

**ANNEX 9 TO BASIC PLAN**

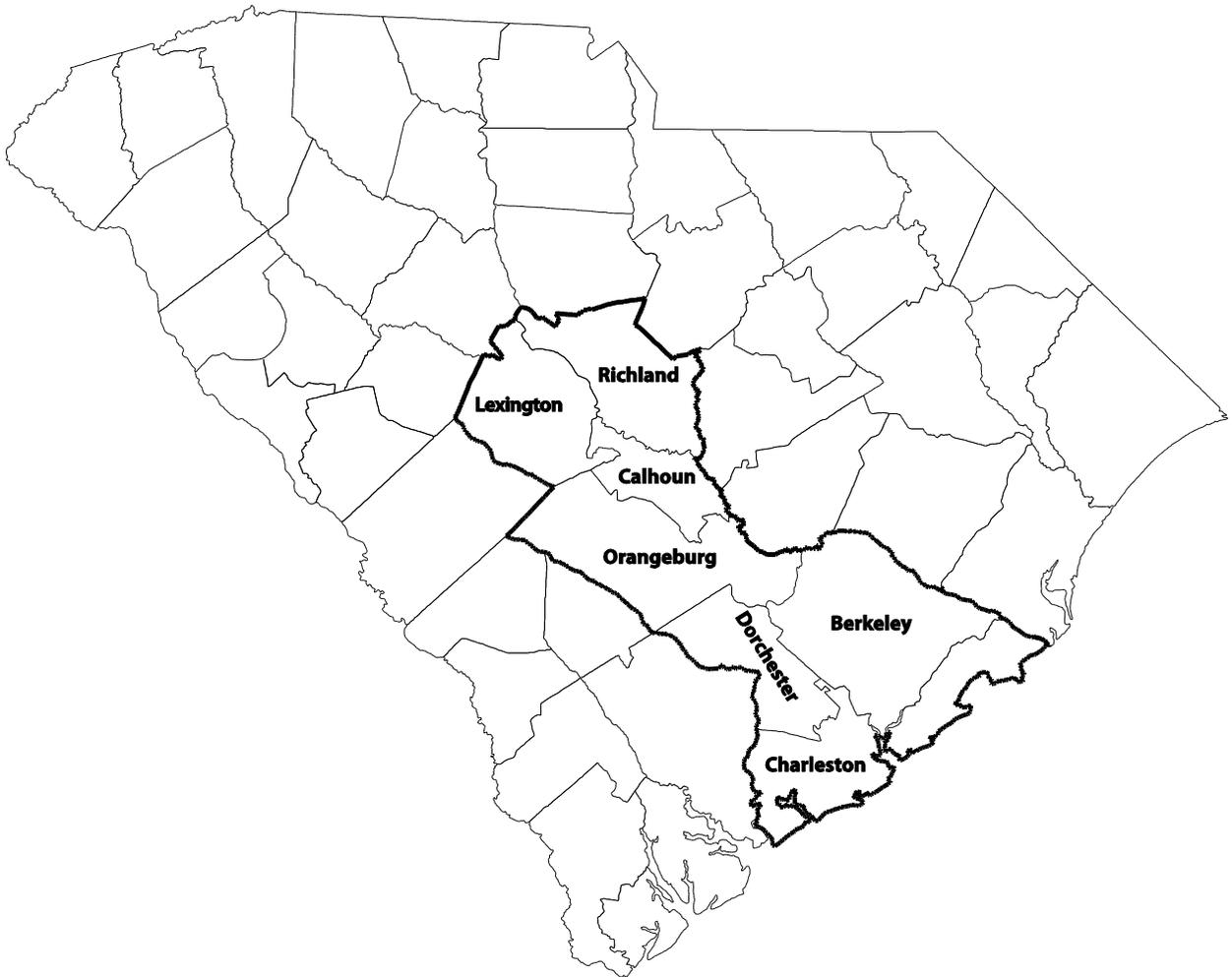
**CENTRAL COASTAL CONGLOMERATE**

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**I. INTRODUCTION**

This Annex is applicable to those counties comprising the Central Coastal Conglomerate, including Charleston, Berkeley, Dorchester, Orangeburg, Calhoun, Richland, and Lexington.

**Central Coastal Conglomerate**



## **II. COUNTY OPERATING CONDITIONS (OPCONS)**

South Carolina Counties have adopted the concept of advance warning, through the system of Operating Conditions (OPCONS) These OPCONS increase the County Emergency Operations Center's level of readiness on a scale from 5 to 1 when a pre-determined set of criteria are met. OPCONS do not have to progress sequentially from 5 to 1, they will be established for existing conditions at the time. Each OPCON includes those key issues regarding communications, essential coordination and response activities appropriate for the hazard threatening the state. Northern Conglomerate OPCONS are detailed at attachment A.

## **III. OPERATIONAL AREAS**

To mitigate the effects of a disaster of any size and type, the State and counties have developed Operational Areas and Operational Area response protocols within their respective areas of responsibility. The Operational Area Model for Central Conglomerate counties are found within Attachments B of this Annex details the modeling of possible losses from a catastrophic Hurricane.

## **IV. THE CONGLOMERATE SYSTEM**

South Carolina uses the conglomerate system to provide interrelated hurricane support to counties and citizens. This concept provides for evacuation routes through the conglomerates to allow or funnel the population from the threatened coastal regions. Evacuation traffic for this conglomerate is located at Attachment C. Additional traffic plans detailing specific protocols that may be utilized in traffic control are located at Attachment D. Shelters are located along evacuation routes inland to provide for that portion of the population that require sheltering and are unable to proceed to safer locations. Attachment E discusses shelters for the Central Conglomerate. Attachment F reviews the Conglomerate County Mass Transportation plans.

## **V. CONGLOMERATE ANNEX ATTACHMENTS**

- A. OPCON Activities
- B. Operational Areas
- C. Evacuation and Traffic Management
- D. I 26 Lane Reversal Operation
- E. Shelter Management
- F. Mass Transportation

## ATTACHMENT A: OPERATING CONDITION LEVELS

### I. INTRODUCTION

- A. In order to make maximum use of advance warning, a system of Operating Conditions (OPCON) was established. These OPCONs increase the Emergency Operations Center's level of readiness on a scale from 5 to 1. Each OPCON is declared when a predetermined set of criteria has been met. OPCONs will not necessarily progress sequentially from 5 to 1. The OPCON placed in effect at any given time will be the appropriate one for existing conditions at the time. Each OPCON includes those key issues regarding communications, essential coordination, and response activities appropriate for the hazard threatening the state.
- B. Activities for each OPCON follow. The lists highlight key hurricane operational activities, and are not considered inclusive of all activities. The activities listed herein supplement existing county-specific Standard Operating Procedures (SOPs). This Annex applies to the Central Conglomerate and outlines the basic activities and tasks that may be accomplished at specific operating conditions that will mirror those at State level. County actions may vary from this annex to meet the needs at local level.

### II. OPCON ACTIVITIES

- A. **OPCON 5** indicates the EOC is at normal day-to-day operations. Prior to hurricane season, all hurricane plans will be reviewed, and points of contact/telephone numbers verified. During hurricane season, storms are tracked and monitored at this level. At a minimum, the respective areas noted below should accomplish the tasks annotated.
  - 1. Operations
    - a. Review all preparedness plans, SOPs, and update alert rosters.
    - b. Conduct an orientation meeting with selected county officials and EOC staff to review hurricane evacuation and sheltering plans and procedures.
    - c. When a storm is detected:
      - 1). Review the advisory package, and plot forecast data.
      - 2). Consider discussing the situation with the following agencies: SCEMD Operations, other counties within the coastal conglomerate, and the NWS office servicing the area.
  - 2. Public Information
    - a. Review public affairs materials and methods for distribution.

- b. Encourage EOC personnel to update family preparedness plans.
- B. **OPCON 4:** Once a storm poses a possible threat to South Carolina, if conditions warrant, the EOC may move to Operating Condition (OPCON) 4. The primary events that will occur at this level are the notification of key personnel of the hazard and initiation of preparatory activities. The EOC will be primarily staffed by selected county emergency management personnel. At a minimum, the following areas/Support Functions (ESFs) should accomplish the listed actions.
- 1. Operations
    - a. Notify the SEOC of Operations status.
    - b. Lead Conglomerate County, Charleston County–Central notifies: other counties within their conglomerate of OPCON level change, other Coastal Conglomerate lead counties, and the NWS office servicing the conglomerate.
    - c. Brief County and Municipal officials.
    - d. Implement the EOC staff’s family preparedness plans.
    - e. Document major decisions by local, State, and federal officials, such as but not limited to, date/time of watches and warnings, teleconferences, State of Emergency declarations, and special local meetings.
    - f. Review advisory package, and plot forecast data. Determine projected evacuation times to include decision time, start time, and completion times.
    - g. Participate in SCEMD-led telephone conferences discussing the storm. Be prepared to discuss any local issues that might impact an evacuation such as local festivals, golf tournaments, road construction, etc.
    - h. Check emergency generator and communications systems.
    - i. Begin preparing the EOC for 24-hour operations.
    - j. Consider having county Public Information Officer (PIO) deploy to the EOC.
  - 2. Mass Care (ESF-6)

Review conglomerate shelter plans and alert local ARC chapter of possible sheltering operations.

3. Law Enforcement (ESF-13)

Contact law enforcement agencies and request that they review their evacuation responsibilities including TCP staffing.

4. Emergency Traffic Management (ESF-16)

Request the SCDOT Resident Maintenance Engineer and SCDOT Resident Construction Engineer review the status of the evacuation routes to determine if there are any potential problems, such as road maintenance, that might adversely affect the evacuation. Discuss the possibility of an evacuation, and have SCDOT Resident Maintenance Engineer and SCDOT Resident Construction Engineer review possible steps that could be taken to alleviate any problems.

5. Public Information

- a. Review media packet, and prepare to disseminate to the press.
- b. Respond to requests from the media.

C. **OPCON 3:** Once a storm poses a significant threat to South Carolina, EOCs will move to Operating Condition (OPCON) 3. EOCs readiness may increase and be staffed by county emergency management personnel and key support agencies. The primary events that will occur in this stage include evacuation discussions (including voluntary evacuations and mandatory evacuation), holding pre-evacuation conferences, and other preparatory activities. At a minimum, the following areas/ Emergency Support Functions (ESFs) will accomplish the listed actions.

1. All Emergency Support Functions

Emergency officials should complete family preparedness activities, and be prepared for extended emergency operations.

2. Operations

- a. Notify the SEOC of Operations status.
- b. Lead Conglomerate County, Charleston County–Central notifies: other counties within their conglomerate of OPCON change, other Coastal Conglomerate lead counties, and the NWS office servicing the conglomerate.
- c. Maintain documentation of major decisions, meetings, and Watches & Warnings.

- d. Conduct information briefings for key county officials and EOC staff. Ensure everyone is focused on those tasks that are essential.
- e. Participate in SCEMD-led telephone conferences discussing evacuation times. Be prepared to discuss any local issues that might impact on the evacuation such as local festivals, golf tournaments, road construction, etc.
- f. Review advisory package, and plot forecast data. Determine updated evacuation times to include decision time, start time, and completion times.
- g. Consider issuing a county-level call for voluntary evacuation. Prior to doing so, coordinate with other conglomerate counties and with SEOC Operations. Possible inclusions in the voluntary evacuation are tourists and those that need more time to transport vehicles, boats, recreational vehicles, etc.
- h. Establish a link with SEOC WebEOC, if not already accomplished.
- i. Complete preparation for 24-hour EOC operations.

3. Mass Care (ESF-6)

Notify local ARC chapter of probable sheltering operations and to begin preparations for opening shelters.

4. Law Enforcement (ESF-13)

Notify local officials that a major evacuation might be ordered in the next 24 hours or less. Local law enforcement officials should begin coordinating with State officials to ensure everything is in place to efficiently manage the evacuation operation.

5. Emergency Traffic Management (ESF-16)

- a. Continue to monitor evacuation routes and traffic control points.
- b. Prepare for personnel and equipment deployment to evacuation route TCPs.

6. Public Information

Monitor media.

- D. **OPCON 2:** Once the SEOC decision is made that a voluntary evacuation or mandatory evacuation order is imminent, the county EOC should consider increasing

readiness to Operating Condition (OPCON) 2. At a minimum, areas/ Emergency Support Functions (ESF) listed below should accomplish the annotated tasks.

1. Operations

- a. Notify the SEOC of Operations status.

Lead Conglomerate County, Charleston County notifies: other counties within their conglomerate of OPCON change, other Coastal Conglomerate lead counties, and the NWS office servicing the conglomerate.

- b. Review advisory package, and plot forecast data. Determine updated evacuation times to include decision time, start time, and completion times.

- c. Maintain documentation of major decisions, meetings, and Watches & Warnings.

- d. Participate in SCEMD-led telephone conferences discussing evacuation.

- e. County EOC should be fully activated at this stage.

- f. Conduct information briefings for key county officials and EOC staff. Ensure everyone is focused on tasks that are essential to the evacuation. Counties should be prepared for a “Declaration of a State of Emergency” from the Governor.

- g. Notify local officials that an evacuation will be ordered for the Central Coastal Conglomerate. Law enforcement officials need to have personnel and equipment in place by a time specified by the SEOC.

- h. Activate appropriate local government emergency procedures.

2. Mass Care (ESF-6)

Notify local ARC chapter to open shelters at the designated time.

3. Emergency Traffic Management (ESF-16)

- a. Monitor traffic control points and road conditions.

- b. Local enforcement officials have personnel and equipment in place as specified by SEOC.

E. **OPCON 1:** Once a voluntary evacuation recommendation or mandatory evacuation order is announced to the public, the level automatically moves to Operating

Condition (OPCON) 1. At this level, the EOC will coordinate the evacuation, and will remain at this OPCON through storm landfall and the response phase. At a minimum, the following areas/Emergency Support Functions (ESF) should accomplish the annotated tasks.

1. Operations

- a. Notify the SEOC of Operations status.

Lead Conglomerate County, Charleston County notifies: other counties within their conglomerate of OPCON change, other Coastal Conglomerate lead counties, and the NWS office servicing the conglomerate.

- b. Review advisory package, and plot forecast data. Determine the projected arrival time of 34-knot winds (40 m.p.h.), and remind public officials and EOC staff that preparatory activities need to be completed prior to this time.

- c. Participate in SCEMD-led telephone conferences discussing evacuation.

- d. Monitor the evacuation operation. Be prepared to take corrective actions in the event of unforeseen circumstances such as road work, bridge operations, or major accidents.

- e. Maintain documentation of major decisions, meetings, and Watches & Warnings.

- f. Conduct information briefings for key county officials and EOC staff. Ensure everyone is focused on those tasks that are essential.

- g. Review the SC Recovery Plan, and begin planning to implement:

- 1). Damage Assessment operations, and
- 2). Donated Goods operations.

2. Mass Care (ESF-6)

Monitor local ARC shelter operations. Determine the occupancy levels, and be prepared to open supplemental shelters if the need arises.

- a. Update and provide status of shelter operations and evacuee populations.

3. Health and Medical (ESF-8)

Provide Nurse Liaison support at Lead County EOC to assist in telephone triage at shelters.

4. Emergency Traffic Management (ESF-16)

Monitor traffic control points and road conditions. Ensure evacuation process is proceeding smoothly. Keep operations informed of all progress and unforeseen circumstances.

**III. REENTRY OPERATIONS**

A. Once the Governor rescinds the mandatory evacuation order, reentry operations may begin if conditions in impacted/affected counties permit. Reentry is the transition phase to recovery operations. The SEOC and county EOCs remain at OPCON 1 during reentry. Reentry is managed at the local level commensurate with local conditions. The following considerations (not all inclusive) should be used by local officials to determine the feasibility of permitting reentry:

1. County Emergency Preparedness Director/Coordinator

a. Continue staffing of EOC with the following functions as required:

Transportation	Hazardous Materials
Communications	Food Services
Public Works and Engineering	Energy
Public Information	Law Enforcement
Mass Care	Search and Rescue
Health and Medical Services	Donated Goods and Services

b. Coordinate with public information agencies to broadcast bulletins about local conditions, restricted areas, and further protective actions.

c. With county executive leadership, assess conditions in the following functional areas:

2. Transportation (ESF-1)

a. Determine status of primary and secondary road network.

b. Determine status of traffic regulatory devices (signs, traffic lights, etc).

c. Determine status of bridges and bridge approaches.

d. Implement debris clearing operations to open prioritized roadways to emergency responders along all Interstates, U. S. highways, primary and secondary roads affected by the storm.

- e. Upon completion of debris clearing operations, commence debris collection operations.
- 3. Communications (ESF-2)
    - a. Status of emergency and local government/response communications network.
    - b. Status of communications at critical facilities (e.g., Emergency Operations Centers, hospitals, and shelters).
    - c. Status of commercial communications networks (radio, TV, and cellular).
  - 4. Public Works and Engineering (ESF-3)
    - a. Determine extent of debris clearance requirements.
    - b. Determine status of water and sewer (water pumps, lift stations, and wells).
    - c. Determine status of Public Works personnel, equipment, and facilities.
  - 5. Firefighting (ESF-4)
    - a. Identify any known fire threats or incidents.
    - b. Determine status of firefighting force, equipment, and facilities.
    - c. Determine status of water sources available.
    - d. Coordinate with local DOT agencies concerning the need to remove debris from local/secondary roads.
  - 6. Mass Care (ESF-6)
    - a. Status/number/staffing of shelters available for reentry.
    - b. Implement shelter closing and consolidation according to procedures in State Annex, Shelter section.
  - 7. Health and Medical (ESF-8)
    - a. Determine status of public health systems/issues.

- b. Determine status of EMS staff, equipment, and facilities.
- c. Determine status of hospitals and nursing homes.
- 8. Search and Rescue (ESF-9)  
Determine status of rescue personnel, equipment, and facilities.
- 9. Hazardous Materials (ESF-10)
  - a. Identify any Hazardous Material (HazMat) incidents or threats.
  - b. Determine status of HazMat response force, equipment, and facilities.
- 10. Food Services (ESF-11)  
Determine status/availability of mass feeding sources/facilities.
- 11. Energy (ESF-12)
  - a. Determine status of power grid: outages, damage, and time to restore.
  - b. Determine status of natural gas facilities/pipelines (if any).
- 12. Law Enforcement (ESF-13)
  - a. Identify any security requirements or concerns.
  - b. Determine status of general disaster conditions from local authorities to provide situation updates.
- 13. Public Information (ESF-15)
  - a. Coordinate with public information officers: local EOCs will need to issue correct information about when and where it is safe for residents to return to the area. State and county joint press releases might be necessary following a mass evacuation when there was no reported damage because of return traffic management issues.
  - b. PIO staff prepared to respond to media inquiries and monitor media.
  - c. Press releases prepared and ready for distribution.
  - d. PIO will coordinate with State and local agencies and organizations on release of the following types of information:
    - 1). SCDHEC health bulletins

- 2). ARC closing, consolidation, and opening of public shelters
  - 3). SCDOT/SCDPS status of roads
  - 4). SCPRT tourism industry oriented information, State park openings
  - 5). SCDOI insurance claim information
14. Donated Goods and Volunteer Services (ESF-18)
- Determine availability of people and resources.
15. Military Support (ESF-19)
- Determine the availability of personnel and resources; provide update on status of Conglomerate Task Force Operations
16. Business and Industry (ESF-24)
- Coordinate with local business for support and determine status of business infrastructure to support returning populations.

**ATTACHMENT B: OPERATIONAL AREAS****I INTRODUCTION**

The Operational Areas for the Central Conglomerate are provided in this Attachment. The maps display those areas developed by SCEMD and the respective counties creating manageable, easily recognizable, areas within each county that affords a basis to model possible effects of disastrous weather occurrences. Additionally these areas are used to identify key and critical facilities that are important to continued governmental functioning and or recovery. These areas also assist the counties and the state in focusing response to an emergency situation. Using data derived from modeling based on the FEMA baseline program, Hazards US (HAZUS), projections have been developed on potential losses from a catastrophic storm.

