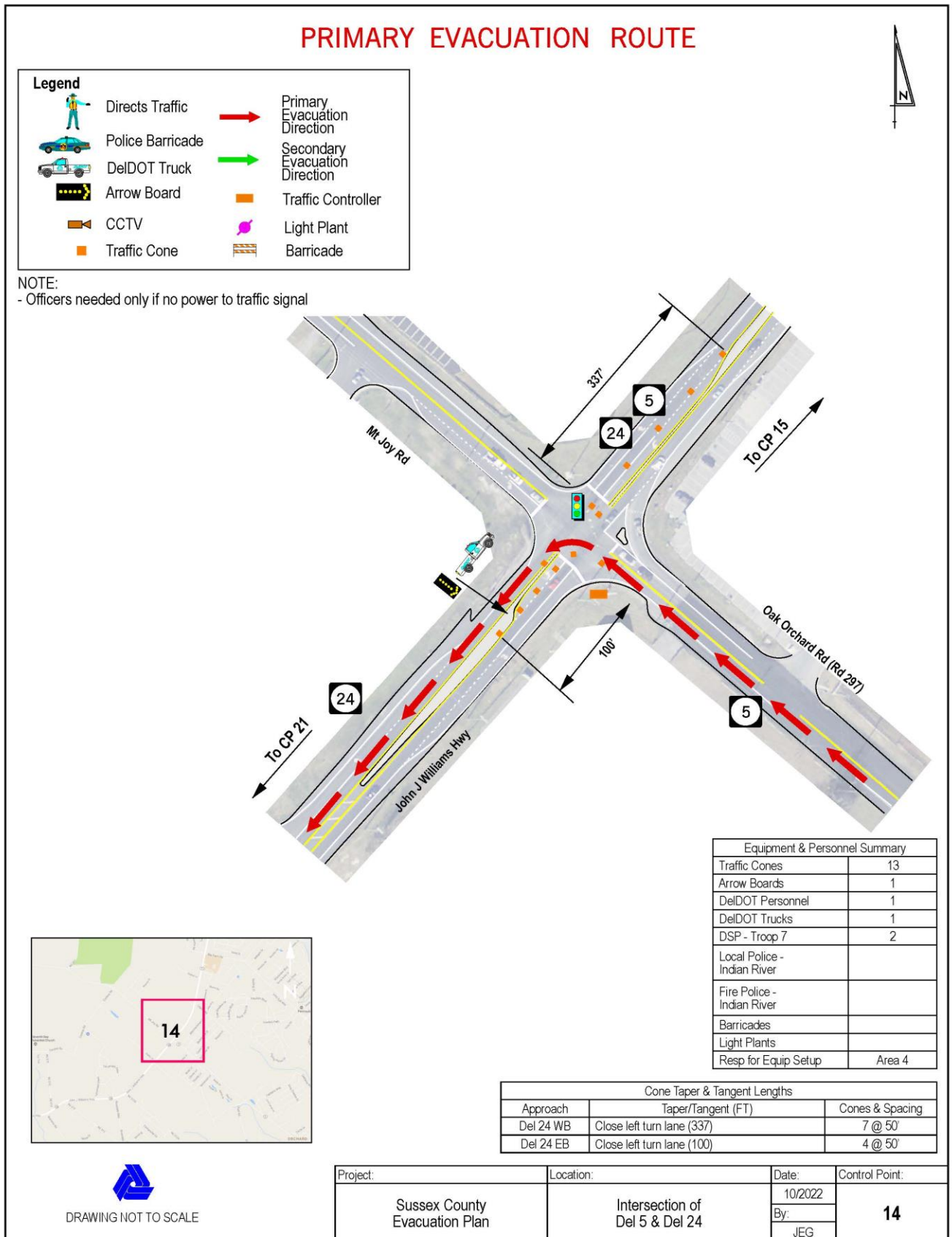
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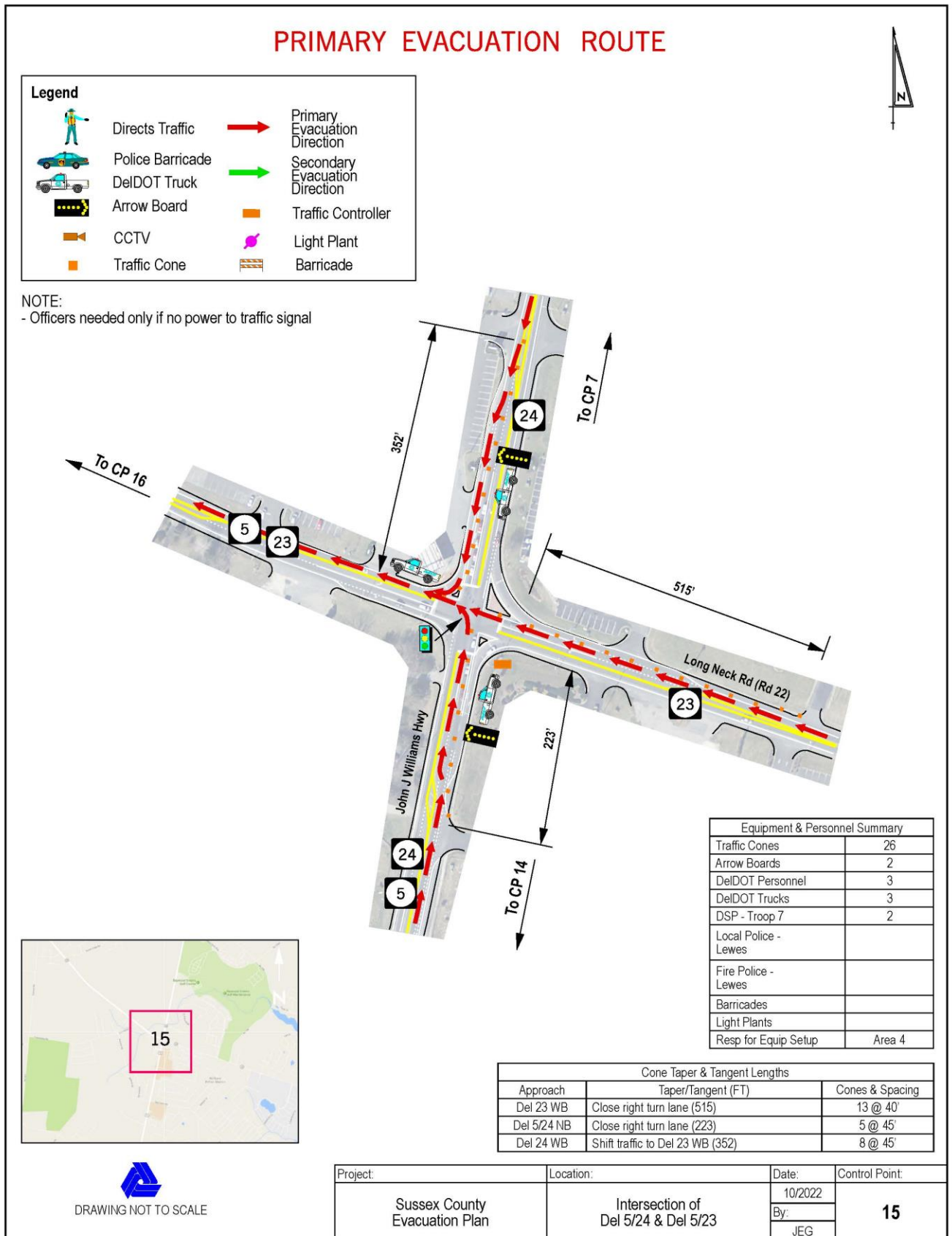
Project:	Location:	Date:	Control Point:
Sussex County Evacuation Plan	Intersection of SR 1 & Del 5	10/2022	10A
		By:	
		JEG	