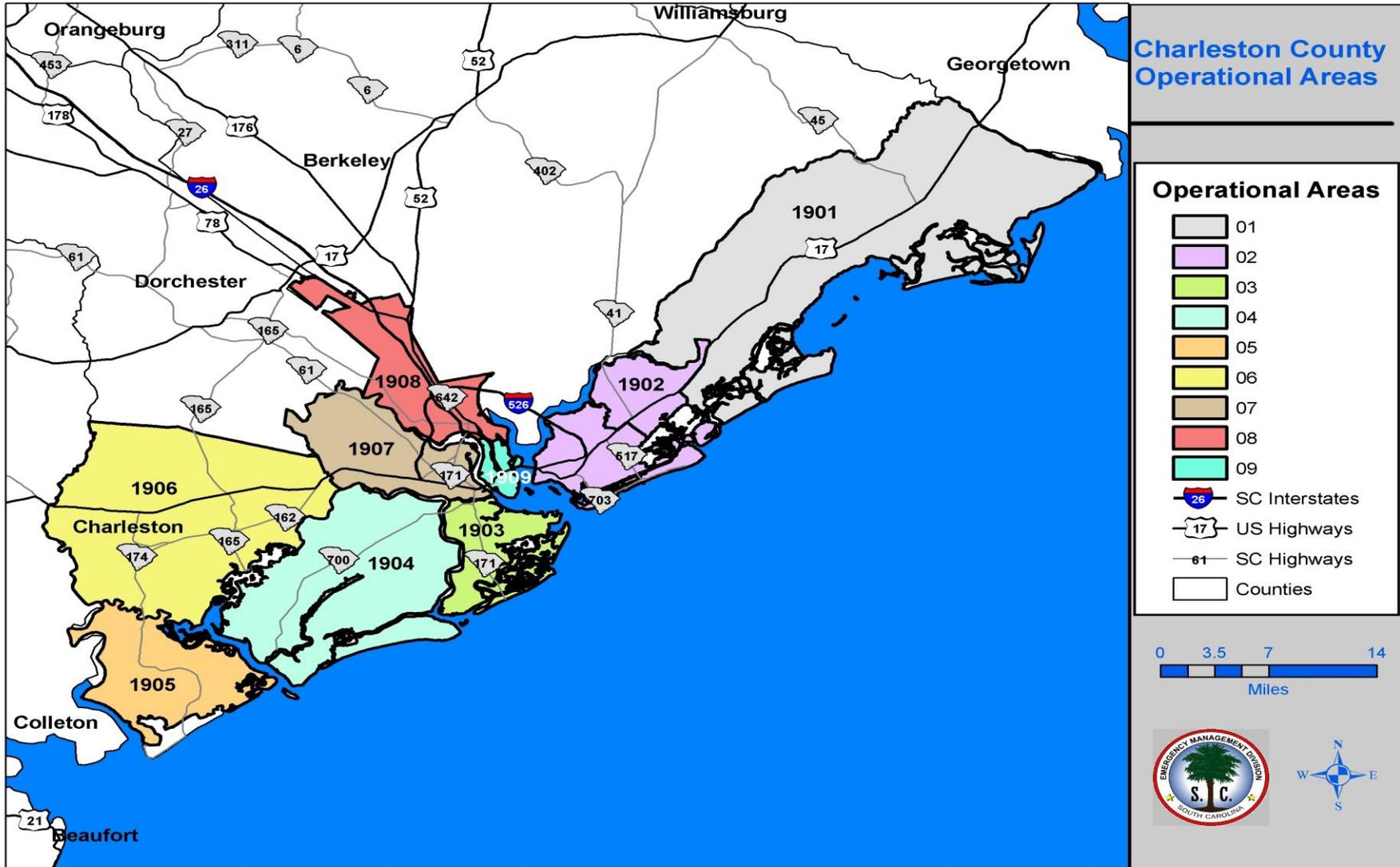
**A. Operational Area Modeling**

1. The maps in the following section depict Operational Areas in the three Central Conglomerate counties. The Operational Areas are composed of one or more census tracts to enable SCEMD to conduct hurricane loss estimation modeling and baseline disaster needs assessments.
2. The graphs and charts following the maps depict the worst-case loss estimates and baseline human needs requirements developed for each Operational Area. HAZUS – MH was used to develop the loss estimates and formed the basis for the human needs requirements. Note that the loss estimates that follow are the result of wind damage only. Storm surge loss estimates will be conducted and included in the charts when future HAZUS versions contain that capability.
3. Worst-case, noted below in the charts, for each coastal county is defined as a Category 5 hurricane that makes landfall in the county so as to generate the maximum wind damage to the greatest area. For baseline planning purposes, pre-evacuation permanent population data in each operational area formed the computational baseline. A small percentage of the estimated tourist or visitor population was included in the analysis to reflect the assumption that this segment of the population will have evacuated for a Category 5 hurricane and will not return post-impact.
4. The majority of the data below was developed using the 2007 projected U.S. Census estimates. Essential facility loss estimates and hazardous material sites are based on 2000 HAZUS data and are so marked.
5. Information contained in the following charts and graphs should be used to develop pre-storm, initial response/support plans which will form the planning basis for actual, real-time response/support planning.
6. This section provides planning figures for basic support items in a hurricane response scenario. The demographic information loss details estimated needs

for sheltering and provided additional planning needs such as displaced households, age, Spanish-speaking populations, and others. The need for pet shelter support is also noted.

7. Additional loss estimates highlight Essential Facilities (Based on 2000 HAZUS data), Hazardous Materials Sites (Based on 2000 HAZUS data), Residential Damage, and potential type and weight (in tons) of debris in a post storm scenario.
8. Finally, commodity requirements based on citizen needs are displayed by water, meals, ice, and selected commodity. The daily support packages by individual item are provided for planning purposes.

### CHARLESTON COUNTY



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**OPERATIONAL AREA DESCRIPTIONS**

<b>OPERATIONAL AREA: Central Conglomerate</b>			
<b>COUNTY NAME: CHARLESTON COUNTY</b>			
<b>COUNTY CODE: Berk</b>			
<b>County/ID</b>	<b>FIPS Code</b>	<b>Location</b>	<b>Description/Boundary</b>
<b>Chas-1</b>	1901	McClellanville	North boundary is county line, south boundary is Steed Creek Rd and Doar Rd Divide at Bulls Bay. Includes towns of McClellanville and Awendaw.
<b>Chas-2</b>	1902	Mt. Pleasant/Awendaw	North boundary divides at Bull Bay, west boundary is the Wando River and south boundary is the Cooper River. Includes the towns of Mt. Pleasant, Awendaw, Isle of Palms and Sullivans Island.
<b>Chas-3</b>	1903	James Island / Folly Beach	North boundary is Wappoo Creek, east and southern boundary is the Atlantic, and the west boundary is the Stono River. Includes Folly Beach area.
<b>Chas-4</b>	1904	Johns Island	North and east boundary is the Stono River, south boundary is the Atlantic, and west boundary is the North Edisto River.
<b>Chas-5</b>	1905	Edisto Island	Includes the entire island as bounded by the Edisto and North Edisto Rivers.
<b>Chas-6</b>	1906	Hollywood / Ravenel	North boundary is county line, south boundary is Dawho River, west boundary is the Edisto River, and east boundary is Wadlaw River. Includes towns of Hollywood, Ravenel, and Meggett.
<b>Chas-7</b>	1907	West Ashley / St. Andrews	North boundary is county line and is between Stono and Ashley Rivers. South boundary is the Wappoo Creek. No cities / towns located in this Operational Area.
<b>Chas-8</b>	1908	Peninsula North	East boundary is the Cooper River; west boundary is the Ashley River. Includes the City of Charleston, North area, Lincolnville and N. Charleston.
<b>Chas-9</b>	1909	Peninsula South	Pittsburgh Ave and Meeting Street/King St. Extension north up King St. Extension to where it intersects with I-26 West to the Ashley River between Rhodia and Osprey Place Apartments. Boundary follows the two cities boundaries.

## DEMOGRAPHICS AND NEEDS ASSESSMENT AREAS 1-5

Charleston County Category	Description	Operational Area 1901 (1%)	Operational Area 1902 (20%)	Operational Area 1903 (11%)	Operational Area 1904 (5%)	Operational Area 1905 (.50%)
Demographics	Population	3,359	67,180	36,949	16,795	1,680
	Total Households	1,335	26,712	14,692	6,678	667
Additional Demographic Information	Age 65 or older	643	7,435	4,287	1,926	196
	Non-English Speaking	352	4,122	2,345	1,056	107
	Homeless	55	644	366	165	17
	HH w/o Transportation	103	1,204	686	308	31
	Disabled	1221	14,287	8134	3,662	372
Initial Shelter	Displaced Households	1,467	21,897	13,410	3,789	386
	<b>Persons per H/H (2.4 people per H/H)</b>	3,521	52,553	32,184	9,094	926
	# of People Seeking Short-term shelter	432	4,616	3,169	1,024	132
Animal Response	# of pets needing shelter (60% of HH displaced)	880	13,138	8,046	2,273	232

### DEMOGRAPHICS AND NEEDS ASSESSMENT AREAS 6-9

Charleston County Category	Description	Operational Area 1906 (4%)	Operational Area 1907 (19.5%)	Operational Area 1908 (27.49%)	Operational Area 1909 (11.51%)	Charleston County Total
Demographics	Population	13,436	65,501	92,338	38,662	335,900
	Total Households	5,342	26,045	31,253	20,836	133,560
Additional Demographic Information	Age 65 or older	1,608	7,744	9,166	6,111	39,233
	Non-English Speaking	880	4,235	5,014	3,343	21,455
	Homeless	137	662	784	522	3,352
	HH w/o Transportation	257	1,237	1,465	976	6,267
	Disabled	3051	14691	17392	11595	74,405
Initial Shelter	Displaced Households	1,915	19,343	19,663	13,115	94,985
	<b>Persons per H/H (2.4 people per H/H)</b>	4,596	46,423	47,191	31,476	227,964
	# of People Seeking Short-term shelter	573	4,879	6,546	4,364	25,735
Animal Response	# of pets needing shelter (60% of HH displaced)	1,149	11,606	11,798	7,175	56,087

## CRITICAL NEEDS AREAS 1-5

Needs Assessment	Description	Operational Area 1901 (1%)	Operational Area 1902 (20%)	Operational Area 1903 (11%)	Operational Area 1904 (5%)	Operational Area 1905 (.50%)
Drinking Water: 3 1-liter bottles per person per day	Sheltered	432	4,616	3,169	1,024	132
	Persons per HH displaced (minus # in shelters)	3,089	47,937	29,015	8,070	794
	Emergency Workers (2.5 per 100 displaced households)	37	547	335	95	10
	<b>Total Liters of water per day</b>	<b>10,672</b>	<b>159,301</b>	<b>97,558</b>	<b>27,565</b>	<b>2,808</b>
Meals (2 meals per day)	Sheltered	864	9,232	6,338	2,048	264
	Persons per HH displaced (minus # in shelters)	6,178	95,874	58,030	16,139	1,589
	Emergency Workers (2.5 per 100 displaced households)	73	1,095	671	189	19
	<b>Total Meals Per Day</b>	<b>7,115</b>	<b>106,200</b>	<b>65,039</b>	<b>18,377</b>	<b>1,872</b>
Ice = 8 lb. Bag daily	1 bag per/displaced person (minus # in shelters)	<b>3,089</b>	<b>47,937</b>	<b>29,015</b>	<b>8,070</b>	<b>794</b>
	1 bag per person sheltered	<b>432</b>	<b>4,616</b>	<b>3,169</b>	<b>1,024</b>	<b>132</b>
	<b>Total Bags of Ice per Day</b>	<b>3,521</b>	<b>52,553</b>	<b>32,184</b>	<b>9,094</b>	<b>926</b>
Blankets 2 per person	<b>Sheltered</b>	<b>864</b>	<b>9,232</b>	<b>6,338</b>	<b>2,048</b>	<b>264</b>
Cots	<b>1 per sheltered</b>	<b>432</b>	<b>4,616</b>	<b>3,169</b>	<b>1,024</b>	<b>132</b>
	<b>20% overture</b>	<b>86</b>	<b>923</b>	<b>634</b>	<b>205</b>	<b>26</b>
	<b>Total Cots</b>	<b>518</b>	<b>5,539</b>	<b>3,803</b>	<b>1,229</b>	<b>158</b>
Generators	1 per 385 people sheltered	1	12	8	3	0
Portable Toilets	1 per 15 people sheltered	29	308	211	68	9

## CRITICAL NEEDS AREAS 6-9

Needs Assessment	Description	Operational Area 1906 (4%)	Operational Area 1907 (19.5%)	Operational Area 1908 (27.49%)	Operational Area 1909 (11.51%)	County Total
Drinking Water: 3 1-liter bottles per person per day	Sheltered	573	4,879	6,546	4,364	25,735
	Persons per HH displaced (minus # in shelters)	4,023	41,544	40,645	27,112	202,229
	Emergency Workers (2.5 per 100 displaced households)	48	484	492	328	2,375
	<b>Total Liters of water per day</b>	<b>13,932</b>	<b>140,720</b>	<b>143,048</b>	<b>95,412</b>	691,016
Meals (2 meals per day)	Sheltered	1,146	9,758	13,092	8,728	51,470
	Persons per HH displaced (minus # in shelters)	8,046	83,088	81,290	54,224	404,458
	Emergency Workers (2.5 per 100 displaced households)	96	967	983	656	4,749
	<b>Total Meals Per Day</b>	<b>9,288</b>	<b>93,814</b>	<b>95,366</b>	<b>63,608</b>	460,677
Ice = 8 lb. Bag daily	1 bag per/displaced person (minus # in shelters)	<b>4,023</b>	<b>41,544</b>	<b>40,645</b>	<b>27,112</b>	<b>202,229</b>
	1 bag per person sheltered	<b>573</b>	<b>4,879</b>	<b>6,546</b>	<b>4,364</b>	25,735
	<b>Total Bags of Ice per Day</b>	<b>4,596</b>	<b>46,423</b>	<b>47,191</b>	<b>31,476</b>	<b>227,964</b>
Blankets 2 per person	<b>Sheltered</b>	<b>1,146</b>	<b>9,758</b>	<b>13,092</b>	<b>8,728</b>	<b>51,470</b>
Cots	<b>1 per sheltered</b>	<b>573</b>	<b>4,879</b>	<b>6,546</b>	<b>4,364</b>	25,735
	<b>20% overtime</b>	<b>115</b>	<b>976</b>	<b>1,309</b>	<b>873</b>	5,147
	<b>Total Cots</b>	<b>688</b>	<b>5,855</b>	<b>7,855</b>	<b>5,237</b>	<b>30,882</b>
Generators	1 per 385 people sheltered	1	13	17	11	67
Portable Toilets	1 per 15 people sheltered	38	325	436	291	1,716

## DAMAGE AREAS 1-5

County Category	Description	Operational Area 1901 (1%)	Operational Area 1902 (20%)	Operational Area 1903 (11%)	Operational Area 1904 (5%)	Operational Area 1905 (.50%)
Essential Facilities	#Police Stations Total	0	4	1	0	2
	*Probability of At Least Moderate Damage >50%	0	0	0	0	0
	#Schools Total	7	12	8	10	2
	*Probability of At Least Moderate Damage >50%	1	1	1	3	1
	# Hospitals Total	0	1	0	0	0
	*Probability of At Least Moderate Damage >50%	0	0	0	0	0
	# Fire Stations Total	5	9	7	6	1
	*Probability of At Least Moderate Damage >50%	1	2	2	1	0
Inventory of Hazardous Materials Sites		17	145	74	46	8
	Total # of Houses	4,312	29,583	15,117	10,401	853
	Moderate Damage Count	919	4,016	1,933	2,890	228
	Severe Damage Count	1,210	9,099	4,635	2,947	196
	Completely Destroyed County	1,776	15,422	8,067	2,881	251
	<b>Damage Subtotal</b>	<b>3,905</b>	<b>28,537</b>	<b>14,635</b>	<b>8,718</b>	<b>675</b>
Debris Total Weight (Tons)	Brick/Wood	44,195	773,175	392,743	164,533	12,482
	Concrete / Steel	4,536	28,283	14,148	8,431	1,195
	Tree	1,394,666	258,316	85,386	373,438	153,955
	Eligible Tree Weight	41,840	84,042	34,087	41,144	7,698

\*At Least Moderate Damage means the facility needs to be inspected before reuse

## DAMAGE AREAS 6-9

County Category	Description	Operational Area 1906 (4%)	Operational Area 1907 (19.5%)	Operational Area 1908 (27.49)%	Operational Area 1909 (11.51%)	Charleston County Total
Essential Facilities	#Police Stations Total	1	0	1	3	12
	*Probability of At Least Moderate Damage >50%	0	0	0	1	1
	#Schools Total	9	12	33	23	116
	*Probability of At Least Moderate Damage >50%	3	3	11	0	24
	# Hospitals Total	0	1	3	7	12
	*Probability of At Least Moderate Damage >50%	0	1	0	0	1
	# Fire Stations Total	4	8	12	6	58
	*Probability of At Least Moderate Damage >50%	0	1	1	2	10
Inventory of Hazardous Materials Sites		57	194	806	329	1,676
	Total # of Houses	5,353	22,405	23,353	15,569	126,946
	Moderate Damage Count	1,577	5,538	6,274	4,183	27,558
	Severe Damage Count	916	7,197	7,454	4,969	38,623
	Completely Destroyed County	962	6,910	6,438	4,291	46,998
	<b>Damage Subtotal</b>	<b>3,455</b>	<b>19,645</b>	<b>20,166</b>	<b>13,443</b>	<b>113,179</b>
Debris Total Weight (Tons)	Brick/Wood	50,367	464,318	538,504	359,002	2,799,319
	Concrete / Steel	4,201	12,811	23,839	15,892	113,336
	Tree	531,459	217,372	122,849	81,899	3,219,340
	Eligible Tree Weight	36,891	60,108	43,672	29,114	378,596

\*At Least Moderate Damage means the facility needs to be inspected before reuse.

**DAILY RESOURCE REQUIREMENTS AREAS 1-5 (EST)**

<b>Charleston County Category</b>	<b>Description</b>	<b>Operational Area 1901 1.64%</b>	<b>Operational Area 1902 19.21%</b>	<b>Operational Area 1903 10.93%</b>	<b>Operational Area 1904 4.92%</b>
Ice per Day	8 lb bag/per person	3,374	50,363	30,843	8,715
8 lb per bag	Total Weight per Operational Area	26,993	402,905	246,744	69,718
	Tons of ice	13	201	123	35
1 pallet/275 bags	Total # pallets per Operational Area	12	183	112	32
20 pallets per truck	Total number of Trucks per day	1	9	6	2
Water	3 one liter bottles/per person/day	10,232	152,732	93,535	26,428
12 bottles per case	Total cases per Operational Area	853	12,728	7,795	2,202
30 lb per case	Total Weight per Operational Area	25,581	381,829	233,837	66,071
	Tons of water	13	191	117	33
70 cases per pallet	Total # pallets per Operational Area	12	182	111	31
20 pallets per truck	Total number of Trucks per day	1	9	6	2

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**DAILY RESOURCE REQUIREMENTS AREAS 1-5 (EST) (CONT)**

Charleston County Category	Description	Operational Area 1901 1.64%	Operational Area 1902 19.21%	Operational Area 1903 10.93%	Operational Area 1904 4.92%
Meals	2/person/day	6,822	101,821	62,357	17,619
12 meal per case	Total cases per Operational Area	568	8,485	5,196	1,468
20 lbs per case	Total Weight per Operational Area	11,369	169,702	103,928	29,365
	Tons of MREs	6	85	52	15
48 cases per pallet	Total # pallets per Operational Area	12	177	108	31
40 pallets per truck	Total number of Trucks per day	0	4	3	1
	Total number of Trucks	2	23	14	4
	# of type III PODs required	1	10	6	2
	# of personnel required to operate PODs	22	322	197	56

**DAILY RESOURCE REQUIREMENTS AREAS 6-9 (EST)**

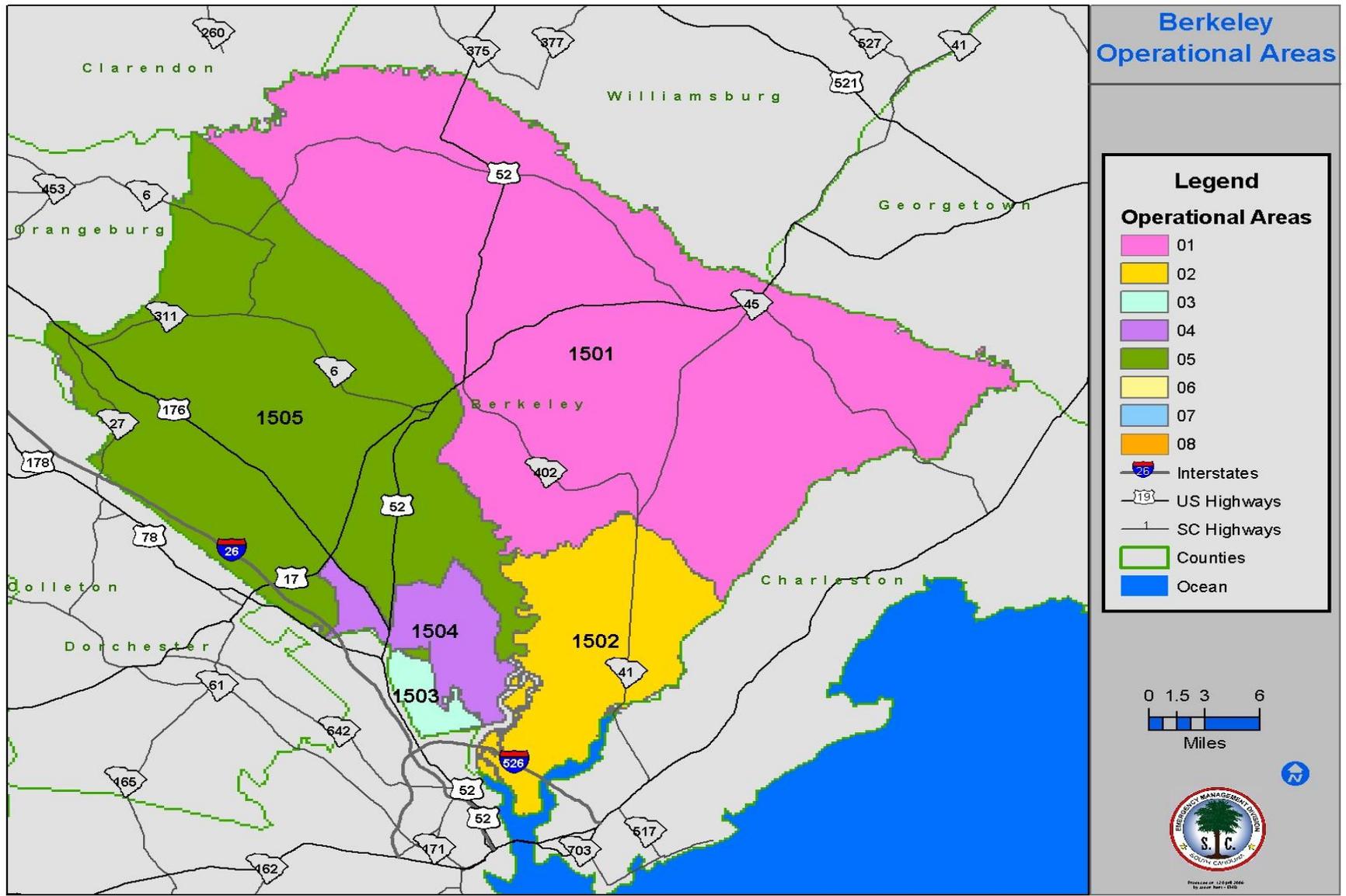
<b>Charleston County Category</b>	<b>Description</b>	<b>Operational Area 1905 .50%</b>	<b>Operational Area 1906 4.10%</b>	<b>Operational Area 1907 19.74%</b>	<b>Operational Area 1908 38.95%</b>	<b>County Total</b>
Ice per Day	8 lb bag/per person	888	4,405	44,489	75,389	218,466
8 lb per bag	Total Weight per Operational Area	7,102	35,236	355,911	603,115	1,747,724
	Tons of ice	4	18	178	302	874
1 pallet/275 bags	Total # pallets per Operational Area	3	16	162	274	794
20 pallets per truck	Total number of Trucks per day	0	1	8	14	40
Water	3 one liter bottles/per person/day	2,692	13,357	134,917	228,627	662,520
12 bottles per case	Total cases per Operational Area	224	1,113	11,243	19,052	55,210
30 lb per case	Total Weight per Operational Area	6,731	33,393	337,294	571,566	1,656,301
	Tons of water	3	17	169	286	828
70 cases per pallet	Total # pallets per Operational Area	3	16	161	272	789
20 pallets per truck	Total number of Trucks per day	0	1	8	14	39

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**DAILY RESOURCE REQUIREMENTS AREAS 6-9 (EST) (CONT)**

Charleston County Category	Description	Operational Area 1905 .50%	Operational Area 1906 4.10%	Operational Area 1907 19.74%	Operational Area 1908 38.95%	County Total
Meals	2/person/day	2,395	16,991	86,525	152,418	446,946
12 meal per case	Total cases per Operational Area	200	1,416	7,210	12,701	37,246
20 lbs per case	Total Weight per Operational Area	3,992	28,318	144,208	254,030	744,910
	Tons of MREs	2	14	72	127	372
48 cases per pallet	Total # pallets per Operational Area	4	29	150	265	776
40 pallets per truck	Total number of Trucks per day	0	1	4	7	19
	Total number of Trucks	0	2	20	34	<b>99</b>
	# of type III PODs required	0	1	9	15	<b>44</b>
	# of personnel required to operate PODs	6	28	285	482	<b>1,398</b>

BERKELEY COUNTY



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**OPERATIONAL AREA DESCRIPTIONS**

<b>OPERATIONAL AREA: Central Conglomerate</b>			
<b>COUNTY NAME: BERKELEY COUNTY</b>			
<b>COUNTY CODE: Berk</b>			
<b>County/ID</b>	<b>FIPS Code</b>	<b>Location</b>	<b>Description/Boundary</b>
<b>Berk-1</b>	1501	Berkeley Northeast	North and east boundaries are bounded by county line and east side of the Diversion Canal. South Boundary stops before Daniel Island incorporated areas. West boundary is West Branch tributary to the Cooper River. Includes the towns of St. Stephen, Bonneau, and Jamestown.
<b>Berk-2</b>	1502	Berkeley South	Daniels Island and Incorporated areas.
<b>Berk-3</b>	1503	Hanahan	Town of Hanahan and incorporated areas.
<b>Berk-4</b>	1504	Goose Creek	City of Goose Creek, US Naval Weapon Station, and incorporated areas.
<b>Berk-5</b>	1505	Berkeley Northwest	East boundary is bounded by the west side of the Diversion Canal and Lake Marion. North and west boundaries are bounded by county line, south boundary ends before City of Goose Creek incorporated areas. Includes the town of Moncks Corner.

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**DEMOGRAPHICS AND NEEDS ASSESSMENT**

Berkeley County Category	Description	Operational Area 1501 (14%)	Operational Area 1502 (3.25%)	Operational Area 1503 (14.77%)	Operational Area 1504 (26.76%)	Operational Area 1505 (41.22%)	Berkeley County Total
Demographics	Population	21,544	5,004	22,739	41,199	63,461	153,947
	Total Households	7,569	1,757	7,985	14,468	22,286	54,065
Additional Demographic Information	Age 65 or older	1956	454	2,064	3,739	5,759	13,911
	Non English speaking HH	1,282	298	1,353	2,451	3,775	9,159
	Homeless	217	50	229	415	640	1,552
	HH w/o Transportation	406	0	429	777	1,196	2,902
	Disabled	4,825	1,120	5,090	9,222	14,206	34,463
Initial Shelter	Displaced Households	7,371	1,549	3,972	4,947	7,830	25,669
	<b>Persons per H/H (2.75 people per H/H)</b>	20,270	4,260	10,923	13,604	21,533	70,590
	# of People Seeking Short-term shelter	2,207	404	1,011	1213	2,094	6,929
Animal Response	# of pets needing shelter (60% of HH displaced)	4,423	929	2,383	2,968	4,698	15,401

## CRITICAL NEEDS

Needs Assessment	Description	Operational Area 1501 (14%)	Operational Area 1502 (3.25%)	Operational Area 1503 (14.77%)	Operational Area 1504 (26.76%)	Operational Area 1505 (41.22%)	County Total
Drinking Water: 3 1-liter bottles per person per day	Sheltered	2,207	404	1,011	1,213	2,094	6,929
	Persons per HH displaced (minus # in shelters)	18,063	3,856	9,912	12,391	19,439	63,661
	Emergency Workers (2.5 per 100 displaced households)	184	39	99	124	196	642
	<b>Total Liters of water per day</b>	<b>61,364</b>	<b>12,895</b>	<b>33,067</b>	<b>41,184</b>	<b>65,185</b>	213,694
Meals (2 meals per day)	Sheltered	4,414	404	1,011	1,213	52	7,042
	Persons per HH displaced (minus # in shelters)	36,127	7,712	19,824	24,783	38,877	88,445
	Emergency Workers (2.5 per 100 displaced households)	369	77	199	247	392	892
	<b>Total Meals Per Day</b>	<b>40,909</b>	<b>8,193</b>	<b>21,034</b>	<b>26,243</b>	<b>39,321</b>	96,378
Ice = 8 lb. Bag daily	1 bag per/displaced person (minus # in shelters)	<b>18,063</b>	<b>3,856</b>	<b>9,912</b>	<b>12,391</b>	<b>19,439</b>	<b>63,661</b>
	1 bag per person sheltered	<b>2,207</b>	<b>404</b>	<b>1,011</b>	<b>1,213</b>	<b>2,094</b>	4,835
	<b>Total Bags of Ice per Day</b>	<b>20,270</b>	<b>4,260</b>	<b>10,923</b>	<b>13,604</b>	<b>21,533</b>	<b>70,590</b>
Blankets 2 per person	<b>Sheltered</b>	<b>4,414</b>	<b>808</b>	<b>2,022</b>	<b>2,426</b>	<b>4,188</b>	<b>13,858</b>
Cots	<b>1 per sheltered</b>	<b>2,207</b>	<b>404</b>	<b>1,011</b>	<b>1,213</b>	<b>2,094</b>	6,929
	<b>20% overture</b>	<b>441</b>	<b>81</b>	<b>202</b>	<b>243</b>	<b>419</b>	1,386
	<b>Total Cots</b>	<b>2,648</b>	<b>485</b>	<b>1,213</b>	<b>1,456</b>	<b>2,513</b>	<b>8,315</b>
Generators	1 per 385 people sheltered	6	1	3	3	5	18
Portable Toilets	1 per 15 people sheltered	147	27	67	81	140	462

## DAMAGE

County Category	Description	Operational Area 1501 (14%)	Operational Area 1502 (3.25%)	Operational Area 1503 (14.77%)	Operational Area 1504 (26.76%)	Operational Area 1505 (41.22%)	Berkeley County Total
Essential Facilities	#Police Stations Total	0	0	1	0	2	3
	*Probability of At Least Moderate Damage >50%						
	#Schools Total	13	4	6	24	24	71
	*Probability of At Least Moderate Damage >50%						
	# Hospitals Total	0	0	0	0	0	0
	*Probability of At Least Moderate Damage >50%						
	# Fire Stations Total	13	4	2	3	13	35
	*Probability of At Least Moderate Damage >50%						
Inventory of Hazardous Materials Sites		98	32	60	71	258	519
Residential Damage	Total # of Houses	7,569	1,757	7,985	14,468	22,286	54,065
	Moderate Damage Count	1,925	424	4,528	8,419	5,904	21,200
	Severe Damage Count	4,153	1,004	3,153	5,885	3,738	17,933
	Completely Destroyed County	11,928	2,467	2,093	3,922	3,912	24,322
	<b>Damage Subtotal</b>	<b>18,006</b>	<b>3,895</b>	<b>9,774</b>	<b>18,226</b>	<b>13,554</b>	<b>63,455</b>
Debris Total Weight (Tons)	Brick/Wood	312,186	64,461	86,261	147,699	236,488	847,095
	Concrete / Steel	52,665	6,831	3,480	5,239	16,607	84,822
	Tree	5,347,841	917,415	44,551	215,634	1,489,713	8,015,154
	Eligible Tree Weight	223,871	45,871	20,110	44,258	132,961	467,071

\*At Least Moderate Damage means the facility needs to be inspected before reuse.

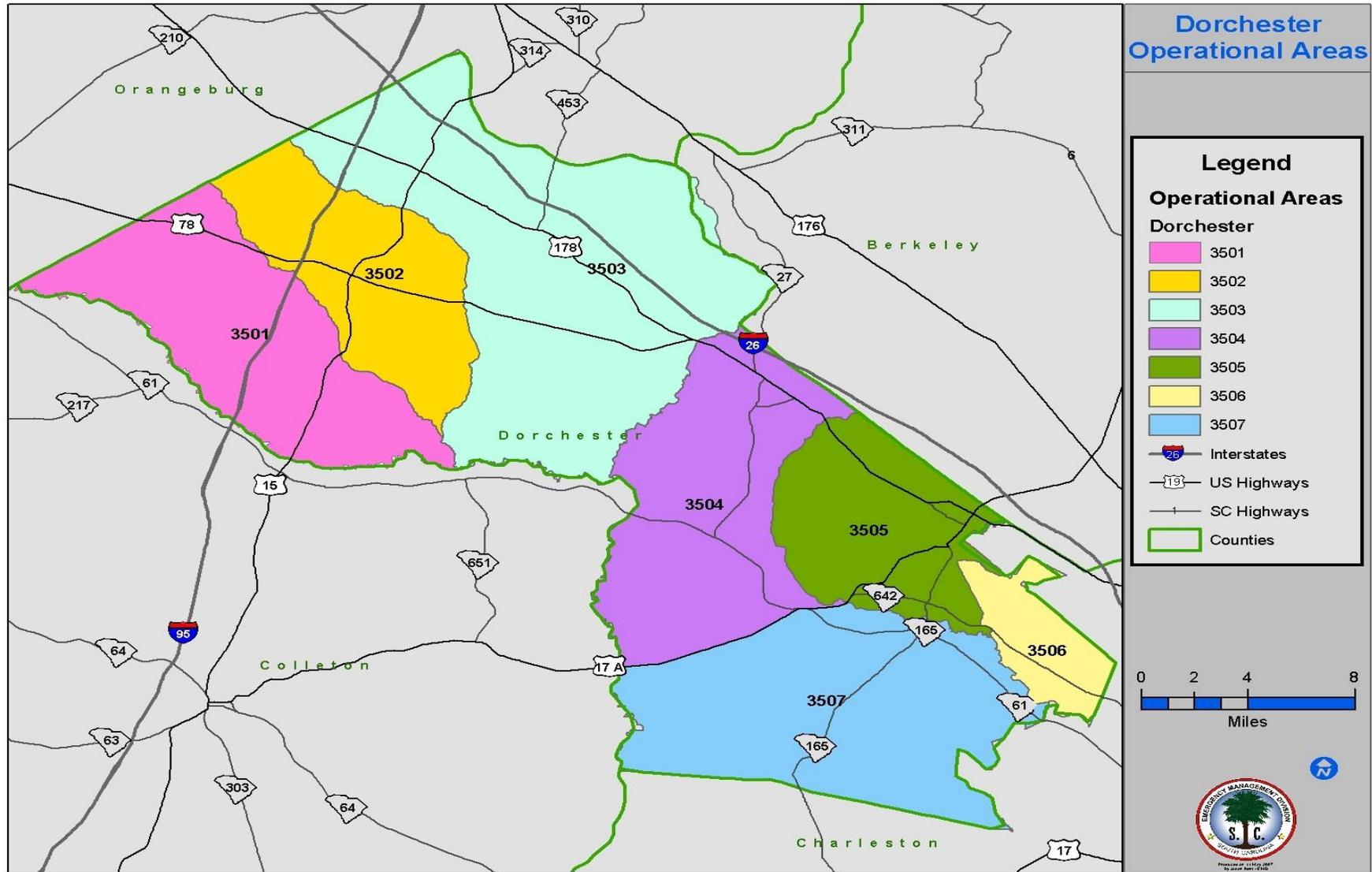
**DAILY RESOURCE REQUIREMENTS AREAS (EST)**

<b>Berkeley County Category</b>	<b>Description</b>	<b>Operational Area 1501 14%</b>	<b>Operational Area 1502 3.25%</b>	<b>Operational Area 1503 14.77%</b>	<b>Operational Area 1504 26.76%</b>	<b>Operational Area 1505 41.22%</b>	<b>County Total</b>
Ice	8 lb bag/per person	2,207	404	1,011	1,213	2,094	6,929
8 lb per bag	Total Weight per Operational Area	17,656	3,232	8,088	9,704	16,752	55,432
1 pallet/275 bags	Total # pallets per Operational Area	8	1	4	4	8	25
20 pallets per truck	Total number of Trucks per day	0	0	0	0	0	2
Water	3 one liter bottles/per person/day	61,364	12,895	33,067	41,184	65,185	213,694
12 bottles per case	Total cases per Operational Area	5,114	1,075	2,756	3,432	5,432	17,808
30 lb per case	Total Weight per Operational Area	153,409	32,239	82,667	102,959	162,962	534,236
70 cases per pallet	Total # pallets per Operational Area	73	15	39	49	78	254
20 pallets per truck	Total number of Trucks per day	4	1	2	2	4	13

## DAILY RESOURCE REQUIREMENTS AREAS (EST) (CONT)

Berkeley County Category	Description	Operational Area 1501 14%	Operational Area 1502 3.25%	Operational Area 1503 14.77%	Operational Area 1504 26.76%	Operational Area 1505 41.22%	County Total
Meals	2/person/day	40,909	8,597	22,045	27,456	39,321	138,327
12 meal per case	Total cases per Operational Area	3,409	716	1,837	2,288	3,277	11,527
20 lbs per case	Total Weight per Operational Area	68,182	14,328	36,741	45,760	65,535	230,546
	Tons of MREs	34	7	18	23	33	115
48 cases per pallet	Total # pallets per Operational Area	71	15	38	48	68	240
40 pallets per truck	Total number of Trucks per day	2	0	1	1	2	6
	Total number of Trucks	6	1	3	4	6	21
	# of type III PODs required	4	1	4	8	12	29
	# of personnel required to operate PODs	138	32	128	256	384	938

# DORCHESTER COUNTY



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**OPERATIONAL AREA DESCRIPTIONS**

<b>OPERATIONAL AREA: Central Conglomerate</b>			
<b>COUNTY NAME: DORCHESTER COUNTY</b>			
<b>COUNTY CODE: Dorc</b>			
<b>County/ID</b>	<b>FIPS Code</b>	<b>Location</b>	<b>Description/Boundary</b>
<b>Dorc-1</b>	3501	GROVER	North boundary separated by county line. West boundary is Edisto River. The East boundary is the Polk Swamp Tributary. Includes the Grover community.
<b>Dorc-2</b>	3502	ST. GEORGE	North boundary separated by county line. West boundary is the Polk Swamp Tributary. East and South boundary areas are the Indian Field Swamp tributary. Includes the town of St. George.
<b>Dorc-3</b>	3503	HARLEYVILLE/REEVESVILLE	North and East boundaries are separated by county line. West boundary is the Indian Field Swamp tributary. The south boundary is the Four Hole Swamp tributary. Includes the towns of Harleyville and Reevesville.
<b>Dorc-4</b>	3504	GIVHANS	Bounded by Four Hole Swamp to the north, south by US 17A, east by the Great Cypress Swamp, and west by county line. Includes the towns of Givhans and Ridgeville.
<b>Dorc-5</b>	3505	SUMMERVILLE/LADSON	Bounded by the Great Cypress Swamp to the north, Ashley River to the west, county line to the east, and south boundary is SR 230. Includes the town of Summerville and communities of Knightsville and Jedburg.
<b>Dorc-6</b>	3506	DORCHESTER ROAD CORRIDOR	West boundary is Ashley River, east and south boundaries are county line, and north boundary is SR 230. Includes the Dorchester State Park, parts of the Ladson community, and the western portion of the City of North Charleston.
<b>Dorc-7</b>	3507	CLUBHOUSE/DELEMAR	West, east, and south boundaries separated by county line. North boundary is US 17A and the Great Cypress Swamp tributary.

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**DEMOGRAPHICS AND NEEDS ASSESSMENT AREAS 1-4**

Dorchester County Category	Description	Operational Area 3501 (2.6%)	Operational Area 3502 (5.3%)	Operational Area 3503 (5.7%)	Operational Area 3504 (5.8%)
Demographics	Population	3,214	6,552	7,046	7,170
	Total Households	977	1,993	2,142	2,180
Additional Demographic Information	Age 65 or older	304	607	660	676
	Non English speaking HH	60	121	131	134
	Homeless	32	65	70	72
	HH w/o Transportation	60	121	131	134
	Disabled	717	1,435	1,560	1,596
Initial Shelter	Displaced Households	447	1,066	849	1,066
	<b>Persons per H/H (2.75 people per H/H)</b>	1,229	2,932	2,335	2,932
	# of People Seeking Short-term shelter	130	336	254	294
Animal Response	# of pets needing shelter (60% of HH displaced)	268	640	509	640

**DEMOGRAPHICS AND NEEDS ASSESSMENT AREAS 5-7**

<b>Dorchester County Category</b>	<b>Description</b>	<b>Operational Area 3505 (49.3%)</b>	<b>Operational Area 3506 (28.7%)</b>	<b>Operational Area 3507 (2.6%)</b>	<b>Dorchester County Total</b>
Demographics	Population	60,944	35,479	3,214	123,619
	Total Households	18,532	10,788	977	37,589
Additional Demographic Information	Age 65 or older	5,702	3,317	302	11,568
	Non English speaking HH	1,134	660	60	2,300
	Homeless	607	353	32	1,231
	HH w/o Transportation	1,134	660	60	2,300
	Disabled	13,467	7,834	714	27,323
Initial Shelter	Displaced Households	10,655	5,871	491	20,445
	<b>Persons per H/H (2.75 people per H/H)</b>	29,301	16,145	1,350	56,224
	# of People Seeking Short-term shelter	2,558	1,319	121	5,012
Animal Response	# of pets needing shelter (60% of HH displaced)	6,393	3,523	295	12,267

## CRITICAL NEEDS AREAS 1-4

Needs Assessment	Description	Operational Area 3501 (2.6%)	Operational Area 3502 (5.3%)	Operational Area 3503 (5.7%)	Operational Area 3504 (5.8%)
Drinking Water: 3 1-liter bottles per person per day	Sheltered	130	336	254	294
	Persons per HH displaced (minus # in shelters)	1,099	2,596	2,081	2,638
	Emergency Workers (2.5 per 100 displaced households)	11	27	21	27
	<b>Total Liters of water per day</b>	<b>3,721</b>	<b>8,874</b>	<b>7,068</b>	<b>8,874</b>
Meals (2 meals per day)	Sheltered	260	672	508	588
	Persons per HH displaced (minus # in shelters)	2,199	5,191	4,162	5,275
	Emergency Workers (2.5 per 100 displaced households)	22	53	42	53
	<b>Total Meals Per Day</b>	<b>2,481</b>	<b>5,916</b>	<b>4,712</b>	<b>5,916</b>
Ice = 8 lb. Bag daily	1 bag per/displaced person (minus # in shelters)	<b>1,099</b>	<b>2,596</b>	<b>2,081</b>	<b>2,638</b>
	1 bag per person sheltered	<b>130</b>	<b>336</b>	<b>254</b>	<b>294</b>
	<b>Total Bags of Ice per Day</b>	<b>1,229</b>	<b>2,932</b>	<b>2,335</b>	<b>2,932</b>
Blankets 2 per person	<b>Sheltered</b>	<b>260</b>	<b>672</b>	<b>508</b>	<b>588</b>
Cots	<b>1 per sheltered</b>	<b>130</b>	<b>336</b>	<b>254</b>	<b>294</b>
	<b>20% overture</b>	<b>26</b>	<b>67</b>	<b>51</b>	<b>59</b>
	<b>Total Cots</b>	<b>156</b>	<b>403</b>	<b>305</b>	<b>353</b>
Generators	1 per 385 people sheltered	0	1	1	1
Portable Toilets	1 per 15 people sheltered	9	22	17	20

## CRITICAL NEEDS AREAS 5-7

Needs Assessment	Description	Operational Area 3505 (49.3%)	Operational Area 3506 (28.7%)	Operational Area 3507 (2.6%)	County Total
Drinking Water: 3 liter bottle per person per day	Sheltered	2,558	1,319	121	5,012
	Persons per HH displaced (minus # in shelters)	26,743	14,826	1,229	33,716
	Emergency Workers (2.5 per 100 displaced households)	266	147	12	511
	<b>Total Liters of water per day</b>	<b>88,703</b>	<b>48,876</b>	<b>4,088</b>	<b>117,241</b>
Meals (2 meals per day)	Sheltered	5116	2638	242	10,024
	Persons per HH displaced (minus # in shelters)	53,487	29,653	2,459	102,424
	Emergency Workers (2.5 per 100 displaced households)	533	294	25	1,022
	<b>Total Meals Per Day</b>	<b>59,135</b>	<b>32,584</b>	<b>2,725</b>	<b>113,470</b>
Ice = 8 lb. Bag daily	1 bag per/displaced person (minus # in shelters)	<b>26,743</b>	<b>14,826</b>	<b>1,229</b>	<b>51,212</b>
	1 bag per person sheltered	<b>2,558</b>	<b>1,319</b>	<b>121</b>	<b>5,012</b>
	<b>Total Bags of Ice per Day</b>	<b>29,301</b>	<b>16,145</b>	<b>1,350</b>	<b>56,224</b>
Blankets 2 per person	<b>Sheltered</b>	<b>5,116</b>	<b>2,638</b>	<b>242</b>	<b>10,024</b>
Cots	<b>1 per sheltered</b>	<b>2,558</b>	<b>1,319</b>	<b>121</b>	<b>5,012</b>
	<b>20% overture</b>	<b>512</b>	<b>264</b>	<b>24</b>	<b>1,002</b>
	<b>Total Cots</b>	<b>3,070</b>	<b>1,583</b>	<b>145</b>	<b>6,014</b>
Generators	1 per 385 people sheltered	7	3	0	9
Portable Toilets	1 per 15 people sheltered	171	88	8	334

## DAMAGE AREAS 1-4

County Category	Description	Operational Area 3501 (2.6%)	Operational Area 3502 (5.3%)	Operational Area 3503 (5.7%)	Operational Area 3504 (5.8%)
Essential Facilities	#Police Stations Total	0	1	1	1
	*Probability of At Least Moderate Damage >50%	0	1	0	1
	#Schools Total	0	3	3	2
	*Probability of At Least Moderate Damage >50%	0	0	0	2
	# Hospitals Total	0	0	0	0
	*Probability of At Least Moderate Damage >50%	0	0	0	0
	# Fire Stations Total	4	1	3	3
	*Probability of At Least Moderate Damage >50%	0	1	0	3
Inventory of Hazardous Materials Sites	7	34	73	34	
Residential Damage	Total # of Houses	1,440	2,504	2,878	2,280
	Moderate Damage Count	438	813	877	706
	Severe Damage Count	242	527	455	489
	Completely Destroyed County	230	440	411	531
	<b>Damage Subtotal</b>	910	1,780	1,743	1,726
Debris Total Weight (Tons)	Brick/Wood	12,120	29,800	22,614	29,001
	Concrete / Steel	911	2,027	1,533	3,058
	Tree	420,602	318,860	840,003	683,473
	Eligible Tree Weight	100,944	114,789	201,601	164,033

\*At Least Moderate Damage means the facility needs to be inspected before reuse.