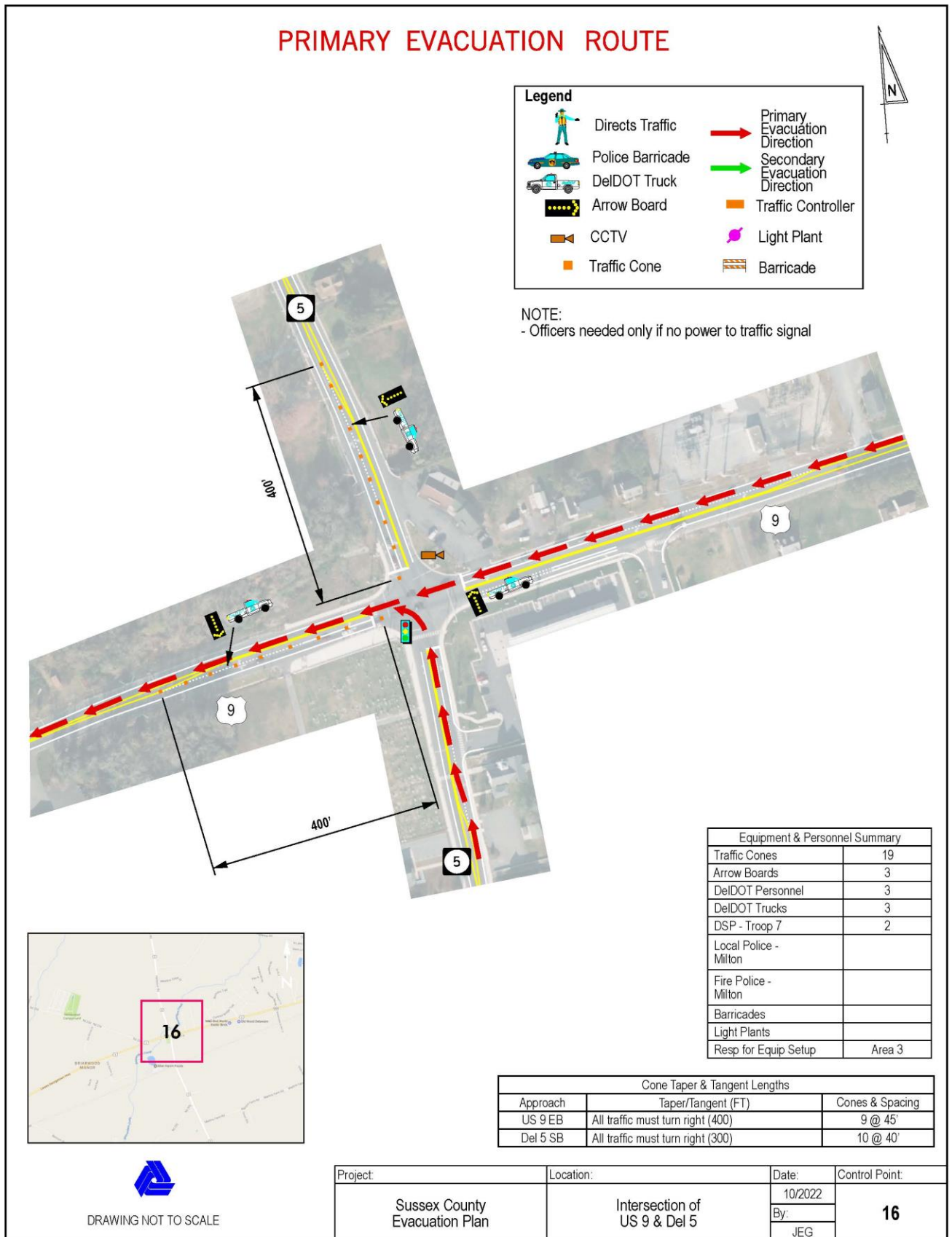


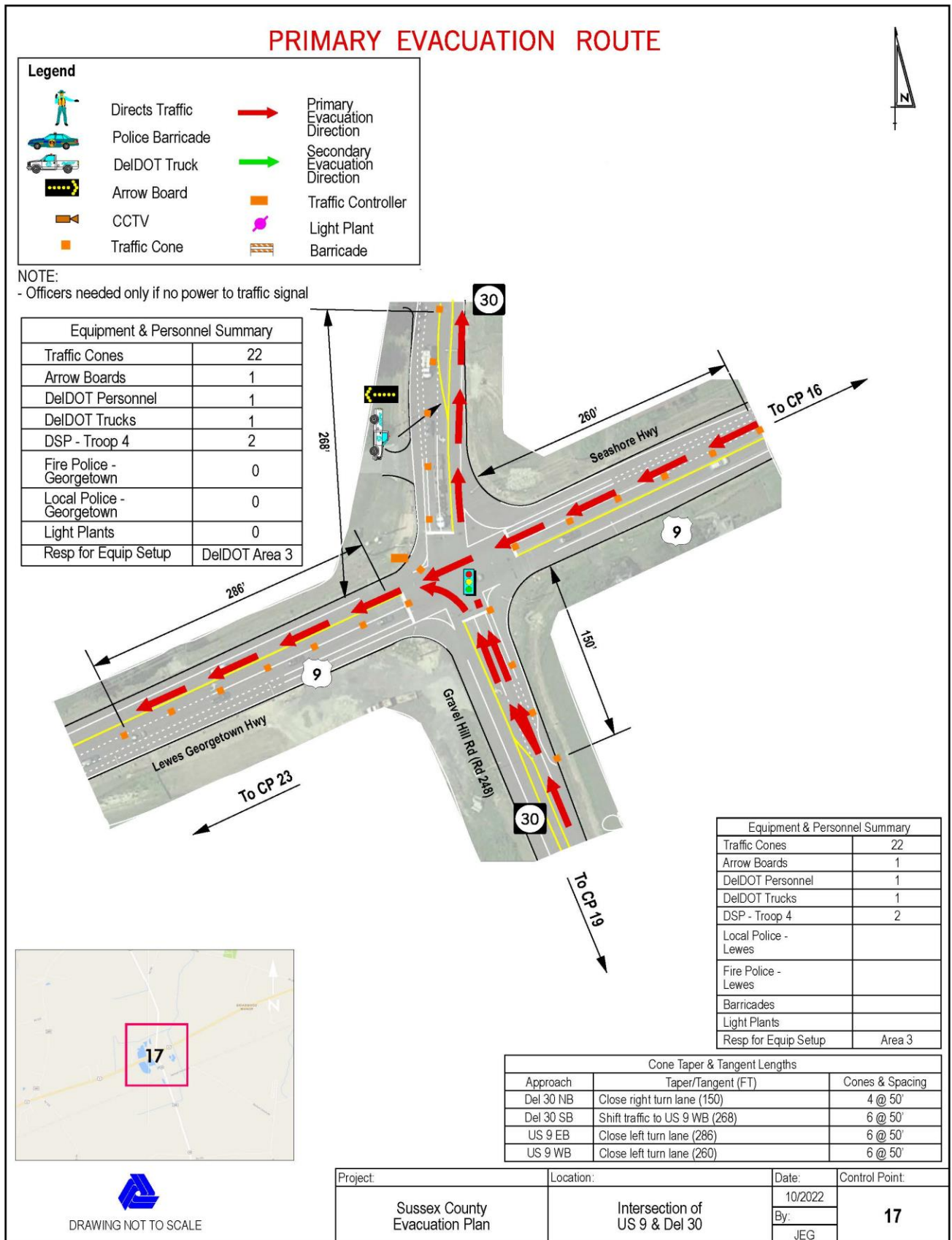


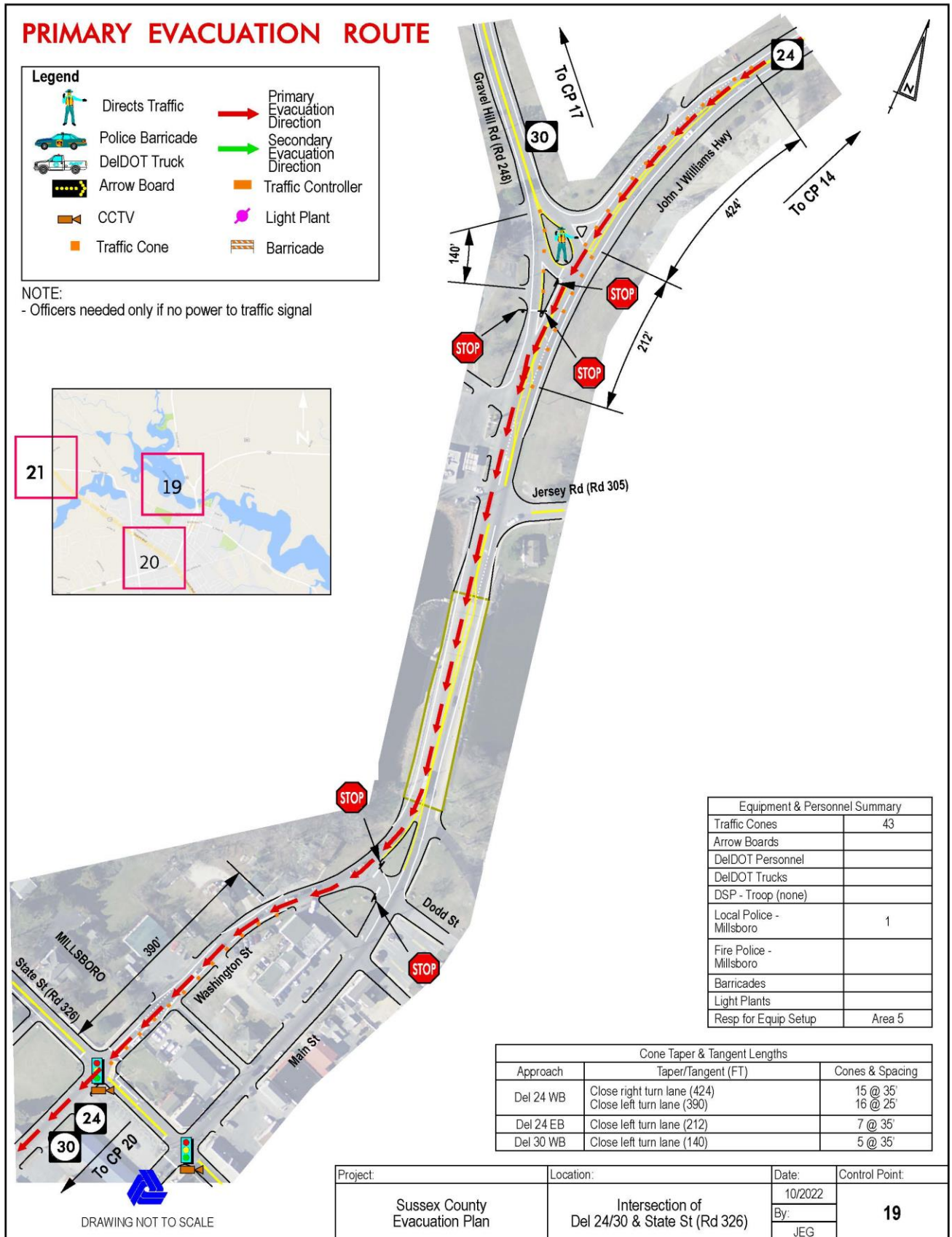


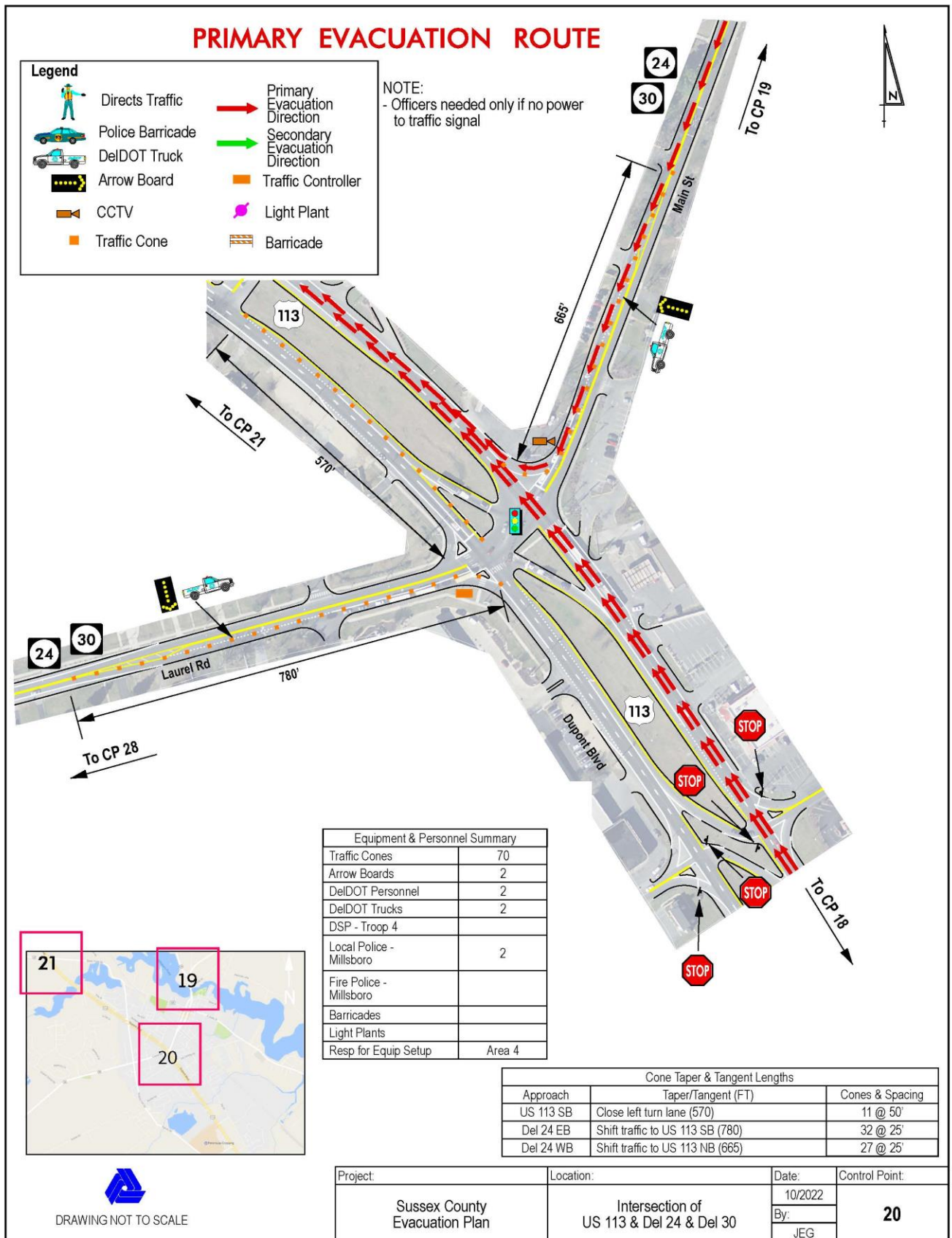


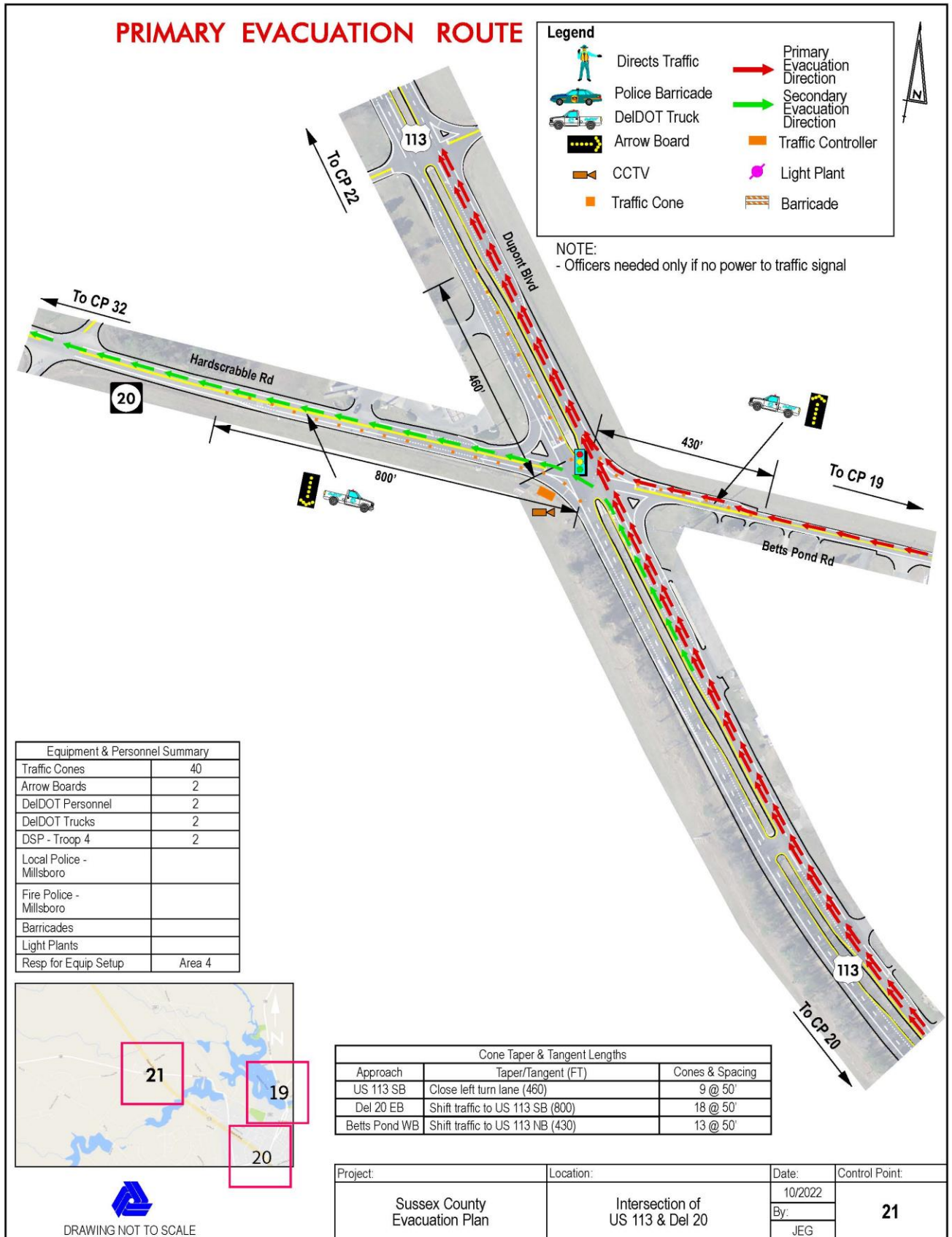


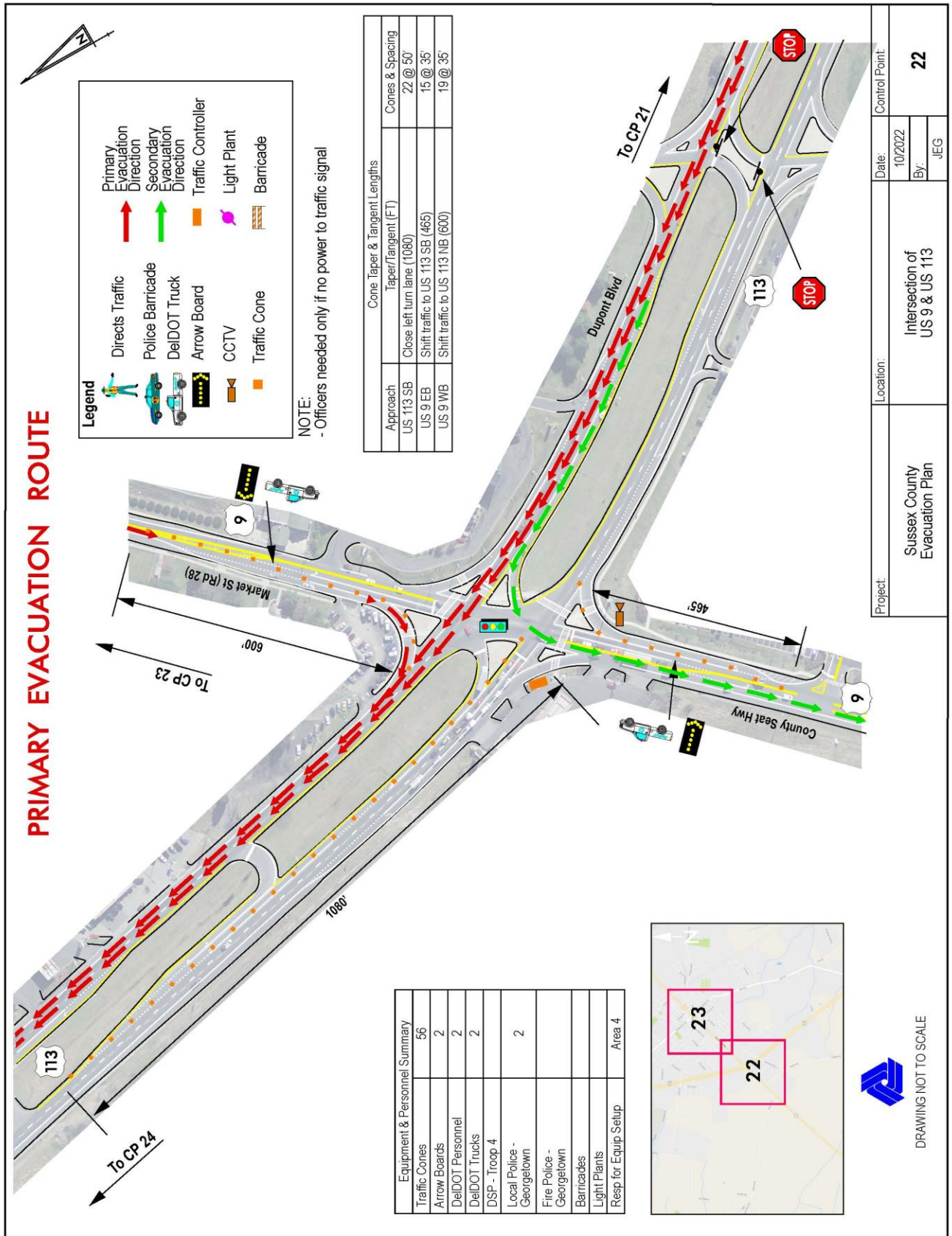


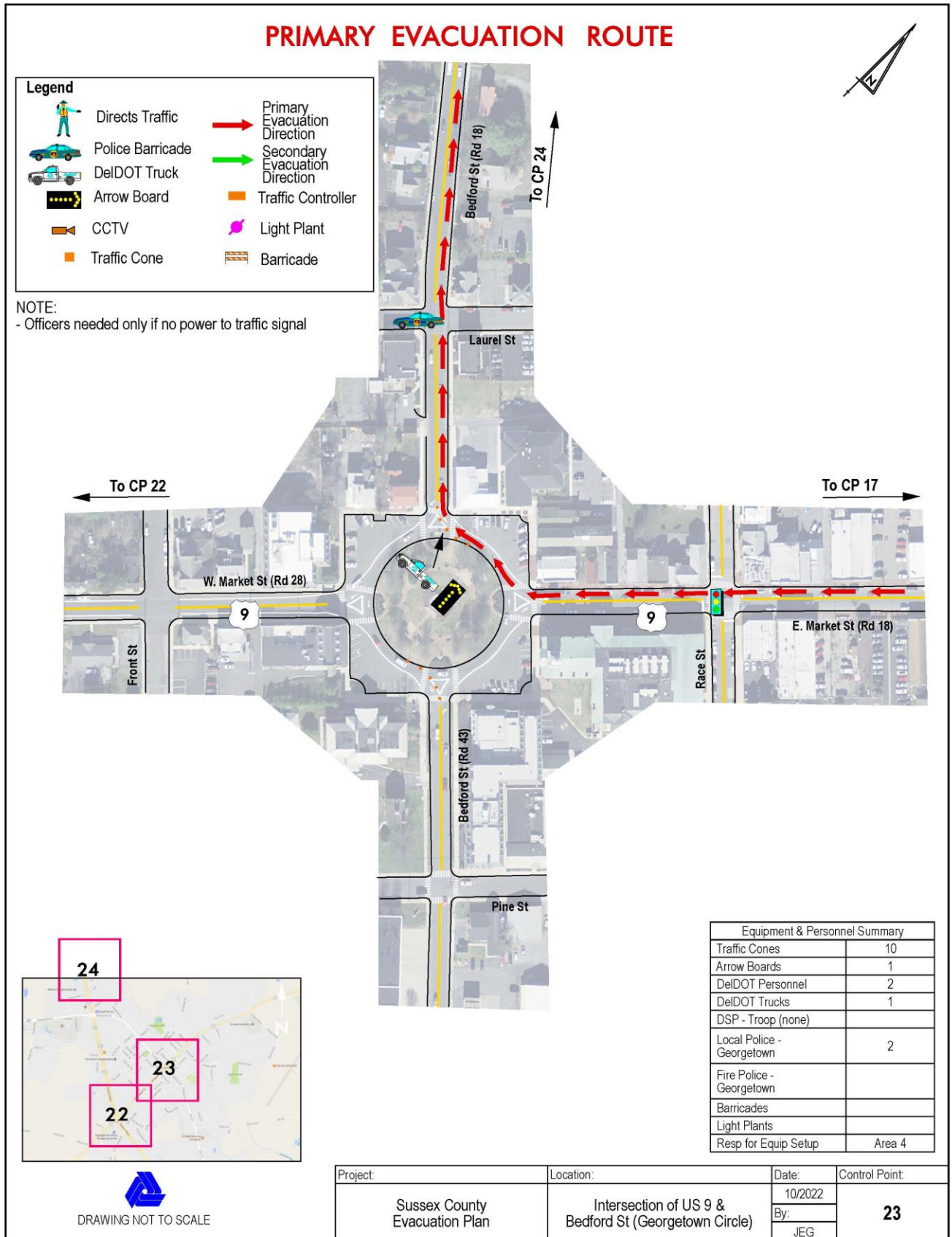


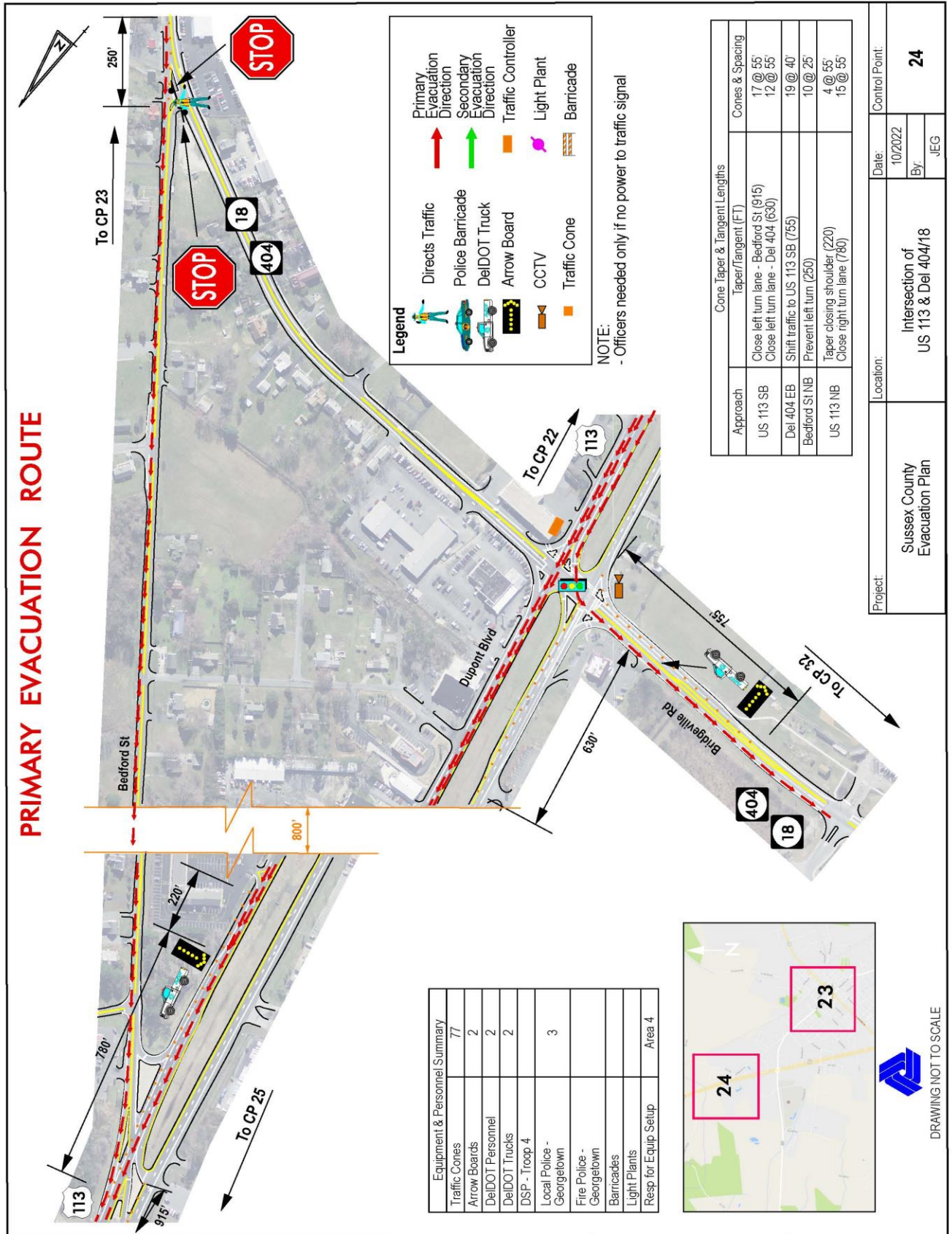


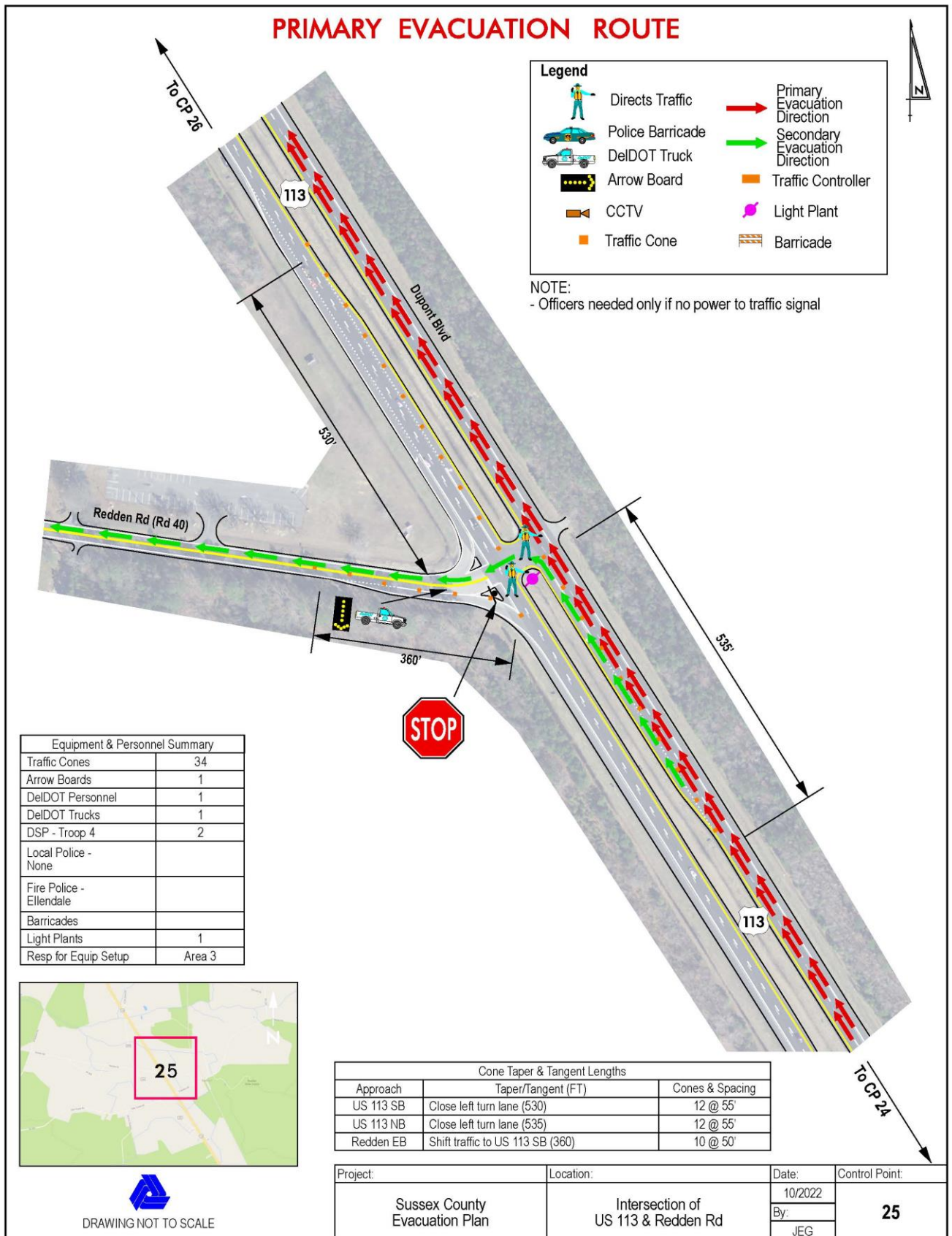


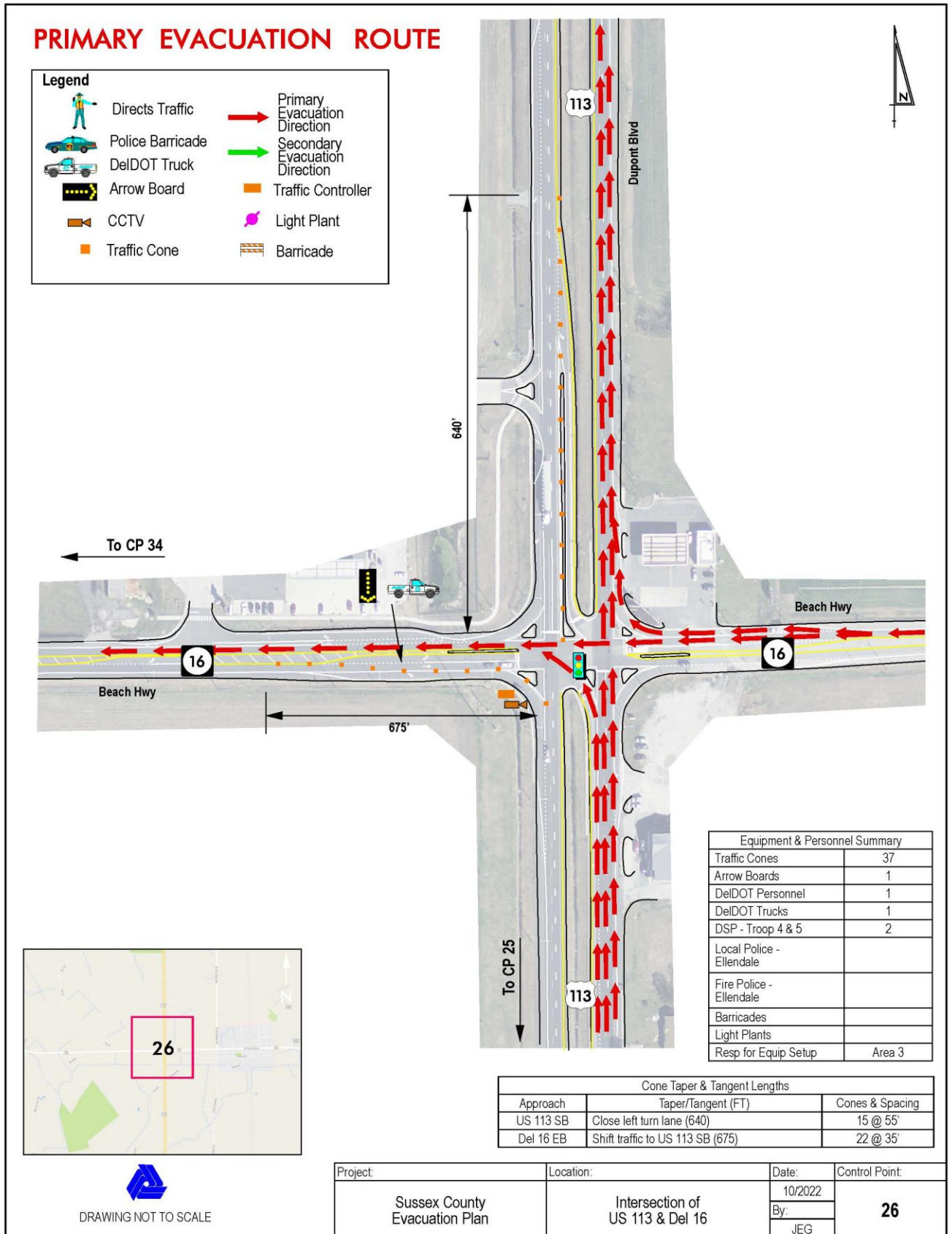


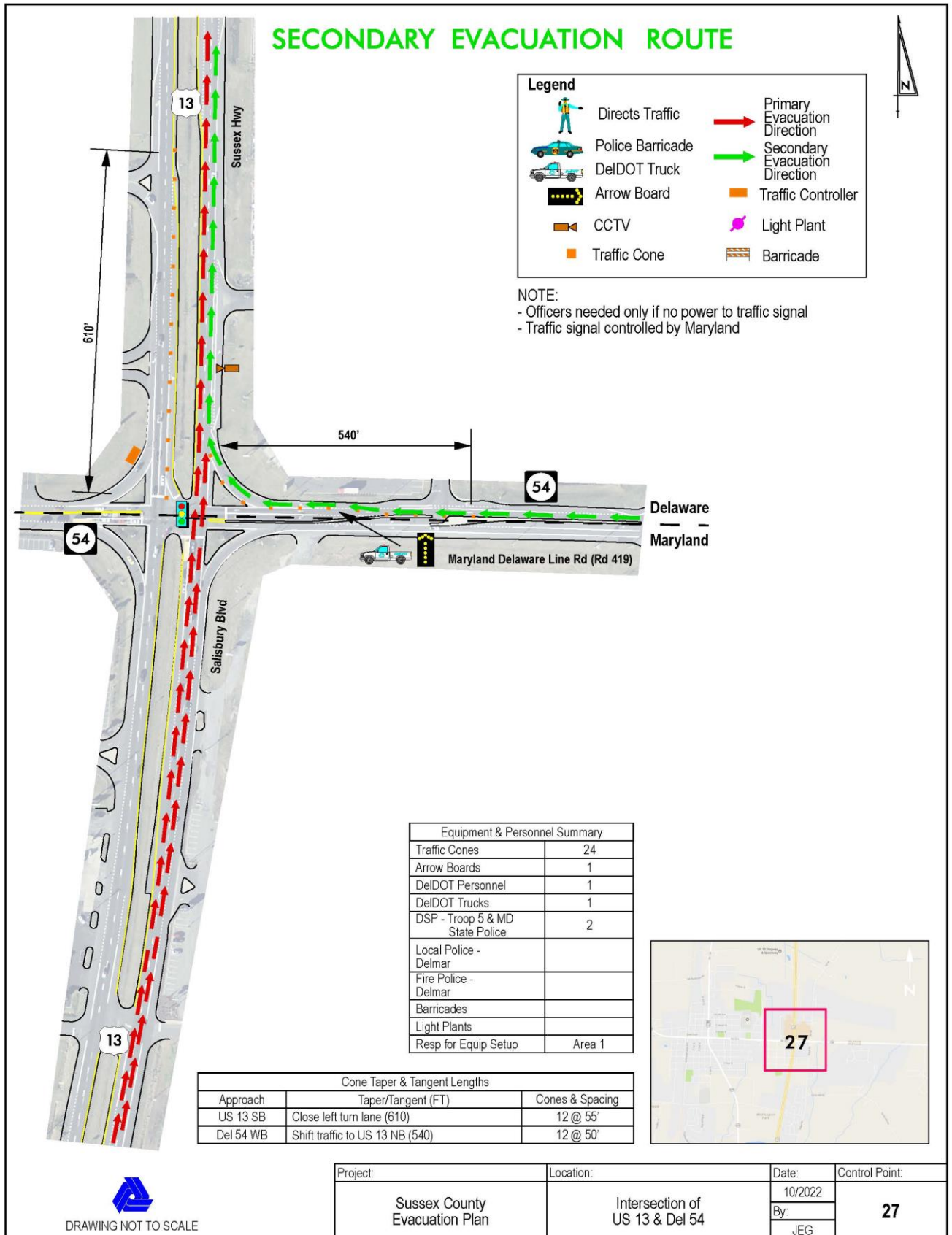


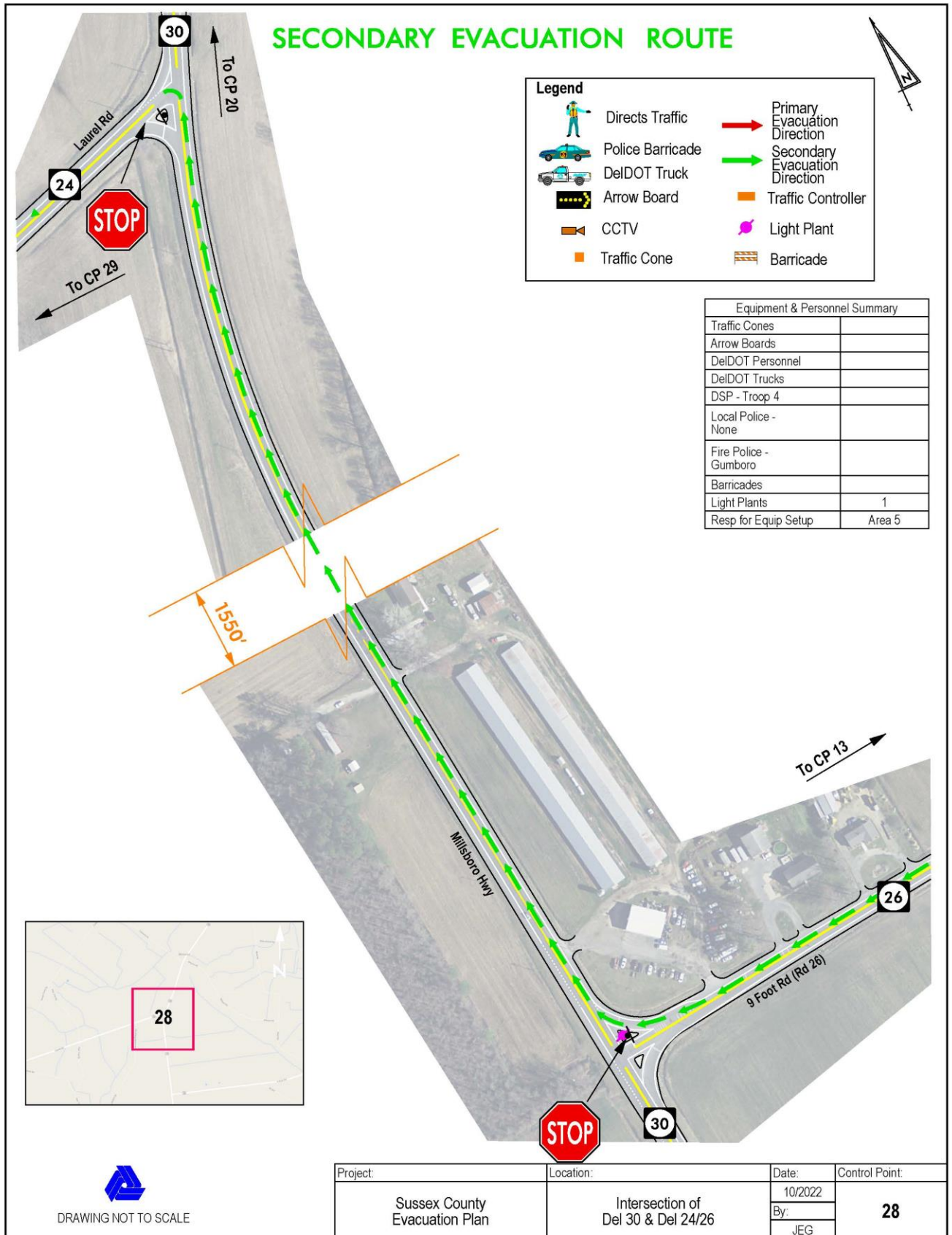


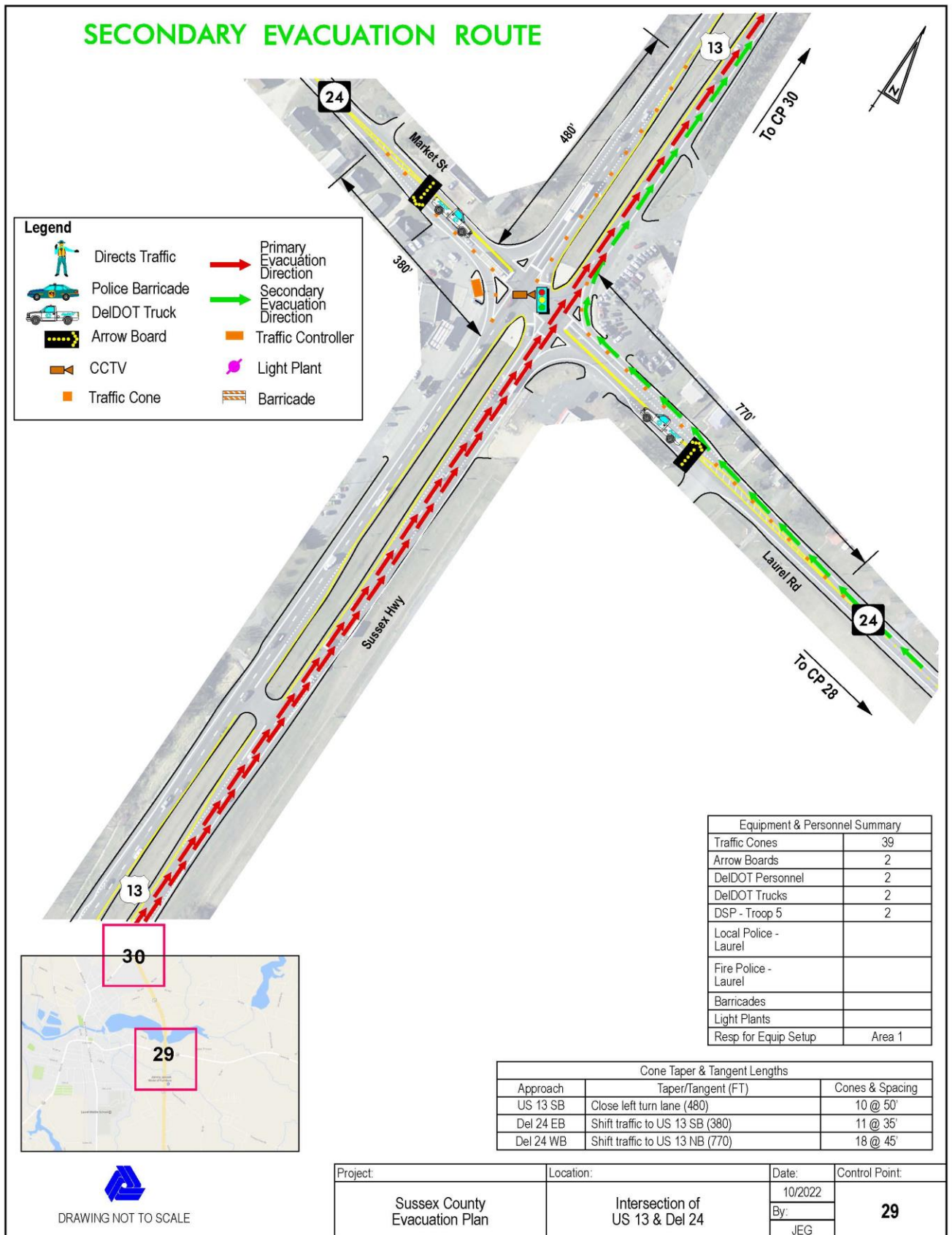