## DAMAGE AREAS 5-7

County Category	Description	Operational Area 3505 (49.3%)	Operational Area 3506 (28.7%)	Operational Area 3507 (2.6%)	Dorchester County Total
Essential Facilities	#Police Stations Total	1	0	0	4
	*Probability of At Least Moderate Damage >50%	1	0	0	3
	#Schools Total	12	5	1	26
	*Probability of At Least Moderate Damage >50%	12	5	1	20
	# Hospitals Total	0	1	0	1
	*Probability of At Least Moderate Damage >50%	0	1	0	1
	# Fire Stations Total	3	2	1	17
	*Probability of At Least Moderate Damage >50%	3	2	1	10
Inventory of Hazardous Materials Sites	153	54	20	375	
Residential Damage	Total # of Houses	21,249	12,729	1,246	44,326
	Moderate Damage Count	6,665	4,076	390	13,965
	Severe Damage Count	5,107	3,140	273	10,233
	Completely Destroyed County	4,320	2,408	244	8,584
	<b>Damage Subtotal</b>	16,092	9,624	907	32,782
Debris Total Weight (Tons)	Brick/Wood	280,031	157,125	13,162	543,853
	Concrete / Steel	14,317	5,794	795	28,435
	Tree	344,859	133,816	647,952	3,389,565
	Eligible Tree Weight	664,671	319,590	155,508	1,721,136

\*At Least Moderate Damage means the facility needs to be inspected before reuse.

**DAILY RESOURCE REQUIREMENTS AREAS 1-4 (EST)**

<b>Dorchester County Category</b>	<b>Description</b>	<b>Operational Area 3501 (2.6%)</b>	<b>Operational Area 3502 (5.3%)</b>	<b>Operational Area 3503 (5.7%)</b>	<b>Operational Area 3504 (5.8%)</b>
Ice	8 lb bag/per person	1,229	2,932	2,335	2,932
8 lb per bag	Total Weight per Operational Area	9,834	23,452	18,678	23,452
	Tons of Ice	5	12	9	12
1 pallet/275 bags	Total # pallets per Operational Area	4	11	8	11
20 pallets per truck	Total number of Trucks per day	0	1	0	1
Water	3 one liter bottles/per person/day	3,721	8,874	7,068	8,874
12 bottles per case	Total cases per Operational Area	310	740	589	740
30 lb per case	Total Weight per Operational Area	9,303	22,186	17,670	22,186
	Tons of water	5	11	9	11
70 cases per pallet	Total # pallets per Operational Area	4	11	8	11
20 pallets per truck	Total number of Trucks per day	0	1	0	1

**DAILY RESOURCE REQUIREMENTS AREAS 5-7 (EST) (CONT)**

<b>Dorchester County Category</b>	<b>Description</b>	<b>Operational Area 3505 (49.3%)</b>	<b>Operational Area 3506 (28.7%)</b>	<b>Operational Area 3507 (2.6%)</b>	<b>County Total</b>
Ice	8 lb bag/per person	29,301	16,145	1,350	56,224
8 lb per bag	Total Weight per Operational Area	234,410	129,162	10,802	449,790
	Tons of Ice	117	65	5	225
1 pallet/275 bags	Total # pallets per Operational Area	107	59	5	204
20 pallets per truck	Total number of Trucks per day	5	3	0	10
Water	3 one liter bottles/per person/day	88,703	48,876	4,088	170,205
12 bottles per case	Total cases per Operational Area	7,392	4,073	341	14,184
30 lb per case	Total Weight per Operational Area	221,757	122,190	10,219	425,512
	Tons of water	111	61	5	213
70 cases per pallet	Total # pallets per Operational Area	106	58	5	203
20 pallets per truck	Total number of Trucks per day	5	3	0	10

**DAILY RESOURCE REQUIREMENTS AREAS 1-4 (EST)**

<b>Dorchester County Category</b>	<b>Description</b>	<b>Operational Area 3501 (2.6%)</b>	<b>Operational Area 3502 (5.3%)</b>	<b>Operational Area 3503 (5.7%)</b>	<b>Operational Area 3504 (5.8%)</b>
Meals	2/person/day	2,481	5,916	4,712	5,916
12 meal per case	Total cases per Operational Area	207	493	393	493
20 lbs per case	Total Weight per Operational Area	4,135	9,861	7,853	9,861
	Tons of MREs	2	5	4	5
48 cases per pallet	Total # pallets per Operational Area	4	10	8	10
40 pallets per truck	Total number of Trucks per day	0	0	0	0
	Total number of Trucks	1	1	1	1
	# of type III PODs required	1	1	1	1
	# of personnel required to operate PODs	21	42	45	46

**DAILY RESOURCE REQUIREMENTS AREAS 5-7 (EST) (CONT)**

<b>Dorchester County Category</b>	<b>Description</b>	<b>Operational Area 3505 (49.3%)</b>	<b>Operational Area 3506 (28.7%)</b>	<b>Operational Area 3507 (2.6%)</b>	<b>County Total</b>
Meals	2/person/day	59,135	32,584	2,725	113,470
12 meal per case	Total cases per Operational Area	4,928	2,715	227	9,456
20 lbs per case	Total Weight per Operational Area	98,559	54,307	4,542	189,116
	Tons of MREs	45	27	2	95
48 cases per pallet	Total # pallets per Operational Area	103	57	5	199
40 pallets per truck	Total number of Trucks per day	2	1	0	5
	Total number of Trucks	13	7	1	25
	# of type III PODs required	12	7	1	25
	# of personnel required to operate PODs	390	227	21	791

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## ATTACHMENT C: EVACUATION AND TRAFFIC MANAGEMENT

### I. INTRODUCTION

This Attachment is applicable to those counties comprising the Central Coastal Conglomerate, including Charleston, Berkeley, Dorchester, Orangeburg, Calhoun, Colleton, Richland, and Lexington

### II. EVACUATION ZONES

- A. Evacuation zones are those areas that need to be evacuated for a particular hurricane scenario to protect residents at risk from flooding or high winds. The parameters for the zones are:
1. Easily describable to the public over radio and television.
  2. Based upon easily identifiable roadway or natural features for boundary identification.
  3. Relate to storm surge limits based on the most recent SLOSH model.
  4. In hard copy, allow coastal residents to determine if their home is in a storm surge vulnerable evacuation area.
  5. Be useable for transportation modeling/clearance time calculations.
  6. Be related to census/traffic analysis zone boundaries for population and dwelling unit tabulations and calculations of vulnerable populations.
- B. Coastal counties have several clearance time modeling zones based on the hurricane surge flooding. This information is a key element of the transportation analysis. The evacuation zone maps follow this section.
- C. Clearance Time Modeling Zones. Four of the Central Conglomerate counties have clearance time modeling zones based on the hurricane surge flooding. The following table shows for each county the clearance time modeling zones and the hurricane categories.

Clearance Time Modeling Zones Table		
County	Clearance Time Modeling Zones	All Residents in Traffic Zones:
<u>Charleston</u>	Evacuation Zone Cat 1 Evacuation Zone Cat 2 Evacuation Zone Cat 3 Evacuation Zone Cat 4-5	1-8, 13-16 1-10, 17, 19, 20 1-25 1-25, 27
Dorchester	Evacuation Zone Cat 1-3 Evacuation Zone Cat 4-5	1 1-2
Berkeley	Evacuation Zone Cat 1-3 Evacuation Zone Cat 4-5	1-3 1-4

**Due to the error in forecasting the strength of hurricanes, consideration will be given to evacuating for one category higher storm than predicted.**

D. Evacuation Zone Descriptions

1. BERKELEY COUNTY EVACUATION AREAS

- a. Category 1 Evacuation Area: All residents and tourists south of Clements Ferry Road and south of Halfway Creek Road to Guerins Bridge Road, and those living along the Cooper River south of Hagan Plantation between one mile east of the Cooper River and one mile west of the Back River; those residents living in low-lying areas along the Goose Creek Reservoir; and all manufactured housing residents.
- b. Category 2 Evacuation Area: All residents and tourists south of Clements Ferry Road and south of Halfway Creek Road to Guerins Bridge Road, and those living along the Cooper River south of Hagan Plantation between one mile east of the Cooper River and one mile west of the Back River; those residents living in low-lying areas along the Goose Creek Reservoir; and all manufactured housing residents.
- c. Category 3 Evacuation Area: All residents and tourists south of Clements Ferry Road and south of Halfway Creek Road to Guerins Bridge Road, and those living along the Cooper River south of Hagan Plantation between one mile east of the Cooper River and one mile west of the Back River; those residents living in low-lying areas along the Goose Creek Reservoir; and all manufactured housing residents.

- d. Category 4 Evacuation Area: All residents and tourists south of Clements Ferry Road and south of Halfway Creek Road to Guerins Bridge Road, and those living along the Cooper River south of Hagan Plantation between one mile east of the Cooper River and one mile west of the Back River; those residents living in low-lying areas along the Goose Creek Reservoir, the area between Honey Hill and Wambaw Creek, low-lying areas along the Santee River south of Jamestown; and all manufactured housing residents.
- e. Category 5 Evacuation Area: All residents and tourists south of Clements Ferry Road and south of Halfway Creek Road to Guerins Bridge Road, and those living along the Cooper River south of Hagan Plantation between one mile east of the Cooper River and one mile west of the Back River; those residents living in low-lying areas along the Goose Creek Reservoir, the area between Honey Hill and Wambaw Creek, low-lying areas along the Santee River south of Jamestown; and all manufactured housing residents.

## 2. DORCHESTER COUNTY EVACUATION AREAS

- a. Category 1 Evacuation Area: Residents and tourists in low-lying areas along Rantowles Creek and all manufactured housing residents.
- b. Category 2 Evacuation Area: Residents and tourists living in low-lying areas along Rantowles Creek and all manufactured housing residents.
- c. Category 3 Evacuation Area: Residents and tourists living in low-lying areas along Rantowles Creek and all manufactured housing residents.
- d. Category 4 Evacuation Area: Residents and tourists living along County Line Road between Edisto River and SC 165; those living in low-lying areas along Rantowles Creek; and all manufactured housing residents.
- e. Category 5 Evacuation Area: Residents and tourists living along County Line Road between Edisto River and SC 165; those living in low-lying areas along Rantowles Creek; and all manufactured housing residents.

## 3. CHARLESTON COUNTY EVACUATION AREAS

- a. Category 1 Evacuation Area: **West Ashley Area:** All residents and tourists on barrier islands including Edisto, Seabrook, Kiawah, and Folly Beach; on Johns Island, residents between River Road and the Stono River, Kiawah River, and Edisto River; on Wadmalaw Sound, Leadenwah Creek, Bohicket Creek, and Church Creek; on James

Island, residents in low-lying areas near the Stono River, Clark Sound, Parrot Point Creek, James Island Creek, the Harbor, and Wappoo Creek; remaining residents between Ashley River Road and the Ashley River; remaining residents in low-lying areas along the South Edisto River, Wallace and Rantowles Creeks, Russel Creek, Dawhoo River, and the Toogoodoo Creek; and all manufactured housing residents. **Charleston Peninsula and Charleston Neck Area:** All residents and tourists residing in areas east of East Bay Street, south of Broad Street, and west of Ashley Avenue; in the Charleston Neck, those in low-lying areas along Ashley River, Cooper River, Town Creek, and Shipyard Creek; and all manufactured housing residents. **North Charleston Area:** All residents and tourists between Dorchester Road and the Ashley River; and low-lying areas along Cooper River and Noisett Creek; and all manufactured housing residents. **East Cooper Area:** All residents and tourists on barrier islands including Sullivans Island, Isle of Palms, Goat Island, Dewees Island, and Capers Island and all areas in the Awendaw and McClellanville areas southeast of the Intracoastal Waterway from Hamlin Sound to the Georgetown County line; in Mount Pleasant, areas southeast of Rifle Range Road and low-lying areas along Toler's Cove, Shem Creek, Cooper River, Wando River, Molasses Creek, Hobcaw Creek, and Horlbeck Creek; and all manufactured housing residents.

- b. Category 2 Evacuation Area: **West Ashley Area:** All residents and tourists on barrier islands including Edisto, Seabrook, Kiawah, James Island, and Folly Beach; on Johns Island, all residents between River Road and the Stono River, Kiawah River, and Edisto Rivers; on Wadmalaw Island, in low-lying areas near the North Edisto River, Wadmalaw River and the Wadmalaw Sound, Leadenwah Creek, Bohicket Creek, and Church Creek; remaining residents between Ashley River Road and the Ashley River; residents between the Mark Clark Expressway and Bees Ferry Road, and remaining residents in low-lying areas along the South Edisto River, Wallace and Rantowles Creeks, Russell Creek, Dawhoo River, and the Toogoodoo Creek; and all manufactured housing residents. **Charleston Peninsula and Charleston Neck Area:** All residents and tourists southeast of I-26, Rutledge Avenue exit; in the Charleston Neck, all residents between King Street and the Ashley River, between Meeting Street and the Cooper River, and in low-lying areas along Town Creek and Shipyard Creek; and all manufactured housing residents. **North Charleston Area:** All residents between Dorchester Road and the Ashley River and those in low-lying areas along Noisett Creek and the Cooper River (including the Old Naval Shipyard); and all manufactured housing residents. **East Cooper Area:** All residents and tourists on barrier islands including Sullivans Island, Isle of Palms, Goat Island, Dewees Island, and Capers Island; in Mount Pleasant, areas southeast of Rifle Range Road and low-lying areas along Toler's Cove, Shem

Creek, Cooper River, Wando River, Molasses Creek, Hobcaw, Creek and Horlbeck Creek; the Whitehall Terrace area; areas southeast of US 17 from Hamlin Sound to the Georgetown County line to include Awendaw and McClellanville; and all manufactured housing residents.

- c. Category 3 Evacuation Area: **West Ashley Area:** All residents and tourists except for those residing in and northwest of the Towns of Ravenel, Hollywood, and Meggett; and all manufactured housing residents. **Charleston Peninsula and Charleston Neck Area:** All residents and tourists southeast of Cosgrove Avenue. **North Charleston Area:** All residents and tourists west of I-26 and south of Montague Ave.; remaining areas between Dorchester Road and the Ashley River, low-lying areas around Noisett Creek; and all manufactured housing residents. **East Cooper Area:** All residents and tourists east of the Cooper River to the Georgetown County line; and all manufactured housing residents.
- d. Category 4 Evacuation Area: **West Ashley Area:** All residents and tourists except for those residing in and northwest of the Towns of Ravenel, Hollywood, and Meggett; and all manufactured housing residents. **Charleston Peninsula and Charleston Neck Area:** All residents and tourists southeast of Cosgrove Avenue. **North Charleston Area:** All residents west of I-26 and south of Montague Avenue; remaining areas between Dorchester Road and the Ashley River; low-lying areas around Noisett Creek; and all manufactured housing residents. **East Cooper Area:** All residents and tourists east of the Cooper River to the Georgetown County line; and all manufactured housing residents.
- e. Category 5 Evacuation Areas: **West Ashley Area:** All residents and tourists west of the Ashley River. **Charleston Peninsula and Charleston Neck Area:** All residents and tourists south of Cosgrove Ave. **North Charleston Area:** The area west of I-26 and south of Montague Ave.; remaining areas between Dorchester Road and the Ashley River; low-lying areas around Noisett Creek; and all manufactured housing residents. **East Cooper Area:** All residents and tourists east of the Cooper River to the Georgetown County line.

### **III. ESTIMATED EVACUATION CLEARANCE TIMES**

- A. Clearance time is one of two major considerations involved in issuing an evacuation order or advisory. The other time is the arrival of sustained tropical storm winds. The clearance times were calculated by storm scenario and by behavioral characteristics for the Central Conglomerate. A discussion on the calculation of the estimated evacuation clearance times is found in the Basic Plan.

- B. Clearance time is the time required to clear the roadway of all vehicles evacuating in response to a hurricane situation. Clearance time begins when the first evacuating vehicle enters the road network, and ends when the last evacuating vehicle reaches an assumed point of safety. The assumed point of safety for the Central Conglomerate is I-95. Clearance time includes the time required by evacuees to enter the road network (referred to as mobilization time) and the time spent by evacuees traveling along the road network due to traffic congestion (referred to as queuing delay time). Clearance time does not relate to the time any one vehicle spends traveling on the road network, and does not include time needed for local officials to assemble and make a decision.
  
- C. Clearance times generally fall below 24 hours for most of the scenarios. Due to the location of the controlling bottlenecks for clearance time calculations (I-26 out of Charleston), evacuation traffic does nothing to an adjacent conglomerates' clearance time. For the Central Conglomerate, the bottleneck controlling time extends further inland (I-26 at I-95), and is influenced by many different sources of evacuation traffic.
  
- D. For the Central Conglomerate, household commute times were estimated from Charleston to Columbia. The worst household commute times will be 2 to 5 hours in a Category 1 hurricane where there is a low-tourist occupancy. For a Category 1 hurricane with a high-tourist occupancy, these times will be 2 to 6 hours for worst household commute times. For a Category 4-5 scenario with a high-tourist occupancy, worst household commute times could be as high as 14 to 18 hours. Even with the reverse lane operation on I-26, households leaving during the middle of the evacuation could have a 4 to 9 hour commute.
  
- E. Lane Reversal and Counter Flow Plans: If conditions require, South Carolina will implement the following reversal (four lanes outbound) plan in the Central Conglomerate. Currently, there are no counter flow plans developed for the Central Conglomerate. If implemented, the I-26 reversal plan could provide a significant conglomerate-wide clearance time reduction. This plan reverses all lanes of I-26 from the I-26/I-526 interchange in Charleston to the I-26/I-77 interchange in Columbia. This plan is described in more detail in the attachment to this Annex.
  
- F. The following are the calculated hurricane evacuation clearance times for the Central Conglomerate. Several hundred clearance time runs were done based on differing intensity of hurricanes, evacuation area assumptions, rapidity of evacuees' response, and differing tourist seasons.

**CENTRAL CONGLOMERATE CLEARANCE TIMES  
(IN HOURS)  
(From the South Carolina Hurricane Evacuation Restudy)**

	<u>Normal Lane Use</u>		<u>W/I-26 Reverse Lane</u>	
	<u>Low Tourist Occupancy</u>	<u>High Tourist Occupancy</u>	<u>Low Tourist Occupancy</u>	<u>High Tourist Occupancy</u>
<b><u>Category 1 Hurricane</u></b>				
Rapid Response	12.25 hours	14.50 hours	9.50 hours	10.75 hours
Medium Response	12.50	14.75	12.50	12.75 *
Long Response	14.00	15.00	15.50	15.75
<b><u>Category 2 Hurricane</u></b>				
Rapid Response	16.50	19.50	13.50	14.00
Medium Response	16.75	19.75	14.00	14.25 *
Long Response	17.00	20.00	15.50	16.25
<b><u>Category 3 Hurricane</u></b>				
Rapid Response	23.25	27.50	15.50	17.50
Medium Response	24.25	28.00	15.75	17.75
Long Response	24.50	28.25	16.00	18.00
<b><u>Category 4-5 Hurricane</u></b>				
Rapid Response	27.50	31.00	17.50	19.75
Medium Response	28.00	31.25	17.75	20.00
Long Response	28.25	31.50	18.00	20.25

NOTE: Times in this table include 2007 estimated census figures. The I-26 reverse lane clearance times are based on a reversal of I-26 from Highway 526 (Mark Clark Expressway) in Charleston to I-77 near Columbia. \* These times reflect the use of most restrictive times based on Folly Road south of the James Island Connector.

**G. CENTRAL CONGLOMERATE PHASING**

1. Category 1: A voluntary or mandatory evacuation recommendation will be based on the above table.
2. Category 2: A mandatory evacuation recommendation will be based on the above table. A voluntary evacuation will be recommended approximately 12 hours prior to a mandatory evacuation.
3. Category 3-5: A mandatory evacuation recommendation will be based on the above table. A voluntary evacuation will be recommended approximately 12 hours prior to a mandatory evacuation. A mandatory evacuation of barrier islands (Isle of Palms, Sullivan’s Island, Folly Beach, Kiawah Island, and Seabrook Island) may occur approximately eight (8) hours prior to a mandatory evacuation. Discussions with municipal and county officials will determine recommended implementation time and areas.

H. CENTRAL CONGLOMERATE I-26 REVERSAL

1. Category 1 - Weak Category 2: No planned reversal is envisioned. The situation will be monitored and I-26 will be reversed if required.
2. Strong Category 2-5: The reversal of I-26 will be recommended.

**IV. TRAFFIC MANAGEMENT**

Evacuation of the population away from vulnerable areas is one of the most crucial issues in protecting lives in the face of an approaching hurricane. The basic traffic management concept is to allow traffic to flow along evacuation routes unimpeded, and to supplement existing traffic control devices with law enforcement personnel who will staff selected Traffic Control Points (TCPs) within the conglomerate. Each TCP has been established to provide assistance to the evacuating populace. Various law enforcement agencies and the National Guard are responsible for staffing or monitoring predetermined TCPs.

**V. EVACUATION ROUTES**

The South Carolina Department of Public Safety/Highway Patrol (SCDPS/SCHP) and the South Carolina Department of Transportation (SCDOT) in coordination with local officials established hurricane evacuation routes. The SCDOT maintains the evacuation route directional signs.

**VI. TCP STAFFING COORDINATION**

The SCHP, in cooperation with local law enforcement agencies, compiled the TCPs listed within each conglomerate section. The National Guard, where identified, will work as partners with State and local law enforcement agencies. In the TCP Staffing listing where personnel requirements are indicated, unless otherwise indicated, the staffing represents a 24-hour period.

**VII. TRAFFIC FLOW EQUIPMENT**

The SCDOT will provide all necessary equipment identified during Evacuation Route Coordination meetings to include barriers, cones, remote signal devices, etc. This equipment is detailed in the Emergency Support Function (ESF) – Emergency Traffic Management (ESF-16) Standard Operating Procedures (SOP).

**VIII. TRAFFIC MANAGEMENT OPERATIONS/EVACUATION ROUTE MONITORING**

- A. TCP Staffing. The TCPs will be staffed by designated agencies during evacuation and reentry when requested by the State Emergency Operations Center (SEOC), and will be staffed until traffic resumes normal levels of operation.
- B. Lane Reversal/Counter Flow Procedures. The operational decision of when and if to reverse lanes or activate counter flow measures during an evacuation or reentry is

covered in the Basic Plan. The counter flow plan for US 501 is presented later in this section.

- C. Lane Reversal/Counter Flow Procedures. The operational decision of when and if to reverse lanes or activate counter flow measures during an evacuation or reentry is covered in the Basic Plan. The I-26 lane reversal plan is at Attachment A to this Appendix.
  - 1. Emergency Access Routes to Charleston Area during I-26 Reversal. To accommodate emergency vehicles to the Charleston area during I-26 lane reversal, the following routes are recommended for emergency vehicle ingress:
    - a. US 21 to US 176 to US 52 to Charleston
    - b. US 21 to Orangeburg take bypass US 178 to US 78
  - 2. The above routes are recommended assuming lane reversal will not be ordered on evacuation routes other than I-26.
- D. Radio Surveillance. ESF-16 will monitor SCHP radio traffic for potential problems. Local EOCs should likewise monitor local law enforcement channels and report problems to ESF-16.
- E. Video Surveillance. SCDOT will provide closed-circuit television images of evacuation routes, where available, to ESF-1 (Transportation) and ESF-16 operations personnel.
- F. Traffic Counter Surveillance. SCDOT will provide electronic access to counter data to include vehicle count and speed data to ESF-1 and ESF-16.
- G. Aerial Surveillance. ESF-16 will utilize State and local aircraft to monitor traffic flow. During air operations, reports will be submitted hourly, or as the situation may require, to ESF-16 and SCHP District Troop Commanders. Pilots will report any observed incident that impedes the flow of traffic. ESF-16 will monitor radio traffic, and may periodically request situation reports in areas of evacuation routes not visible by the SCDOT closed circuit television cameras.
- H. Monitoring Critical Roadway Segments. Roadway segments with the highest evacuation vehicles to roadway capacity ratio are considered to be critical links for an efficient evacuation. These congested areas control the flow of evacuation traffic during a hurricane evacuation, and are key areas for traffic control and monitoring. Supporting local law enforcement should pay special attention to these areas.
- I. The following list shows the roadway segments in each county that control the flow of evacuation traffic in the Central Coastal Conglomerate:

1. Charleston County: I-26 and Mark Clark Expressway interchange, Folly Road south of new James Island Bridge connector, I-26/I-95 interchange (in Orangeburg County), I-26 north of Exit 208/US 52 connector (3 NB to 2 NB lane transition), Maybank Highway and Folly Road Intersection, I-26 from Cosgrove Avenue to Mark Clark Expressway, Cooper River Bridge (US 71), and I-526 high level structures (wind vulnerability).
2. Dorchester County: I-26, and SC 61 at Alt 17 area.
3. Berkeley County: US 52 through Moncks Corner, and Alt 17 and I-26 interchange.
4. Inland Counties: I-26/I-95 interchange (in Orangeburg County), US 21 intersections through Orangeburg, I-26 and I-77 interchange (in Lexington County), and I-20 and I-77 interchange (in Richland County).

J. Comfort Stations.

1. Comfort Stations are designated points along I-26, which are to be supplied with portable toilets and potable water. Comfort Stations augment the existing facilities at rest areas during a mandatory evacuation.
2. Locations. The Comfort Stations along the I-26 corridor are located in the following rest areas:
  - a. East and West Bound Rest Area Facilities in Charleston County.
  - b. East and West Bound Weigh Stations in Dorchester County.
  - c. East and West Bound Rest Area Facilities in Orangeburg County.
  - d. East and West Bound Rest Area Facilities in Calhoun County.

K. Highway Advisory Radios (HARs). HARs are used to disseminate information to the public during emergency conditions. SCDOT presently has 12 HARs in their inventory.

L. Traffic Control Point Staffing. The Traffic Control Point Staffing for each TCP in the Central Conglomerate follows. Traffic Control Point Staffing For Normal Lane Usage begins on next page.

Traffic Control Point Staffing (normal lane usage)			
County	TCP Location	Responsible Agency	
		12 Hr Staffing	24 Hr Staffing
<b>BERKELEY COUNTY</b>			
15-1	SC 45 @ SC 41 (Jamestown)	Jamestown PD (1) One Shift Only	Jamestown PD (1) One Shift Only
15-2	SC 41 @ S 98 (Huger)	Berkeley SO (1)	Berkeley SO (2)
15-3	SC 41 @ SC 402	Berkeley SO (1)	Berkeley SO (2)
15-4	US 52 @ US 17 Alt	SC Highway Patrol (1) SC National Guard (2)	SC Highway Patrol (2) SC National Guard (4)
15-5	US 52 @ SC 402	SC Highway Patrol (2) SC National Guard (4)	SC Highway Patrol (4) SC National Guard (8)
15-6	US 52 @ Old Mt. Holly	Goose Creek PD (2)	Goose Creek PD (4)
15-7	US 52 @ US 176	Goose Creek PD (2) SC National Guard (4)	Goose Creek PD (4) SC National Guard (8)
15-8	US 52 @ Liberty Hall Rd	Goose Creek PD (1) SC National Guard (2)	Goose Creek PD (2) SC National Guard (4)
15-9	US 52 @ SC 45	St. Stephen PD (1) SC National Guard (2)	St. Stephen PD (2) SC National Guard (4)
15-10	US 176 @ US 17 Alt	Goose Creek PD (2) SC National Guard (2)	Goose Creek PD (4) SC National Guard (4)
15-11	US 176 @ Mt. Holly Rd	Goose Creek PD (1) SC National Guard (1)	Goose Creek PD (2) SC National Guard (2)
15-12	US 176 @ SC 27	Berkeley SO (1) SC National Guard (1)	Berkeley SO (2) SC National Guard (2)
15-13	US 176 @ S 16 (Jedburg Rd)	Berkeley SO (1)	Berkeley SO (2)
15-14	US 52 @ S 50 (Landfill Rd)	Moncks Corner PD (2) SC National Guard (2)	Moncks Corner PD (4) SC National Guard (4)
15-15	US 17 Alt @ S 50 (Landfill Rd)	Moncks Corner PD (1) SC National Guard (1)	Moncks Corner PD (2) SC National Guard (2)
15-16	US 17 Alt @ S 34	Moncks Corner PD (1) SC National Guard (1)	Moncks Corner PD (2) SC National Guard (2)
15-17	SC 6 @ S 34 @ S 315	Moncks Corner PD (3) SC National Guard (2)	Moncks Corner PD (6) SC National Guard (4)
<b>AGENCY PERSONNEL TOTALS</b>		SC Highway Patrol (3) SC National Guard (24) Berkeley SO (4) Goose Creek PD (8) St. Stephen PD (1) Moncks Corner PD (7) Jamestown PD (1) One Shift Only	SC Highway Patrol (6) SC National Guard (48) Berkeley SO (8) Goose Creek PD (16) St. Stephen PD (2) Moncks Corner PD (14) Jamestown PD (1) One Shift Only

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>CALHOUN COUNTY</b>			
17-01	US 176 @ US 601	SC Highway Patrol (1)	SC Highway Patrol (2)
1702	US 176 @ SC 33	Cameron PD (1)	Cameron PD (2)
17-03	US 176 @ US 21	SC Highway Patrol (1)	SC Highway Patrol (2)
17-04	US 601 @ SC 267	Calhoun SO (1)	Calhoun SO (2)
17-05	US 601 @ SC 6	St. Matthews PD (Monitor)	St. Matthews PD (Monitor)
<b>AGENCY PERSONNEL TOTALS</b>		SCHP (2) Cameron PD (1) Calhoun SO (1)	SCHP (4) Cameron PD (2) Calhoun SO (2)
<b>CHARLESTON COUNTY</b>			
<b>Charleston City Police Department</b>			
19-1	Glen McConnell Pkwy @ Bees Ferry Rd	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-2	Folly Rd @ Ft. Johnson Rd	Charleston PD (1)	Charleston PD (2)
19-3	Folly Rd @ Harborview Rd	Charleston PD (2)	Charleston PD (4)
19-4	Harborview Rd @ James Island Expressway	Charleston PD (2)	Charleston PD (4)
19-5	Folly Rd @ Maybank Hwy	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-6	Bees Ferry Rd @ SC 61	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-7	Main Rd @ Maybank Hwy	Charleston PD (1)	Charleston PD (2)
19-8	Maybank Hwy @ River Rd	Charleston PD (1)	Charleston PD (2)
19-9	Folly Rd @ Windmere	Charleston PD (1)	Charleston PD (2)
19-10	US 17 @ Wesley Dr (SC 171)	Charleston PD (1)	Charleston PD (2)
19-11	SC 61 @ Wesley Dr (SC 171)	Charleston PD (1)	Charleston PD (2)
19-12	James Island Expressway @ Folly Rd	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-13	SC 61 @ SC 171	Charleston PD (2)	Charleston PD (4)
19-14	SC 61 @ Playground Rd	Charleston PD (1)	Charleston PD (2)
19-15	SC 61 @ Wappoo Dr	Charleston PD (1)	Charleston PD (2)
19-16	SC 61 @ SC 7	Charleston PD (2)	Charleston PD (4)
19-17	SC 61 @ Savage Rd	Charleston PD (1)	Charleston PD (2)

Traffic Control Point Staffing (normal lane usage)			
County	TCP Location	Responsible Agency	
		12 Hr Staffing	24 Hr Staffing
<b>CHARLESTON COUNTY (Continued)</b>			
19-18	US 17 @ SC 7	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-19	SC 7 @ Skylark Rd	Charleston PD (2)	Charleston PD (4)
19-20	US 17 @ Skylark Rd	Charleston PD (1)	Charleston PD (2)
19-21	US 17 @ Wappoo Rd	Charleston PD (1)	Charleston PD (2)
19-22	SC 7 @ Orangegrove Rd	Charleston PD (2)	Charleston PD (4)
19-23	W. M. Kennerty Dr @ SC 61	Charleston PD (1)	Charleston PD (2)
19-24	Riverland Dr @ Maybank Hwy	Charleston PD (1)	Charleston PD (2)
19-25	SC 61 @ Ashley Hall Rd	Charleston PD (1)	Charleston PD (2)
19-26	SC 7 @ Ashley Hall Rd	Charleston PD (1)	Charleston PD (2)
19-27	Brownswood Rd @ Main Rd	Charleston PD (1)	Charleston PD (2)
19-28	Brownswood Rd @ River Rd	Charleston PD (1)	Charleston PD (2)
19-29	I-526 (Mark Clark Expressway) @ SC 61	Charleston PD (1)	Charleston PD (2)
19-30	I-526 (Mark Clark Expressway) @ SC 7	Charleston PD (1)	Charleston PD (2)
19-31	Spring St @ Lockwood Dr	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-32	I-26 (Coming St) @ US 17	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-33	Meeting St @ Calhoun St	Charleston PD (1)	Charleston PD (2)
19-34	Calhoun St @ James Island Expressway	Charleston PD (1)	Charleston PD (2)
19-35	East Bay St @ Cooper St. Bridge	Charleston PD (monitor)	Charleston PD (monitor)
19-36	I-526 (Mark Clark Expressway Exit Ramp) @ US 17	Charleston PD (1)	Charleston PD (2)
19-37	US 17 South @ Main Rd	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-38	I-526 (Mark Clark Expressway) @ S 33 (Clements Ferry Rd)	Charleston PD (2)	Charleston PD (4)
19-39	I-26 Approach @ Meeting St Entrance	Charleston PD (2) SC National Guard (1)	Charleston PD (4) SC National Guard (2)
19-40	I-26 @ S 49 (Mt. Pleasant St)	Charleston PD (monitor)	Charleston PD (monitor)
19-41	I-26 @ S 46 (Rutledge Ave)	Charleston PD (monitor)	Charleston PD (monitor)
<b>Charleston County Sheriff</b>			
19-42	Main Rd @ River Rd	Charleston SO (2) SC National Guard (2)	Charleston SO (4) SC National Guard (4)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>CHARLESTON COUNTY (Continued)</b>			
19-43	US 17 @ Porcher Bluff Rd	Charleston SO (2)	Charleston SO (4)
19-44	US 17 @ SC 41	Charleston SO (2) SC National Guard (2)	Charleston SO (4) SC National Guard (4)
19-45	US 17 @ Steed Creek Rd	Charleston SO (monitor)	Charleston SO (monitor)
19-46	US 17 @ SC 45	Charleston SO (1) SC National Guard (1)	Charleston SO (2) SC National Guard (2)
19-47	US 17 @ Seewee Rd (South End)	Charleston SO (1)	Charleston SO (2)
19-48	US 17 @ Bees Ferry Rd	Charleston SO (2) SC National Guard (2)	Charleston SO (4) SC National Guard (4)
19-49	US 17 @ Savage Rd	Charleston SO (1) SC National Guard (1)	Charleston SO (2) SC National Guard (2)
19-50	Kiawah Island Pkwy @ Bohicket Rd	Charleston SO (1)	Charleston SO (2)
19-51	SC 174 @ Toogoodoo Rd	Charleston SO (1) SC National Guard (1)	Charleston SO (2) SC National Guard (2)
19-52	SC 174 @ Palmetto Rd	Edisto Beach PD (1) SC National Guard (1)	Edisto Beach PD (2) SC National Guard (2)
19-53	SC 174 @ US 17	Charleston SO (2) SC National Guard (2)	Charleston SO (4) SC National Guard (4)
19-54	SC 174 @ SC 162	Charleston SO (1) SC National Guard (1)	Charleston SO (2) SC National Guard (2)
19-55	US 17 @ SC 162	Charleston SO (1) SC National Guard (1)	Charleston SO (2) SC National Guard (2)
19-56	US 17 @ SC 165	Charleston SO (1) SC National Guard (1)	Charleston SO (2) SC National Guard (2)
19-57	US 17 @ Davidson Rd	Charleston SO (1)	Charleston SO (2)
19-58	SC 165 @ SC 162	Charleston SO (1)	Charleston SO (2)
19-59	Folly Rd @ Camp Rd	Charleston SO (2) SC National Guard (2)	Charleston SO (4) SC National Guard (4)
19-60	US 78 @ Ladson Rd	Charleston SO (2) SC National Guard (2)	Charleston SO (4) SC National Guard (4)
19-61	SC 642 @ Cross County	N. Charleston PD (1) Charleston SO (1)	N. Charleston PD (2) Charleston SO (2)
19-62	I-26 @ Dorchester Rd	Charleston SO (1)	Charleston SO (2)
19-63	I-26 @ SC 7 (Cosgrove Ave)	Charleston SO (1)	Charleston SO (2)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>CHARLESTON COUNTY (Continued)</b>			
<b>Folly Beach Police Department</b>			
19-64	Center St @ Ashley Ave	Folly Beach PD (1) SC National Guard (1)	Folly Beach PD (2) SC National Guard (2)
19-65	Folly Rd @ Sol Legare Rd	Folly Beach PD (1) SC National Guard (1)	Folly Beach PD (2) SC National Guard (2)
<b>Isle of Palms Police Department</b>			
19-66	SC 517 @ Palm Blvd	Isle of Palms PD (2)	Isle of Palms PD (4)
<b>Mt. Pleasant Police Department</b>			
19-67	US 17 Bypass @ McGrath Darby	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-68	US 17 Bypass @ Houston Northcutt	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-69	SC 703 @ Center St	Mt. Pleasant PD (monitor)	Mt. Pleasant PD (monitor)
19-70	Coleman Blvd @ McGrath Darby	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-71	SC 703 @ Rifle Range Rd	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-72	US 17 @ Long Point Rd	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-73	US 17 @ IOP Connector	Mt. Pleasant PD (3) SC National Guard (3)	Mt. Pleasant PD (6) SC National Guard (6)
19-74	IOP Connector @ Rifle Range Rd	Mt. Pleasant PD (2) SC National Guard (2)	Mt. Pleasant PD (4) SC National Guard (4)
19-75	IOP Connector @ Hungry Neck Blvd	Mt. Pleasant PD (2) SC National Guard (2)	Mt. Pleasant PD (4) SC National Guard (4)
19-76	I-526 @ Bowman Rd	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-77	US 17 N @ Mathis Ferry Rd	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-78	Rifle Range Rd @ Hamlin Rd	Mt. Pleasant PD (monitor)	Mt. Pleasant PD (monitor)
19-79	SC 703 @ Chuck Dawley Hwy / I 526 Spur	Mt. Pleasant PD (3)	Mt. Pleasant PD (6)
19-80	I-526 @ US 17 Northbound Ramp	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-81	I-526 @ US 17 Hungryneck Blvd	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-82	I-526 @ Long Point	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-83	I-526 Spur @ US 17 N (Exit Ramp)	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-84	US 17 @ Hamlin Rd	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-85	I-526 @ I-526 Spur (Georgetown Exit)	Mt. Pleasant PD (2)	Mt. Pleasant PD (4)
19-86	Hungry Neck Blvd @ Venning Rd	Mt. Pleasant PD (1) SC National Guard (1)	Mt. Pleasant PD (2) SC National Guard (2)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>CHARLESTON COUNTY (Continued)</b>			
<b>North Charleston Police Department</b>			
19-87	US 52 (Rivers Ave) @ Eagle Landing	N. Charleston PD (2)	N. Charleston PD (4)
19-88	US 52 (Rivers Ave) @ Northwoods Blvd	N. Charleston PD (2)	N. Charleston PD (4)
19-89	US 52 (Rivers Ave) @ Best Buy Shopping Center	N. Charleston PD (monitor)	N. Charleston PD (monitor)
19-90	US 52 (Rivers Ave) @ Ashley Phosphate Rd	N. Charleston PD (3) SC National Guard (1)	N. Charleston PD (6) SC National Guard (2)
19-91	US 52 (Rivers Ave) @ Remount Rd	N. Charleston PD (2) SC National Guard (2)	N. Charleston PD (4) SC National Guard (4)
19-92	US 52 (Rivers Ave) @ Greenridge Rd	N. Charleston PD (1) SC National Guard (1)	N. Charleston PD (2) SC National Guard (2)
19-93	US 52 (Rivers Ave) @ Otranto	N. Charleston PD (2) SC National Guard (2)	N. Charleston PD (4) SC National Guard (4)
19-94	US 52 (Rivers Ave) @ Reynolds Ave	N. Charleston PD (flash)	N. Charleston PD (flash)
19-95	US 52 (Rivers Ave) @ Aviation Ave	N. Charleston PD (2) SC National Guard (2)	N. Charleston PD (4) SC National Guard (4)
19-96	US 52 (Rivers Ave) @ Durant Ave	N. Charleston PD (flash)	N. Charleston PD (flash)
19-97	Block ramps to I-526 West @ US 52 (Rivers Ave) send traffic West on US 52 (Rivers Ave)	N. Charleston PD (1) SC National Guard (1)	N. Charleston PD (2) SC National Guard (2)
19-98	North Rhett & I-526 to block ramps to West I-526 and send west on North Rhett	N. Charleston PD (1) SC National Guard (1)	N. Charleston PD (2) SC National Guard (2)
19-99	Remount Rd @ North Rhett Ave	N. Charleston PD (Monitor)	N. Charleston PD (Monitor)
19-100	Remount Rd @ Murray Dr	N. Charleston PD (Monitor)	N. Charleston PD (Monitor)
19-101	Remount Rd @ Attaway Rd	N. Charleston PD (Monitor)	N. Charleston PD (Monitor)
19-102	Remount Rd @ Yeamans Hall Rd	N. Charleston PD (Monitor)	N. Charleston PD (Monitor)
19-103	Cross County @ Ashley Phosphate Rd	N. Charleston PD (flash)	N. Charleston PD (flash)
19-104	Stall Rd @ Ashley Phosphate Rd	N. Charleston PD (2) SC National Guard (2)	N. Charleston PD (4) SC National Guard (4)
19-105	SC 642 (Dorchester Rd) @ Coosaw Creek Rd	N. Charleston PD (2) SC National Guard (2)	N. Charleston PD (4) SC National Guard (4)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>CHARLESTON COUNTY (Continued)</b>			
19-106	SC 642 (Dorchester Rd) @ Montague Ave	N. Charleston PD (monitor)	N. Charleston PD (monitor)
19-107	US 78 @ Fernwood	N. Charleston PD (2) SC National Guard (1)	N. Charleston PD (4) SC National Guard (2)
19-108	US 78 @ Medical Plaza	N. Charleston PD (2) SC National Guard (1)	N. Charleston PD (4) SC National Guard (2)
<b>South Carolina Highway Patrol</b>			
19-109	I-26 @ I-526 (Mark Clark Expressway)	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
19-110	I-26 @ Aviation Ave	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
19-111	I-26 @ Ashley Phosphate Rd	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
19-112	I-26 Westbound on ramp @ Ashley Phosphate Rd	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
19-113	I-26 @ US 52 Connector	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
19-114	I-26 @ US 78	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
19-115	I-26 interchanges between I-526 @ I-77	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
<b>Sullivans Island Police Department</b>			
19-116	Jasper Rd @ Middle St @ Breeches Inlet	Sullivans Island PD (1)	Sullivans Island PD (2)
19-117	Jasper Rd @ 22 1/2 St	Sullivans Island PD (1)	Sullivans Island PD (2)
19-118	Middle St @ 22 1/2 St	Sullivans Island PD (1)	Sullivans Island PD (2)
19-119	Myrtle St @ 22 1/2 St	Sullivans Island PD (1)	Sullivans Island PD (2)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>CHARLESTON COUNTY (Continued)</b>			
<b>AGENCY PERSONNEL TOTALS</b>		SC Highway Patrol (monitor) SC National Guard (54) Charleston PD (54) Charleston SO (28) Edisto Beach PD (1) Folly Beach PD (2) Isle of Palms PD (2) Mt. Pleasant PD (37) N. Charleston PD (25) Sullivans Island PD (4)	SC Highway Patrol (monitor) SC National Guard (108) Charleston PD (108) Charleston SO (56) Edisto Beach PD (2) Folly Beach PD (4) Isle of Palms PD (4) Mt. Pleasant PD (74) N. Charleston PD (50) Sullivans Island PD (8)
<b>DORCHESTER COUNTY</b>			
35-1	SC 61 @ SC 165	SC Highway Patrol (1) SC National Guard (2)	SC Highway Patrol (2) SC National Guard (4)
35-2	US 17 Alt @ SC 61	SC Highway Patrol (2) SC National Guard (4)	SC Highway Patrol (4) SC National Guard (8)
35-3	SC 61 @ SC 27	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
35-4	SC 642 (Dorchester Rd) @ Ashley Phosphate Rd	N. Charleston PD (2) SC National Guard (2)	N. Charleston PD (4) SC National Guard (4)
35-5	Patriots Blvd @ Ashley Phosphate Rd	N. Charleston PD (2)	N. Charleston PD (4)
35-6	Wescott Plantation @ SC 642 (Dorchester Rd)	N. Charleston PD (2) SC National Guard (1)	N. Charleston PD (4) SC National Guard (2)
35-7	SC 642 (Dorchester Rd) @ Parlor Dr	Dorchester SO (2) SC National Guard (1)	Dorchester SO (4) SC National Guard (2)
35-8	SC 642 @ S 230 (Ladson Rd)	SC Highway Patrol (1) SC National Guard (2)	SC Highway Patrol (2) SC National Guard (4)
35-9	SC 642 (Dorchester Rd) @ S 199 (Trolley Rd)	Summerville PD (2) SC National Guard (1)	Summerville PD (4) SC National Guard (2)
35-10	SC 642 (Dorchester Rd) @ Brandywine Rd	Dorchester SO (2)	Dorchester SO (4)
35-11	SC 642 (Dorchester Rd) @ S 22 (Old Orangeburg Rd)	SC Highway Patrol (1) SC National Guard (1)	SC Highway Patrol (2) SC National Guard (2)
35-12	US 17 Alt @ SC 642 (Dorchester Rd)	SC Highway Patrol (1) SC National Guard (2)	SC Highway Patrol (2) SC National Guard (4)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
35-13	US 17 Alt @ S 22 (Old Orangeburg Rd)	SC Highway Patrol (2) SC National Guard (2)	SC Highway Patrol (4) SC National Guard (4)
35-14	US 78 @ S 22 (Old Orangeburg Rd)	SC Highway Patrol (2) SC National Guard (2)	SC Highway Patrol (4) SC National Guard (4)
35-15	S 22 (Old Orangeburg Rd) @ S 13 (Central Ave)	Dorchester SO (2) SC National Guard (1)	Dorchester SO (4) SC National Guard (2)
35-16	S 22 (Old Orangeburg Rd) @ S 58 (Mallard Rd)	Dorchester SO (2)	Dorchester SO (4)
35-17	S 22 (Old Orangeburg Rd) @ S 231 (Old Parsonage Rd @ West Butternut) (Barricade)	Dorchester SO (1)	Dorchester SO (2)
35-18	US 78 @ US 178	SC Highway Patrol (1) SC National Guard (2)	SC Highway Patrol (2) SC National Guard (4)
35-19	US 178 @ SC 453 Intersection barricaded allowing local travel only	Harleyville PD (1) SC National Guard (1)	Harleyville PD (2) SC National Guard (2)
35-20	I-95 @ US 178	SC Highway Patrol (2) SC National Guard (4)	SC Highway Patrol (4) SC National Guard (8)
35-21	US 17 Alt @ US 78	Summerville PD (2) SC National Guard (1)	Summerville PD (4) SC National Guard (2)
35-22	US 78 @ SC 165 (Berlin G. Parkway)	Summerville PD (2) SC National Guard (1)	Summerville PD (4) SC National Guard (2)
35-23	US 78 @ North Cedar St	Summerville PD (2) SC National Guard (1)	Summerville PD (4) SC National Guard (2)
35-24	US 78 @ S 58 (Jedburg Rd)	Dorchester SO (2)	Dorchester SO (4)
35-25	SC 165 @ SC 642	SC Highway Patrol (1) SC National Guard (2)	SC Highway Patrol (2) SC National Guard (4)
35-26	US 15 @ US 178	Dorchester SO (2)	Dorchester SO (4)
35-27	US 78 @ Bryan St	Summerville PD (monitor)	Summerville PD (monitor)
35-28	US 78 @ Maple St	Summerville PD (monitor)	Summerville PD (monitor)
35-29	US 78 @ S 65 (West Richardson St)	SC Highway Patrol (1) SC National Guard (1)	SC Highway Patrol (2) SC National Guard (2)
<b>AGENCY PERSONNEL TOTALS</b>		SC Highway Patrol (15) SC National Guard (34) N. Charleston PD (6) Dorchester SO (13) Summerville PD (8) Harleyville PD (1)	SC Highway Patrol (30) SC National Guard (68) N. Charleston PD (12) Dorchester SO (26) Summerville PD (16) Harleyville PD (2)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>LEXINGTON COUNTY</b>			
32-01	I-26 East Exit @ SC 302	Cayce PD (1) Springdale PD (1)	Cayce PD (2) Springdale PD (2)
32-02	I-26 East Entrance @ SC 302	Cayce PD (1)	Cayce PD (2)
32-03	I-26 West Exit @ SC 302	Cayce PD (1) Lexington SO (1)	Cayce PD (2) Lexington SO (2)
32-04	I-26 West Entrance @ SC 302	Lexington SO (1)	Lexington SO (2)
32-05	I-26 East Exit @ US 321	Lexington SO (1) Cayce PD (1)	Lexington SO (2) Cayce PD (2)
32-06	I-26 East Entrance Ramps @ US 321	SC Highway Patrol (1)	SC Highway Patrol (2)
32-07	I-26 West Exit @ US 321	Lexington SO (1)	Lexington SO (2)
32-08	I-26 West Entrance traveling from Cayce @ US 321	Cayce PD (1)	Cayce PD (2)
32-09	I-26 West Entrance traveling toward Cayce @ US 321	SC Highway Patrol (1)	SC Highway Patrol (2)
32-10	I-77 @ US 321 @ Fish Hatchery Rd	Lexington SO (1) Cayce PD (1)	Lexington SO (2) Cayce PD (2)
32-11	US 321 @ US 21	Lexington SO (1)	Lexington SO (2)
32-12	I-26 @ US 1	Lexington SO (1)	Lexington SO (2)
32-13	I-26 @ US 378	Lexington SO (1)	Lexington SO (2)
32-14	US 178 @ SC 3	SC Highway Patrol (2)	SC Highway Patrol (4)
32-15	US 178 @ SC 302	Pelion PD (?)	Pelion PD (?)
32-16	I-77 @ SC 35 (Saxe Goth)	Cayce PD (1)	Cayce PD (1)
<b>AGENCY PERSONNEL TOTALS</b>		SC Highway Patrol (4) Lexington SO (8) Cayce PD (7) Springdale PD (1) Pelion PD (?)	SC Highway Patrol (8) Lexington SO (16) Cayce PD (13) Springdale PD (2) Pelion PD (?)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>ORANGEBURG COUNTY</b>			
75-01	US 178 @ SC 210	Bowman PD (monitor)	Bowman PD (monitor)
75-02	US 178 @ US 21 Bypass	SC Highway Patrol (1) Orangeburg SO (1)	SC Highway Patrol (2) Orangeburg SO (2)
75-03	US 301 @ US 21 Bypass	SC Highway Patrol (1) SC State University PD (2)	SC Highway Patrol (2) SC State University PD (4)
75-04	US 21 Bypass @ SC 33 (Belleville Rd.)	SC Highway Patrol (2) SC State University PD (2)	SC Highway Patrol (4) SC State University PD (4)
75-05	US 601 @ US 21 Bypass	SC Highway Patrol (1) Orangeburg SO (1)	SC Highway Patrol (2) Orangeburg SO (2)
75-06	US 21 Bypass @ Ellis Ave.	Orangeburg PD (monitor)	Orangeburg PD (monitor)
75-07	US 21 Bypass @ Old St. Mathews Rd.	Orangeburg PD (2)	Orangeburg PD (4)
75-08	US 21 Bypass @ Columbia Rd.	Orangeburg PD (2)	Orangeburg PD (4)
75-09	US 21 Bypass @ Old Riley Rd.	Orangeburg PD (monitor)	Orangeburg PD (monitor)
75-10	US 21 Bypass @ Broughton Street	Orangeburg PD (1)	Orangeburg PD (2)
75-11	US 178 @ US 321	North PD (1)	North PD (2)
75-12	US 176 @ S 453	Holly Hill PD (1)	Holly Hill PD (2)
75-13	US 176 @ Wells Cross Roads	SC Highway Patrol (1) Orangeburg SO (1)	SC Highway Patrol (2) Orangeburg SO (2)
75-14	US 176 @ US 301	SC Highway Patrol (1) Orangeburg SO (2)	SC Highway Patrol (2) Orangeburg SO (4)
75-15	I-95 @ US 176	SC Highway Patrol (monitor)	SC Highway Patrol (monitor)
75-16	I-95 @ SC 6	SC Highway Patrol (1)	SC Highway Patrol (2)
75-17	SC 47 @ SC 6	Elloree PD (Monitor)	Elloree PD (Monitor)
75-18	SC 315 @ SC 6	Santee PD (Monitor)	Santee PD (Monitor)
75-19	SC 45 @ SC 6	Eutawville PD (Monitor)	Eutawville PD (Monitor)
<b>AGENCY PERSONNEL TOTALS</b>		SCHP (8) Orangeburg SO (5) SC State Unv. PD (4) Orangeburg PD (5) North PD (1) Holly Hill PD (1)	SCHP (16) Orangeburg SO (10) SC State Unv. PD (8) Orangeburg PD (10) North PD (2) Holly Hill PD (2)