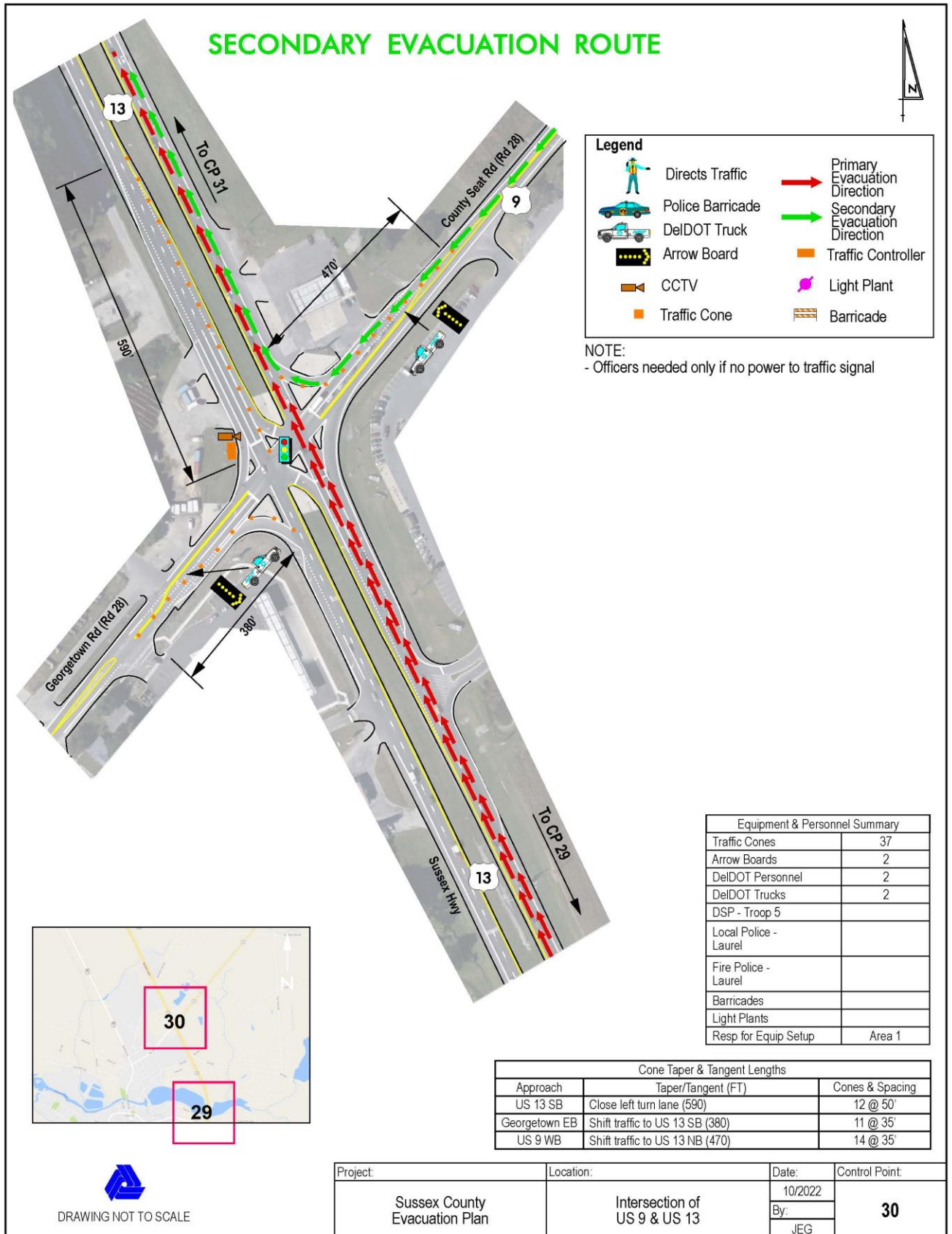


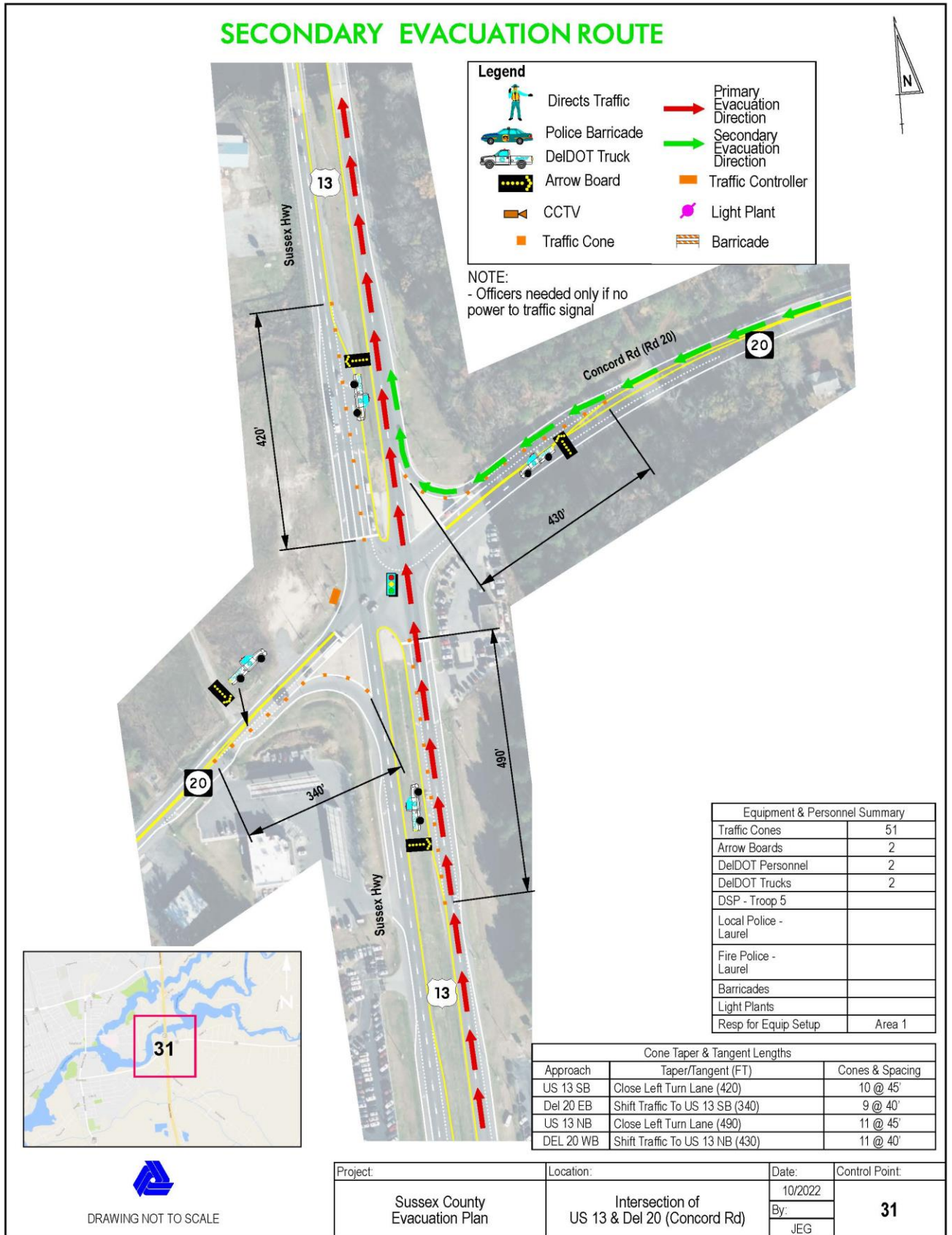


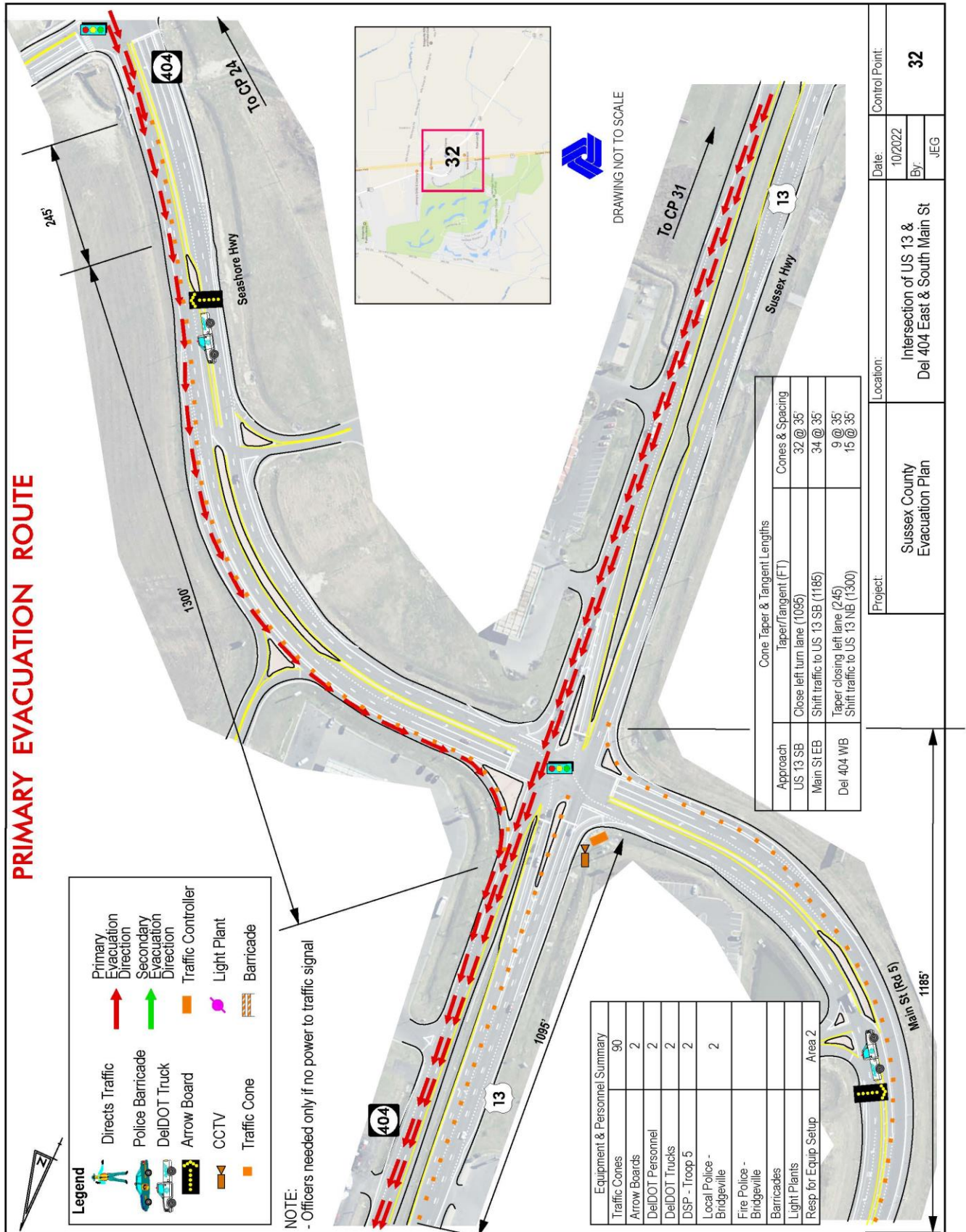


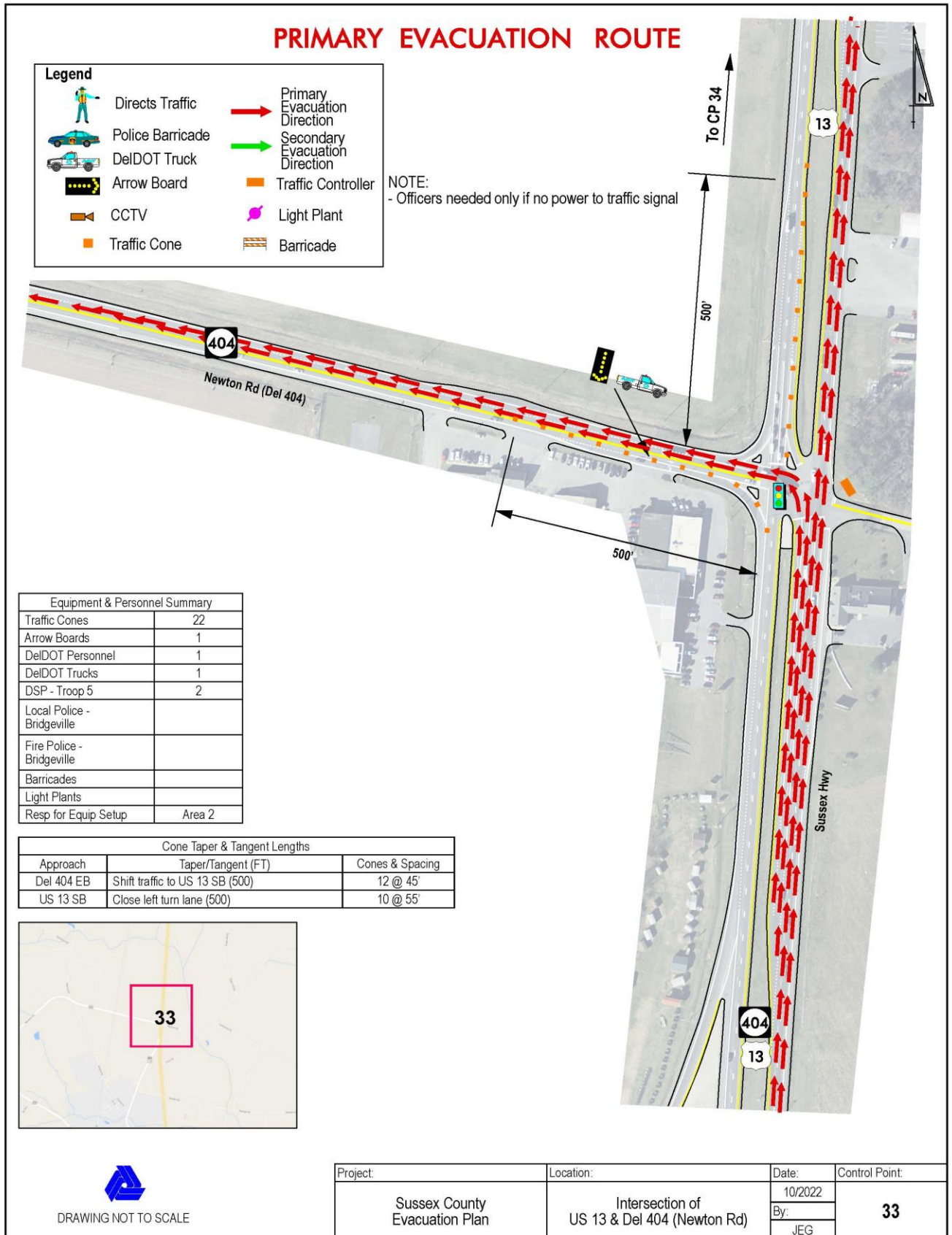


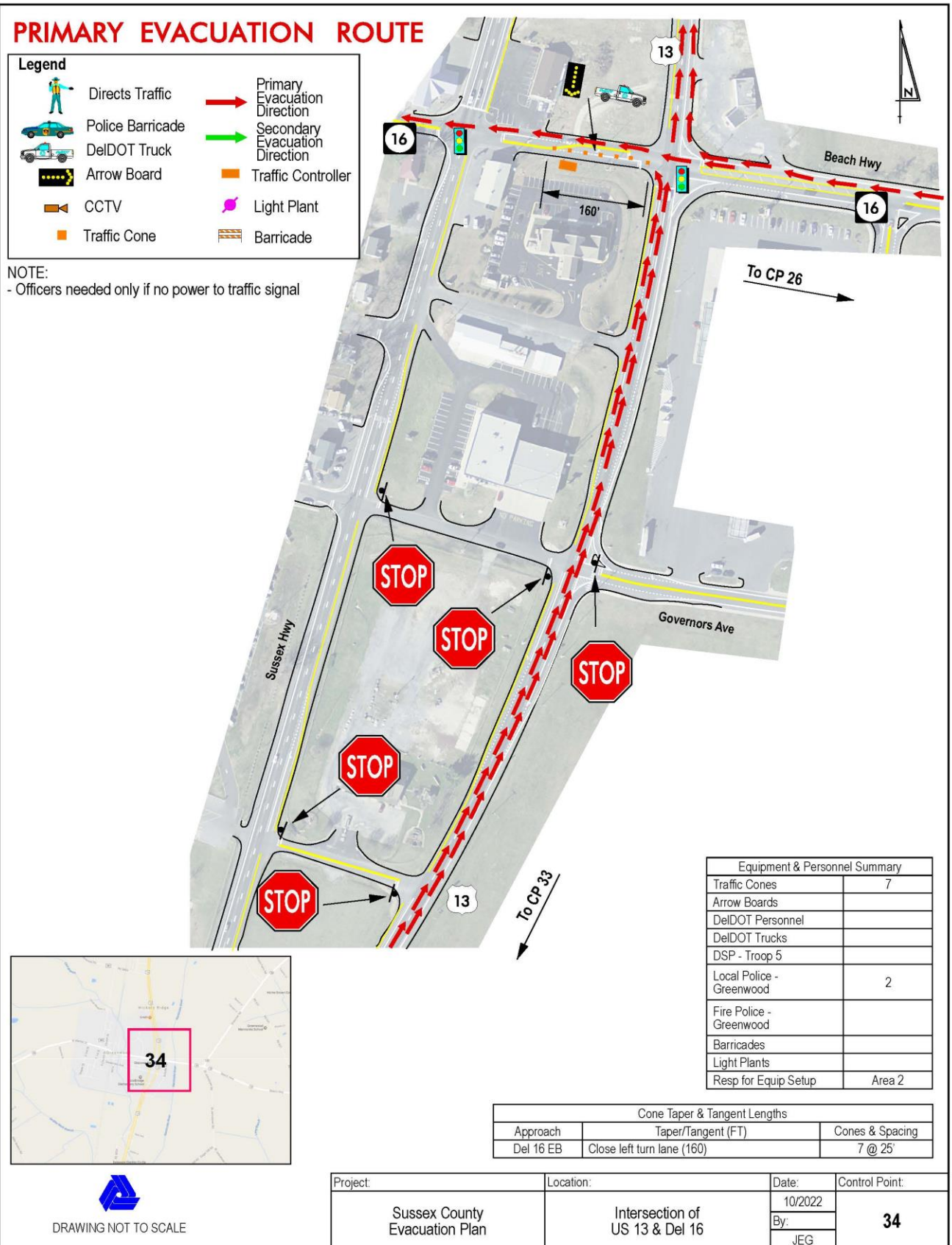












APPENDIX B
USDOT National Response Program

TRANSPORTATION EMERGENCY RESPONSE FACTSHEET

USDOT National Transportation Response & Recovery Program

National Transportation Response & Recovery Program

The National Transportation Response and Recovery Program (NTRRP), located in the Office of Intelligence, Security, and Emergency Response (S-60), is responsible for coordinating the Department's preparedness, response, and recovery activities in all-hazard incidents and to support the Secretary's responsibilities under the National Response Framework (NRF), Emergency Support Function-1 (ESF-1) Transportation and the National Disaster Recovery Framework (NDRF) for recovery operations, through the Recovery Support Functions.

The NTRRP has a team of over 150 members nationwide to carry out the ESF-1 functions. The team includes a National Program Manager and three Operational Planners, 7 Regional Emergency Transportation Coordinators (RETCOs), 11 Regional Emergency Transportation Representatives (RETREPs), and numerous Regional Emergency Transportation Cadre (RET-C) members representing all DOT Operating Administrations (OAs). In each region, the RETCO is designated as the Secretary's executive-level representative to ensure preparedness, response, and recovery activities are effectively carried out. RETREPs handle day-to-day program issues and coordinate disaster and special events planning efforts between DOT and federal, state, local, tribal, territorial, and private sector emergency planners. During incident and event responses, RETREPs lead DOT emergency transportation operations in Federal Emergency Management Agency designated locations.

The five mission areas for ESF-1 under the NRF include:

- Monitor and report status of and damage to the transportation system and infrastructure
- Identify temporary alternative transportation solutions that can be implemented by others
- Perform activities conducted under the direct authority of DOT elements
- Coordinate the restoration and recovery of the transportation system and infrastructure
- Coordinate and support prevention, preparedness, response, recovery, and mitigation activities among transportation stakeholders



National Response Framework (NRF) and National Disaster Recovery Framework (NDRF)

The NRF and the NDRF are guides to how the Nation conducts all-hazards response and recovery. They are built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the Nation, linking all levels of government, nongovernmental organizations, and the private sector. Under the NRF, Emergency Support Functions (ESF) provides the structure for coordinating Federal interagency support for a Federal response to an incident. The Department of Transportation is the lead and primary coordinating agency for ESF-1 with the support of 10 partner agencies. Under the NDRF, Recovery Support Functions (RSFs) provide the organizing structure for coordinating recovery efforts. The DOT supports the Community Planning and Capacity Building, Infrastructure Systems, and Health and Human Services RSFs.

ESF-1 Regional Personnel Locations