<b>Traffic Control Point Staffing (normal lane usage)</b>			
<b>County</b>	<b>TCP Location</b>	<b>Responsible Agency</b>	
		<b>12 Hr Staffing</b>	<b>24 Hr Staffing</b>
<b>RICHLAND COUNTY</b>			
40-01	US 378 @ Trotter Rd	Richland SO (1)	Richland SO (2)
40-02	US 378 @ Universal Dr	Richland SO (monitor)	Richland SO (monitor)
40-03	US 378 @ Garners Ferry Rd (Entrance to Wal-Mart)	City of Columbia PD (1)	City of Columbia PD (2)
40-04	US 378 (Garners Ferry Rd) @ Atlas Rd	City of Columbia PD (1)	City of Columbia PD (2)
40-05	I-77 @ US 378	City of Columbia PD (2)	City of Columbia PD (4)
40-06	US 378 @ Horrell Hill Rd	Richland SO (1)	Richland SO (2)
40-07	US 378 @ Lower Richland Blvd	Richland SO (1)	Richland SO (2)
40-08	I-77 @ Bluff Rd	Richland SO (2)	Richland SO (4)
40-09	I-77 @ Shop Rd	Richland SO (2)	Richland SO (4)
40-10	I-26 @ Bush River Rd	Richland SO (2)	Richland SO (4)
40-11	I-77 @ Decker Blvd	Richland SO (2)	Richland SO (4)
40-12	I-77 @ Two Notch Rd	Richland SO (2)	Richland SO (4)
40-13	US 378 @ Pineview	Richland SO (2)	Richland SO (4)
40-14	I-77 @ Forrest Dr	City of Columbia PD (2)	City of Columbia PD (4)
40-15	US 601 @ SC 48	SC Highway Patrol (Monitor)	SC Highway Patrol (Monitor)
<b>AGENCY PERSONNEL TOTALS</b>		Richland SO (15) City of Columbia PD (6)	Richland SO (30) City of Columbia PD (12)

## ATTACHMENT D: I-26 LANE REVERSAL OPERATION

### I. Execution

Under the direction of the Department of Public Safety (SCDPS), ESF-16 is the executive agent for all evacuation/reentry emergency traffic control operations, including regulation of the State road network and management of all contingency actions, including the I-26 reversal operation.

2. Lane reversal of an Interstate highway is a highly unusual event that should be implemented only under certain conditions when citizens are at risk from natural or technological disasters.
3. Lane reversal consists of two (2) distinct phases: pre-deployment activities and response operations.
4. Because of the increased safety concerns relative to the reversal of I-26, the implementation will be conducted using State assets. These assets consist primarily of SCDPS; South Carolina Highway Patrol (SCHP; South Carolina Department of Transportation (SCDOT); and supported by Department of Probation, Parole, and Pardon Services (SCPPP); and State Law Enforcement Division (SLED).

### B. Pre-deployment Activities

1. To accomplish the mission of converting the eastbound lanes of I-26 to a westerly direction, a 17-hour advance notification is required.
  - a. Personnel and equipment must be pre-positioned approximately 12 hours in advance of an Executive Order to execute.
  - b. SCHP officers participating in the reversal of I-26 will be drawn from throughout the State; therefore, a minimum advance notice of five (5) hours is necessary to ensure all personnel can be at the designated staging areas located in Columbia, Orangeburg, and Charleston for briefings and assignments.
  - c. The SCDOT will also require an advance notice of five (5) hours to ensure all necessary changeable message boards, HARs, cones, barricades, and other physical assets will be pre-positioned 12 hours in advance of an order to implement lane reversal.
2. At the staging areas SCHP District Commanders, or their designees, will:
  - a. Brief personnel on the lane reversal operation plan.

- b. Make assignments of personnel to specific interchanges.
  - c. Coordinate operations with personnel from other supporting agencies.
3. The SCDOT will:
- a. Deploy available pre-programmed message boards and HARs along predetermined locations along I-26 and I-95 outlining the lane reversal plan.
  - b. Have the capability to modify the initial messages by remote cell phone access based on events that may develop during the operation.
  - c. Identify personnel in each area capable of deploying to the location of each message board and HAR to change information displayed or broadcast.
  - d. Notify pre-designated contractors to move portable toilets and water to planned comfort station locations to ensure they are in position prior to implementation of the lane reversal plan.
  - e. Assist in the identification of feasible alternate eastbound emergency access routes.
  - f. Move SCDOT Incident Response trucks into position to support lane reversal operations.
  - g. Erect Type III barricades at paved median crossovers to block crossover traffic.
4. Upon completion of all necessary pre-deployment activities, the SCHP Commanders from the three (3) staging areas and the SCDOT District supervisors will notify ESF-16 in the SEOC that they are ready to implement lane reversal operations when ordered by the Governor.
- C. Response Operations
- 1. Upon notification that a recommendation to reverse the I-26 traffic has been approved by the Governor, ESF-16 will begin execution of the lane reversal plan.
    - a. The SCHP Commander will be notified to deploy personnel to the I-26 interchanges as outlined in this Plan.
    - b. SCDOT will be notified to deploy personnel and all necessary equipment to planned positions to facilitate lane reversal operations.

- c. SCDOT will supervise and operate Comfort Stations along the evacuation route.
  2. As personnel and equipment arrive at their designated interchange, they should immediately begin to place barricades and cones, and divert traffic from entering the Interstate in an easterly direction. The senior trooper at each post will be responsible for communicating the status of their interchange to the SCHP Troop Commander or his designee. The SCHP supervisor will also physically report to each interchange under his authority to ensure personnel have placed equipment in the proper position and all personnel understand their instructions for the movement of traffic at their interchange.
  3. Lane Clearing
    - a. Each SCHP Troop Commander will communicate to the SCHP Commander's designee and ESF-16 in the SEOC when all the I-26 interchanges are fully functional and ready to begin the movement of traffic westbound in the reversed lanes.
    - b. Traffic control posts will restrict all traffic from entering I-26 in an easterly direction.
    - c. Upon confirmation that all the I-26 interchanges are fully functional and ready to begin the movement of traffic westbound in the reversed lanes, two (2) troopers in fully marked patrol vehicles will begin from I-26 at the I-77 interchange and travel east.
    - d. When the two marked patrol vehicles reach I-26 at the I-526 interchange, they will immediately turn around and begin to lead evacuation traffic in a westerly direction in the reversed lanes.
  4. Aerial Surveillance
    - a. In conjunction with the lane clearing procedures initiated with the movement of marked patrol vehicles in the reversed lanes, two (2) rotary wing aircraft will be utilized to ensure safety during the lane reversal operation. The State Law Enforcement Division (SLED) will deploy their aircraft equipped with 800MHz radios in order to maintain direct radio contact with troopers and SCHP Commanders at all times. Each aircraft will be assigned a sector of observation along I-26. One aircraft will be assigned to survey from the I-26 and I-77 interchange to the I-26 and I-95 interchange. The other aircraft will be assigned from the I-26 and I-95 interchange to the I-26 and I-526 interchange.

- b. Pilots will immediately report any vehicle that may attempt to cross the median or circumvent the physical barriers at each interchange, and travel in an easterly direction during the lane reversal operation. Any transgression will be immediately reported to troopers in the affected area with the aircraft remaining over the event until a trooper or other law enforcement officer arrives on the scene. Pilots will also report any observed incident that impedes the flow of traffic.
  - c. During air operations, reports will be submitted hourly, or as the situation may require, to ESF-16 in the SEOC. ESF-16 will monitor radio traffic, and may periodically request situation reports in areas of I-26 not visible by the SCDOT closed-circuit television cameras.
  - d. An additional aircraft will be assigned to monitor traffic on I-95 both north and south of I-26 as part of the aircraft mission to support evacuation outlined in the ESF-16 Standard Operating Procedures (SOP). However, during periods when SLED aircraft are refueling or otherwise unavailable, the aircraft will move into the I-26 airspace previously occupied by the SLED aircraft. Constant communication between the three aircraft must take place to ensure constant surveillance capability during the lane reversal operation.
5. Post-Evacuation. Once the evacuation has been completed or a determination is made that traffic flow is at a level not requiring lane reversal, and prior to the arrival of gale force winds, the following actions will be accomplished:
- a. ESF-16, through the SCHP Troop Commanders or their designees, will order, in coordination with the SCDOT district engineers, the removal of road barriers and other equipment and the reopening of the eastbound lanes of I-26 for eastbound traffic.
  - b. SCDOT personnel will remove all barriers from the roadway, and secure equipment in accordance with the applicable SOP. Personnel will then travel to pre-designated shelter locations until the storm passes, and begin preparations for possible reentry operations.
  - c. Upon the removal of barriers, law enforcement personnel will leave TCPs and travel to pre-designated shelter locations until the storm passes, and begin preparations for possible reentry operations.
  - d. The South Carolina National Guard (SCNG) wrecker crews will proceed to pre-designated shelter locations until the storm passes, and begin preparations for possible reentry operations.

**IV. COMMAND AND COMMUNICATIONS****A. Command**

1. General - Overall responsibility for traffic management, including the I-26 lane reversal, has been designated to ESF-16, with primary responsibility placed on the DPS. However, SCDOT has a significant role in the success of the lane reversal operation. ESF-16 will closely coordinate operations between SCDPS and SCDOT. SCDOT will furnish a list of management personnel responsible for supervising SCDOT responsibilities for inclusion in the SOP supporting this operation Plan.
2. Operation Command - Lane reversal operations will be directed by the SCHP Commander's designee with the rank of Major or above. The SCHP Troop Captain in each of the 3 (three) troops will direct the activities within their troop boundaries along I-26 and at each interchange within the patrol troop. All activities regarding the I-26 lane reversal operation will be communicated to the SCHP Commander's designee throughout the length of the operation.
3. Supervision - Supervisors from within the three SCHP districts will be assigned to specific geographic locations along the I-26 corridor to supervise troopers and other law enforcement personnel. Supervisors will report the status of personnel assigned to line patrols and traffic control points to each respective SCHP District Commander or his designee whenever warranted, but at a minimum of every hour once the lane reversal is underway.

**B. Communications**

1. Personnel assigned to the I-26 lane reversal operation will operate on the SCDPS 800 MHz radio system. Channel 83, LE D-6, will be the primary channel for the lane reversal operations at the interchanges of I-95 and I-26 to the I-526 and I-26 interchange in Charleston. Channel 99, LE D-7, will be the primary channel for all lane reversal operations from the interchange of I-26 and I-95 inclusive to the interchange of I-26 and I-77 in Columbia. These channels are capable of allowing direct communication throughout the length of the lane reversal operation and allow for constant monitoring of the operation from the SEOC at all times. All personnel in the lane reversal operation will be utilizing these frequencies, therefore, radio communication shall be limited to critical information only. It is the responsibility of first-line supervisors to monitor and correct any unnecessary radio communications.
2. SCHP District Commanders will monitor all radio traffic throughout the operation, and in addition, utilize the SCDPS Command Channel (Zone 10, Channel 158) to communicate directly with Patrol Command Staff, the SCDPS Director, and other SCHP District Commanders.

3. To ensure constant interagency communication during the lane reversal operation, SCDPS and SCDOT will communicate on 800 MHz (Zone 10, Channel 146). The Patrol Commander, or his designee, the affected SCHP District Commanders, and ESF-16 in the SEOC will monitor SCDPS/SCDOT Command.
  
4. A representative from the SCNG will receipt for eleven (11) each 800 MHz radios from B&CB, CIO, during the pre-deployment phase for use by SCNG personnel in support of lane reversal operations.

**V. SUPPORT OPERATIONS**

The SCNG will provide the following support specific to I-26 reversal operations:

- A. The mid-shift meal for State personnel operating in fixed field locations will be provided. Designated SCHP personnel will report to SCNG command posts to sign for predetermined numbers of meals for distribution to field personnel.
  
- B. The SCNG will provide wrecker support along the I-26 evacuation route. This support will be to clear vehicles impeding the flow of traffic along the evacuation route. Wreckers will be positioned at the following locations and will be equipped with 800 MHz radios:

<b>CENTRAL CONGLOMERATE I-26 Reversal</b>	
1	I-77 @ I-26 Interchange
2	I-26 @ US 601 Overpass (Exit 145)
3	I-26 Weight Station (Mile Marker 172)
4	I-26 @ I-526 (Mile Marker 213)

All above wreckers are staged, and will be available for relocation on order of Troop Commander.

**III. TRAFFIC CONTROL POINT STAFFING**

**A. I-26 Reversal Plan Staffing**

<u>Interchange</u>		<b>SCHP</b>	<b>SCPPP</b>	<b>Total</b>
I-26 @ I-526	T-6	12	2	14*
I-26 @ Remount Rd		2	4	6
I-26 @ Aviation Ave		2	2	4
I-26 @ Ashley Phosphate Rd		10	4	14
I-26 @ 52 Connector		3	3	6
I-26 @ US 78		8	2	10
I-26 @ S 62 College Park Rd		4	2	6
I-26 @ US 17 Alt		8	2	10
I-26 @ S 16		2	4	6
I-26 @ S 27		2	4	6
I-26 @ S 453		2	4	6
I-26 @ US 15		4	4	8
<hr/>				
I-26 @ I-95	T-7	12	0	12*
I-26 @ SC 210		2	4	6
I-26 @ S 36		2	4	6
I-26 @ US 301		2	4	6
I-26 @ SC 33		2	4	6
I-26 @ US 601		2	4	6
I-26 @ S 22		2	4	6
I-26 @ SC 6		2	4	6
<hr/>				
I-26 @ US 21	T-1	4	4	8
I-26 @ S 31		2	4	6
I-26 US 21/176		2	4	6
I-26 @ I-77		24	0	24*
<b>Total Personnel</b>		<b>117</b>	<b>77</b>	<b>194</b>

**SCDNR**

Rest Area @ mm 204	T-6	8	0	8
Rest Area @ mm 150	T-7	8	0	8
Rest Area @ mm123	T-1	8	0	8
<u>Total Personnel</u>		<b>24</b>	<b>0</b>	<b>24</b>

Weigh Station @ mm 173	T-6	8	0	8
<u>Total Personnel</u>		<b>8</b>	<b>0</b>	<b>8</b>

Total personnel assigned to traffic control points: 226

\* Denotes the assignment of a supervisor to the post.

- B. As shown below, a SChP Trooper will be assigned to patrol between specific interchanges along the I-26 corridor to investigate accidents and assist stranded motorists. SCDOT cable barriers are in place for a substantial portion of I-26. The addition of cable barriers necessitates assigning troopers to both portions of the roadway. Troopers assigned to specific legs of I-26 will coordinate their efforts to maintain a presence on the Interstate whenever possible.
- C. Troopers on line patrol are responsible for all incidents/collision investigation within their assigned area. In addition, SCDOT, where applicable, will utilize SHEP vehicles to assist with incident management and disabled motorists to resolve all incidents as efficiently as possible with due regard to safety.
- D. One supervisor (Corporal or Sergeant) per District per shift will be assigned to a leg of the line patrol either on the eastbound and westbound side. The supervisor will respond to all major incidents within the portions of Interstate within their District.

<u>District 1</u>	<u>Miles</u>	<u>Troopers (24-hour staffing)</u>	
Between I-77 and Exit 125	9	2	2
Between Exit 125 and Exit 136	9	2	2
		4	4
<b>District 7</b>			
Between Exit 136 and Exit 145	9	2	2
Between Exit 145 and Exit 154	9	2	2
Between Exit 154 and Exit I-95	14	2	2
		6	6
<b>District 6</b>			
Between I-95 and Exit 177	8	2	2
Between Exit 177 and Exit 194	17	2	2
Between Exit 194 and Exit 203	9	2	2
		6	6
Between Exit 203 and Exit 208	5	3	3
Between Exit 208 and I-526 Connector	4	3	3
		6	6
Total	44		

## SCDOT I-26 Reversal Plan

### **Beginning in Columbia at:**

#### **I-26 at I-77:**

#### **Exit 116:**

All eastbound I-26 traffic will be directed northward onto I-77 using the lane closure as shown on the attached plan. The ramps from US 321 onto I-26 will be blocked using barricades or drums. All westbound I-26 traffic on normal lanes will be directed to I-77 northbound using two (2) lanes on the existing one lane ramp. Barricades will be placed on the normal westbound lanes just beyond the exit onto I-77. Two lanes on the reversed eastbound lanes in the westbound direction will utilize the median crossover to access the normal I-26 westbound lanes. Barricades should be placed on I-26 eastbound just beyond the median crossover and on the entrance ramp from I-77 southbound to I-26 eastbound. For I-77 southbound, all traffic will be directed to I-26 westbound. Barricades will be placed to prevent any traffic from proceeding to I-26. The access from US 321 to I-77 will be blocked using barricades or drums.

#### **Exit 119:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

#### **Rest Area in Calhoun County:**

SCDOT will place Drums or Type III Barricades at exit to Rest Area as shown on plan as directed by South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to rest area by reverted lanes.

#### **Exit 125:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

#### **Exit 129:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Exit 136:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Exit 139:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Exit 145:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to US 601.

**Exit 149:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Rest Area in Orangeburg County:**

Type III Barricades are to be placed at exit to Rest Area as shown on plan as directed by the South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to rest area by reverted lanes.

**Exit 154:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to US 301.

**Exit 159:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Exit 165:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Exit 169:**

SCDOT will place Barricades or Drums as indicated in Condition 1 as directed by the South Carolina Highway Patrol. SCDOT will place barricades or drums off roadway to satisfy Condition 2. Condition 2 barricades or drums will be placed by the South Carolina Highway Patrol as needed.

**Exit 172:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to US 15.

**Exit 177:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Weigh Station:**

SCDOT will place Drums or Type III barricades at exit to Weigh Station as shown on plan as directed by the South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to the Weigh Station by reverted lanes.

**Exit 187:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Exit 194:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site.

**Exit 199:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to US 17A.

**Exit 203:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to College Park.

**Rest Area in Charleston County:**

SCDOT will place Drums or Type III barricades at exit to Rest Area as shown on plan as directed by the South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to rest area by reverted lanes.

**Exit 205:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to US 78.

**Exit 208:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to Northside Drive.

**Exit 209:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to Ashley Phosphate.

**Exit 211:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to Aviation Avenue.

**Exit 212A:**

SCDOT will place Drums or Type III Barricades as shown on plan when directed by the South Carolina Highway Patrol Trooper on site. Cones will be placed along I-26 mainline to prevent exit from reverted lanes to Remount Road.

**Exit 212:**

All traffic on I-526 eastbound destined for I-26 westbound will be routed to the reversed lanes of I-26. The ramp normally facilitating this movement will be barricaded. I-526 westbound traffic destined for I-26 westbound in the right lane may access I-26 in the normal fashion. Traffic in the left lane will be diverted to the reverse lanes of I-26. Traffic northbound on US 52 will not be allowed to access I-526 westbound. Refer to plan for details.

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## I-26 at I-77 Exit 116

District 1

### EVACUATION IMPLEMENTATION:

To implement the lane reversal of I-26, traffic traveling eastbound on I-26 and traffic traveling southbound on I-77 towards I-26 must be diverted. To accomplish this task, the following diversion will be executed:

All traffic traveling southbound on I-77 will be advised by changeable message boards of the inability to access I-26 in advance of exit of US 378. Vehicles that do not exit prior to the intersection of I-26 will be required to travel west on I-26. **No access to I-26 eastbound will be authorized.**

Traffic traveling eastbound on I-26 will be allowed to exit at US 321m but will not be required to do so. All traffic that does not exit at US 321 will be diverted onto I-77 northbound.

### EVACUATION TRAFFIC FLOW:

I-26 westbound traffic will be required to travel north on I-77 at the end of the lane reversal. Traffic traveling west in the eastbound lanes (reverted lanes) will be redirected onto the westbound lanes of I-26 through the median crossover beyond the I-77 entrance ramps. Exit 115 (US 321) will be closed to traffic westbound on I-26.

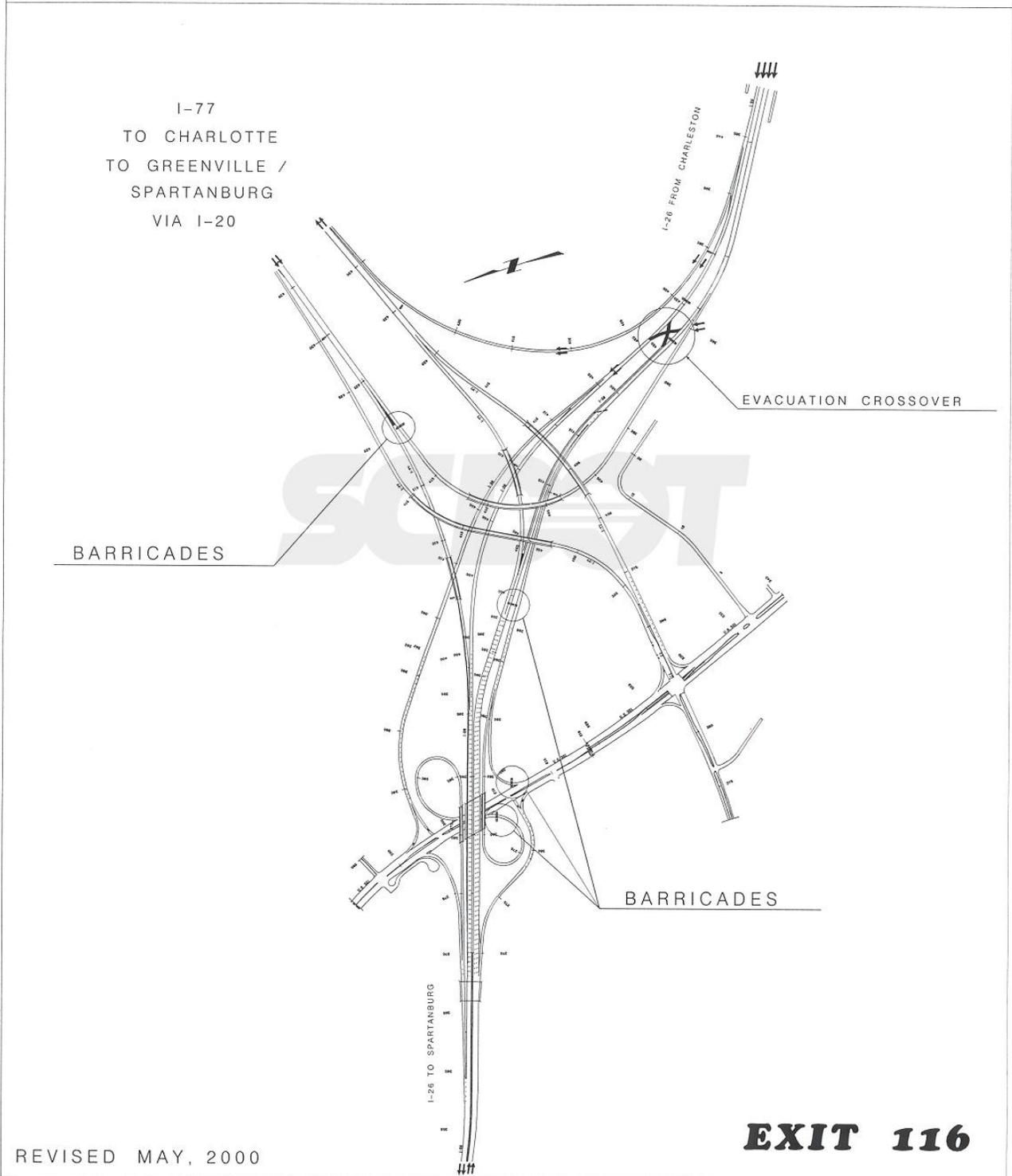
### REENTRY TRAFFIC FLOW:

To facilitate traffic flow for reentry, the #1 lane of I-26 eastbound will be directed to I-77 northbound. Lanes #2 and #3 will be diverted to the westbound lanes of I-26 through the median crossover. Lane #4 will be allowed to utilize the eastbound lanes of I-26, while the southbound lane of I-77 will be directed onto the eastbound lanes of I-26 simultaneously

### REQUIRED ASSETS:

Barricades:	30
Barrels:	8
Cones:	570
MSG Boards:	0
Arrow Boards:	4

# I-26 REVERSAL OPERATIONS I-26 AT I-77



**I-26 at US 21/176 Exit 119**

District 1

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto US 21/176. Once a vehicle exits from the reverted lanes, vehicles will not be allowed to re-access the reverted lanes. To reacquire the Interstate, vehicles must enter into the normal westbound lanes.

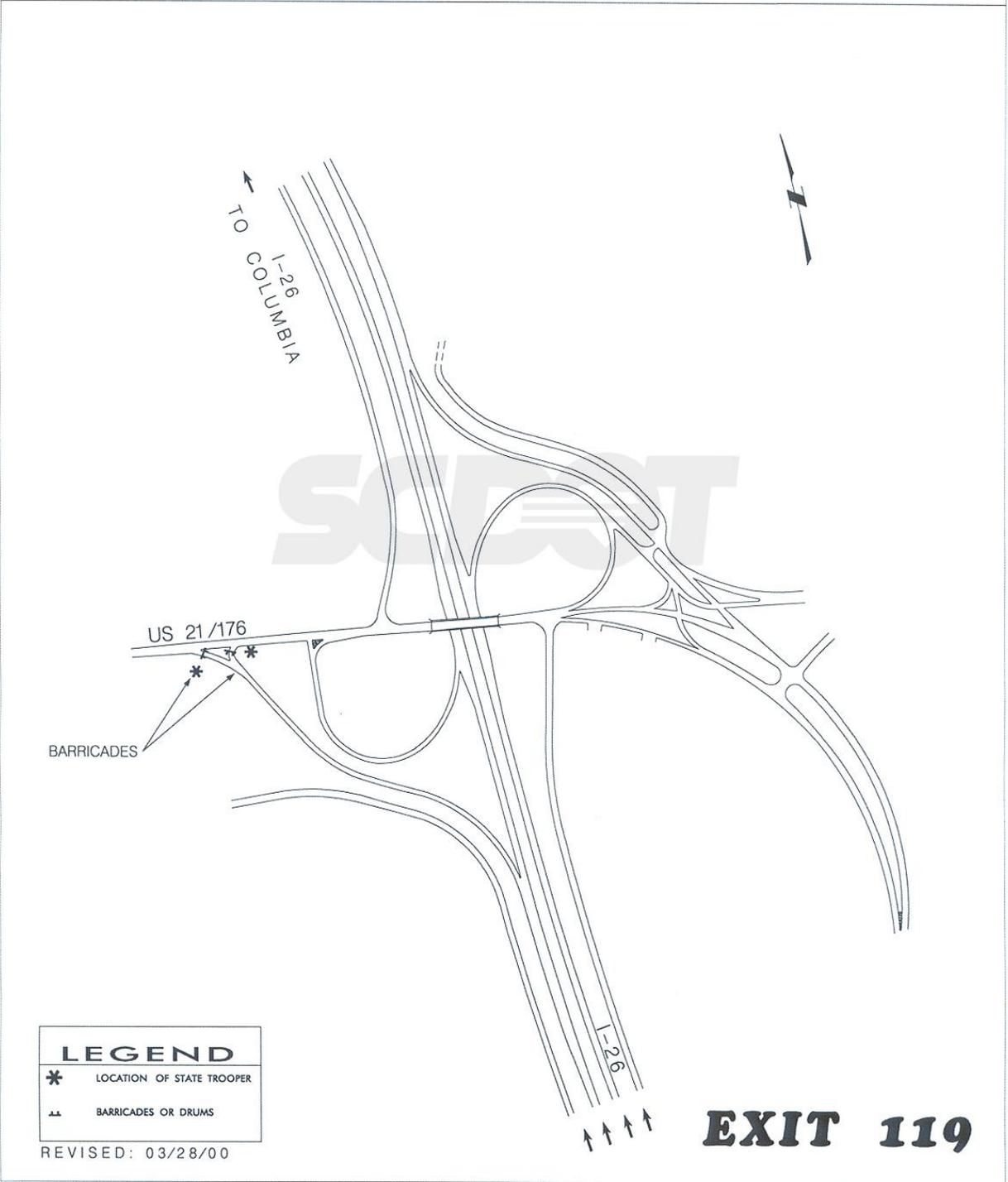
**REENTRY**

Traffic may exit from the reverted lanes and turn left or right onto US 21/176. Once a vehicle exits the reverted lanes, it will not be allowed to reenter the reverted lanes. To reacquire the Interstate, a vehicle must enter the normal eastbound lanes.

**REQUIRED ASSETS:**

Barricades:	4
Barrels:	0
Cones:	0
MSG Boards:	0
Arrow Boards:	5

# I-26 Reversal Operations I-26 at US21/176



**I-26 Rest Area in Calhoun County at Milepost 123/Exit 122**

District 7

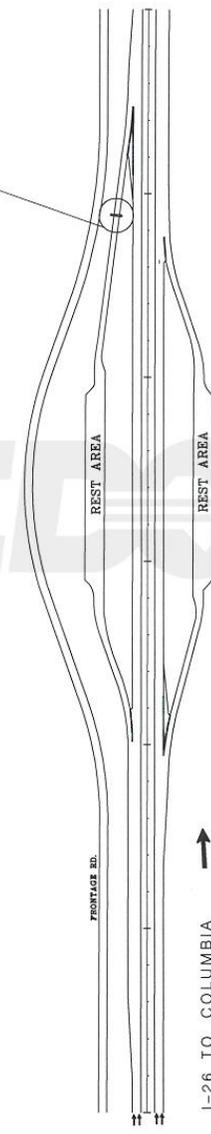
SCDOT will place Drums or Type III Barricades at exit to Rest Area as shown on plan as directed by South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to Rest Area by reverted lanes.

**REQUIRED ASSETS:**

Barricades:	2
Barrels:	6
Cones:	5
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 Rest Area in Calhoun Co.

BARRICADES



**REST AREA**

AT MILEPOST 123

REVISED: 05/11/00

**I-26 at S-31 Exit 125**

District 1

**EVACUATION:**

Traffic may exit from the reverted lanes onto S-31 at the T-intersection. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter on the normal westbound lanes.

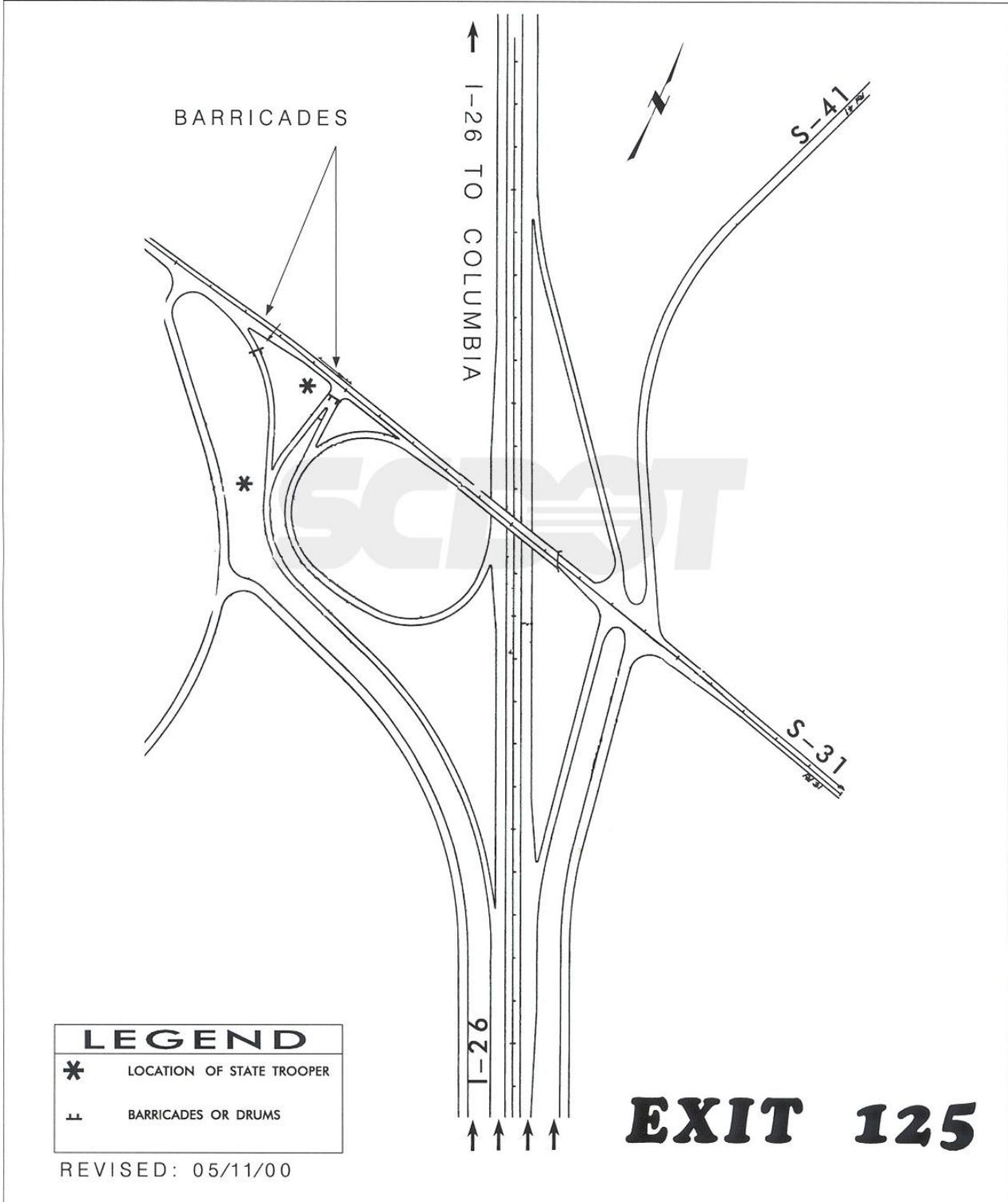
**REENTRY:**

Traffic may exit from the reverted lanes onto S-31 and turn left or right. Once a vehicle has exited the reverted lanes of the Interstate, to reacquire the Interstate, they must enter the normal eastbound lanes.

**REQUIRED ASSETS:**

Barricades:	4
Barrels:	10
Cones:	5
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at S-31



**I-26 at US 21 Exit 129**

District 1

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto US 21 at the T-intersection. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this intersection.**

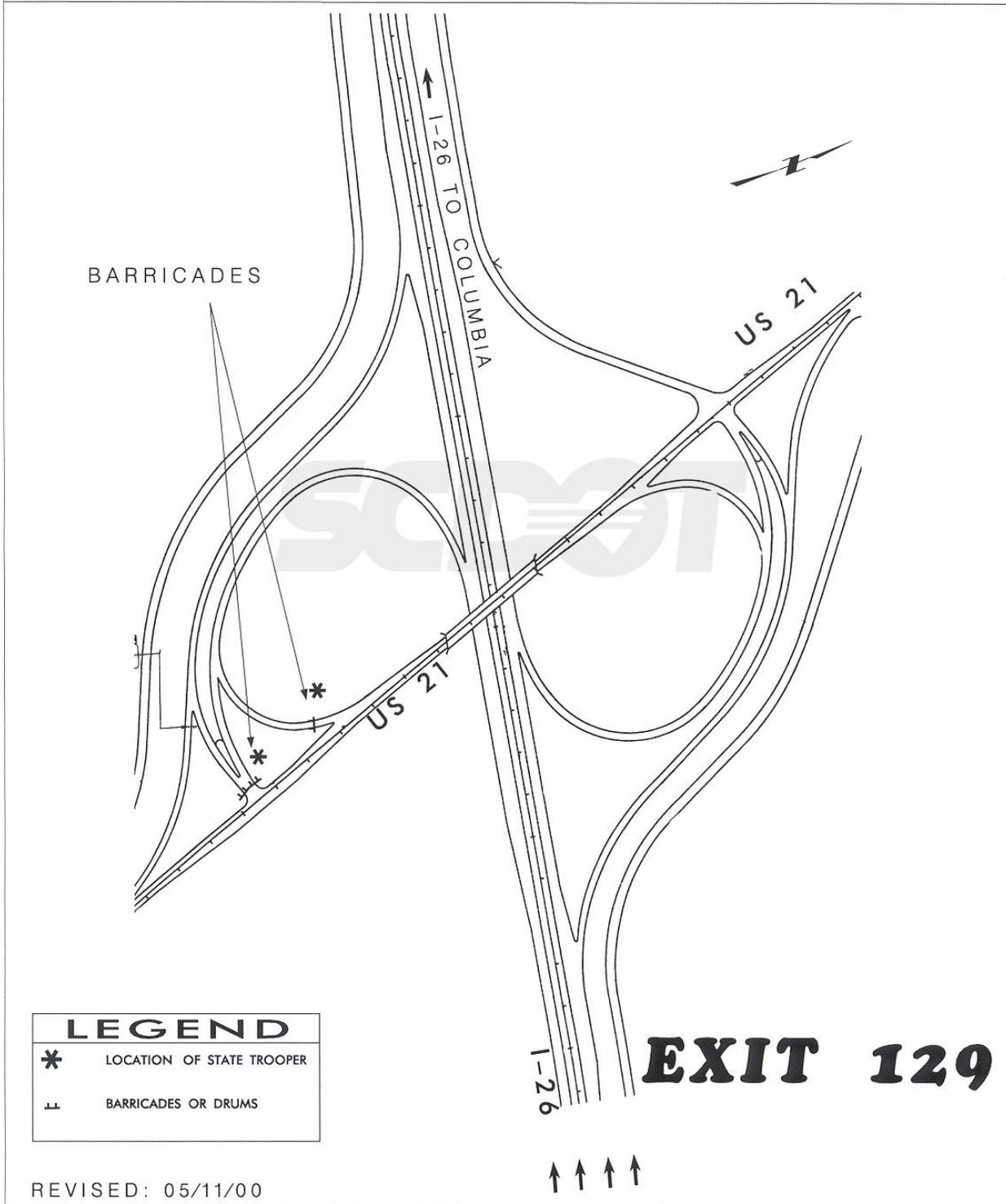
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto US 21 at the T-intersection. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes is available from this intersection.**

**REQUIRED ASSETS:**

Barricades:	4
Barrels:	10
Cones:	5
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at US 21



REVISED: 05/11/00

**I-26 at SC 6 Exit 136**

District 7

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto SC 6. Once a vehicle has exited the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this intersection.**

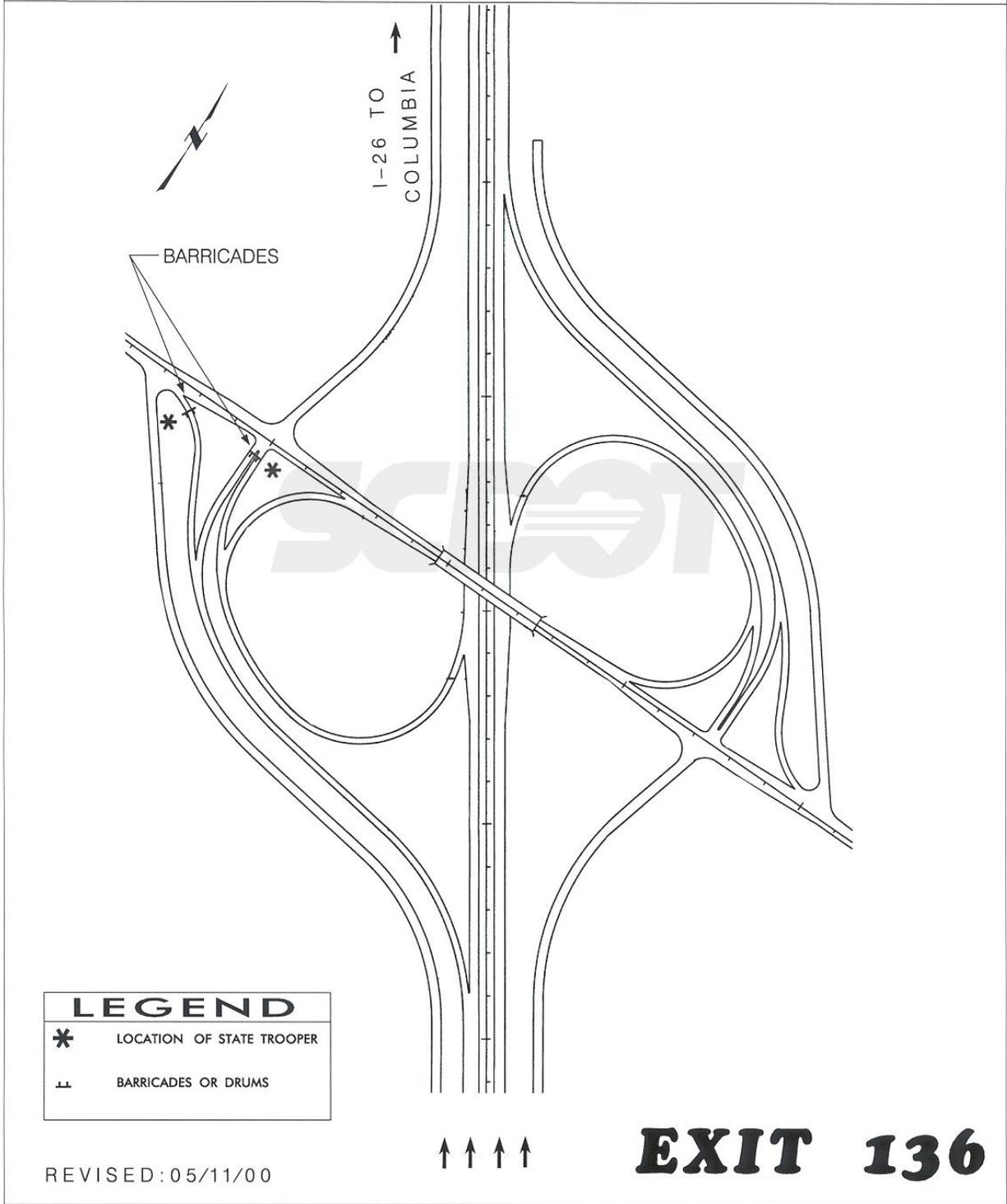
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto SC 6. Once a vehicle has exited the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this intersection.**

**REQUIRED ASSETS:**

Barricades:	4
Barrels:	10
Cones:	5
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at SC 6



**I-26 at S-22 Exit 139**

District 7

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto S-22. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes will be available from this intersection.**

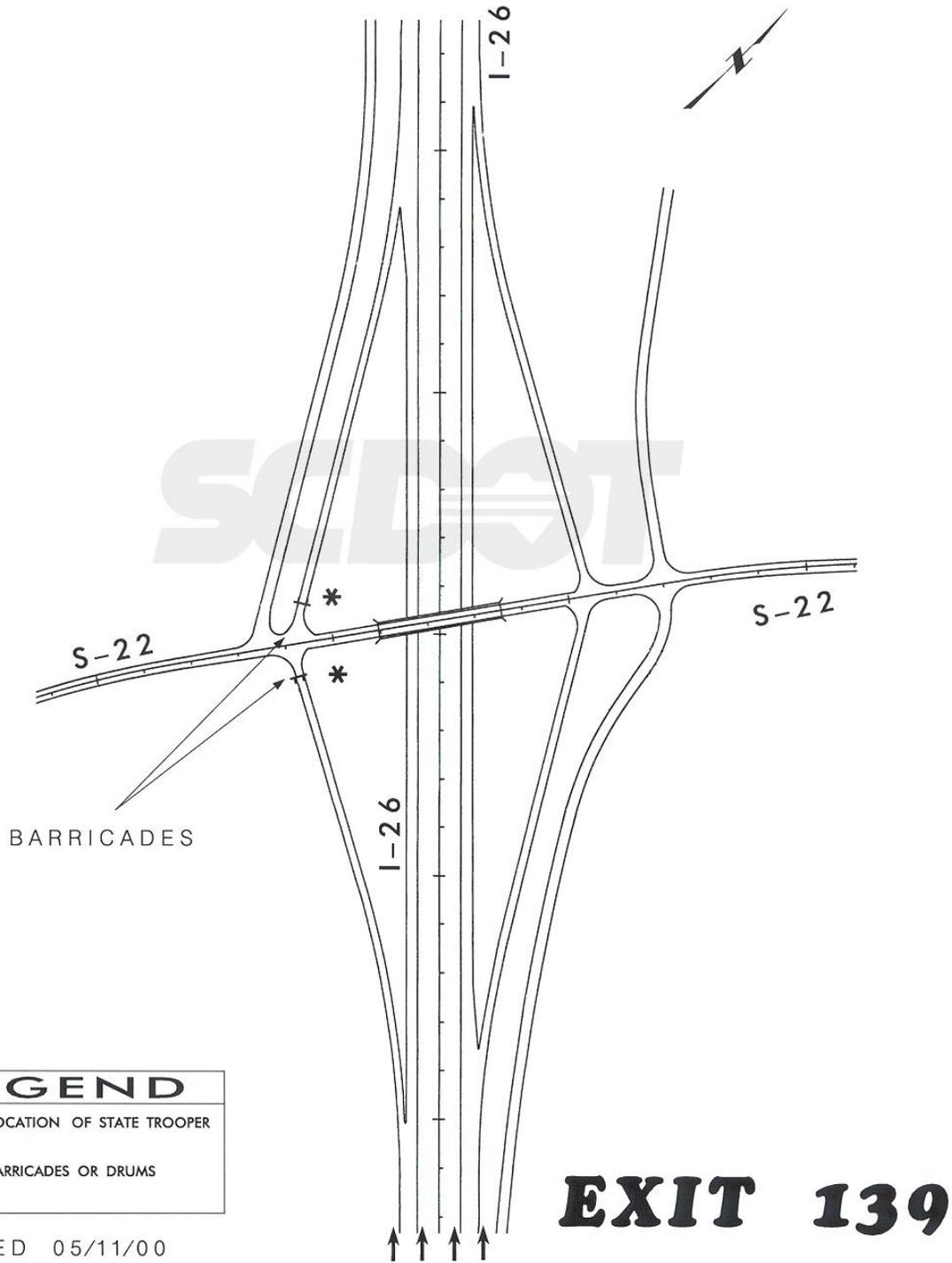
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto S-22. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes will be available from this intersection.**

**REQUIRED ASSETS:**

Barricades:	2
Barrels:	6
Cones:	5
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at S-22



## I-26 at US 601 Exit 145

District 7

### EVACUATION:

Due to the configuration of the intersection and the raised concrete medians along US 601, vehicles in the reverted lanes will not be allowed to exit I-26. **No access to the reverted lanes is available at this intersection.**

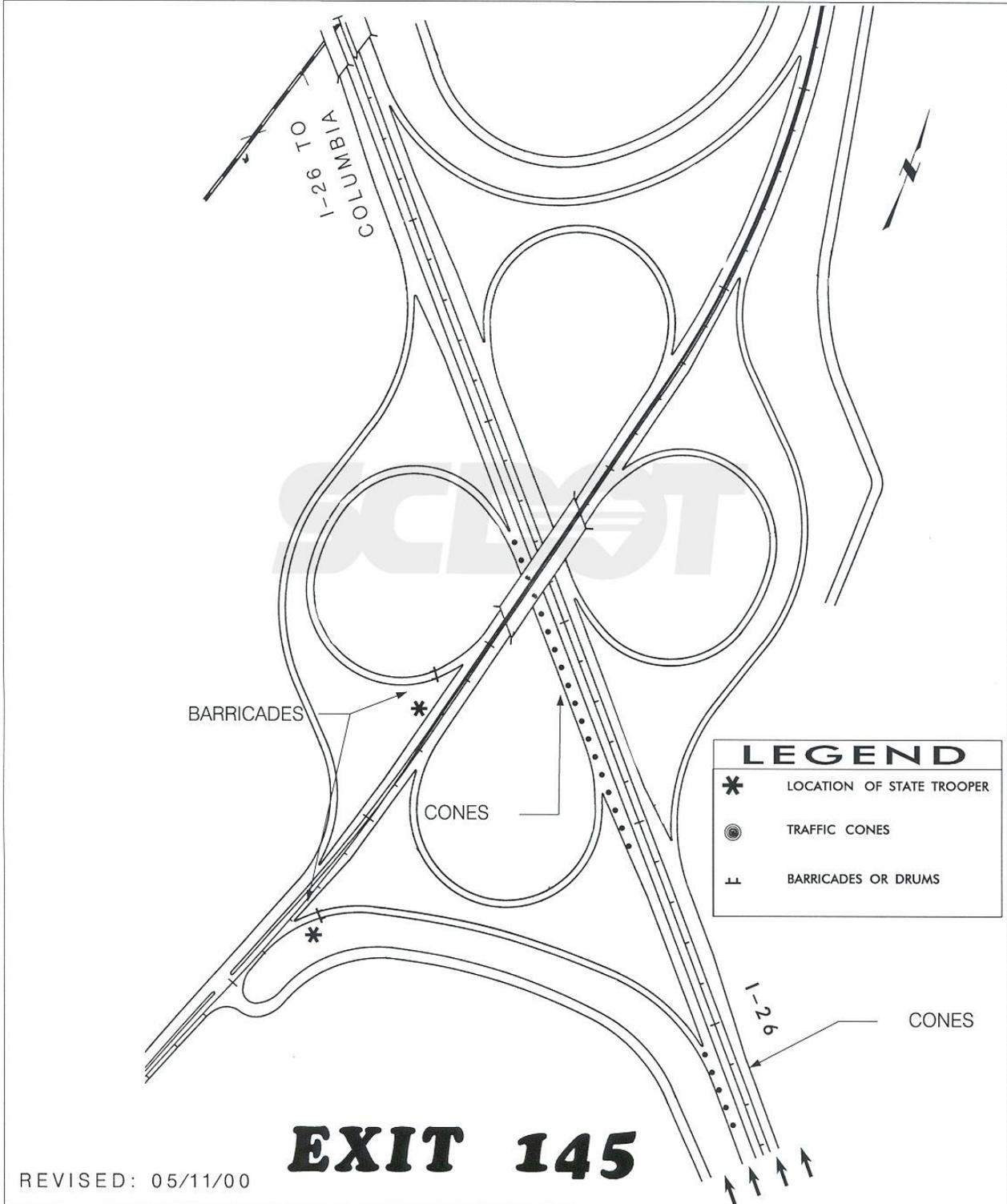
### REENTRY

Due to the configuration of the intersection and the raised concrete medians along US 601, vehicles in the reverted lanes will not be allowed to exit I-26. **No access to the reverted lanes is available at this intersection.**

### REQUIRED ASSETS:

Barricades:	10
Barrels:	20
Cones:	0
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at US 601



REVISED: 05/11/00

**I-26 at SC 33 Exit 149**

District 7

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto SC 33. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this intersection.**

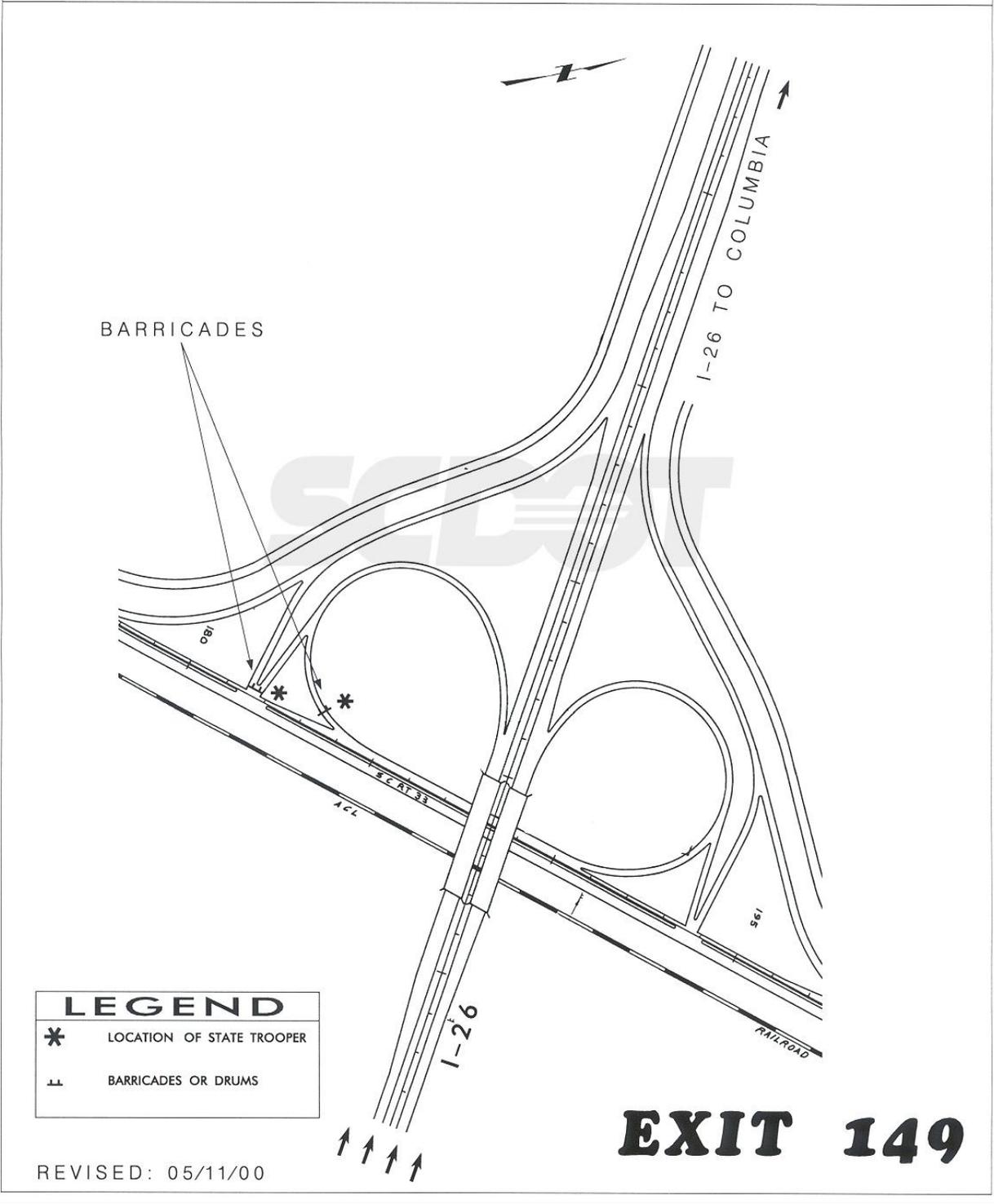
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto SC 33. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes is available from this intersection.**

**REQUIRED ASSETS:**

Barricades:	20
Barrels:	20
Cones:	0
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at SC 33



**I-26 Rest Area in Orangeburg County at Milepost 150**

District 7

Type III Barricades are to be placed at exit to Rest Area as shown on plan as directed by South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to rest area by reverted lanes.

**REQUIRED ASSETS:**

Barricades:	10
Barrels:	20
Cones:	0
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 Rest Area in Orangeburg Co.



REVISED: 05/11/00

**REST AREA**  
AT MILEPOST 150

**I-26 at US 301 Exit 154**

District 7

**EVACUATION:**

Due to the configuration of the intersection and the raised concrete medians along US 301, vehicles will not be allowed to exit from I-26. No access to the reverted lanes is available at this intersection.

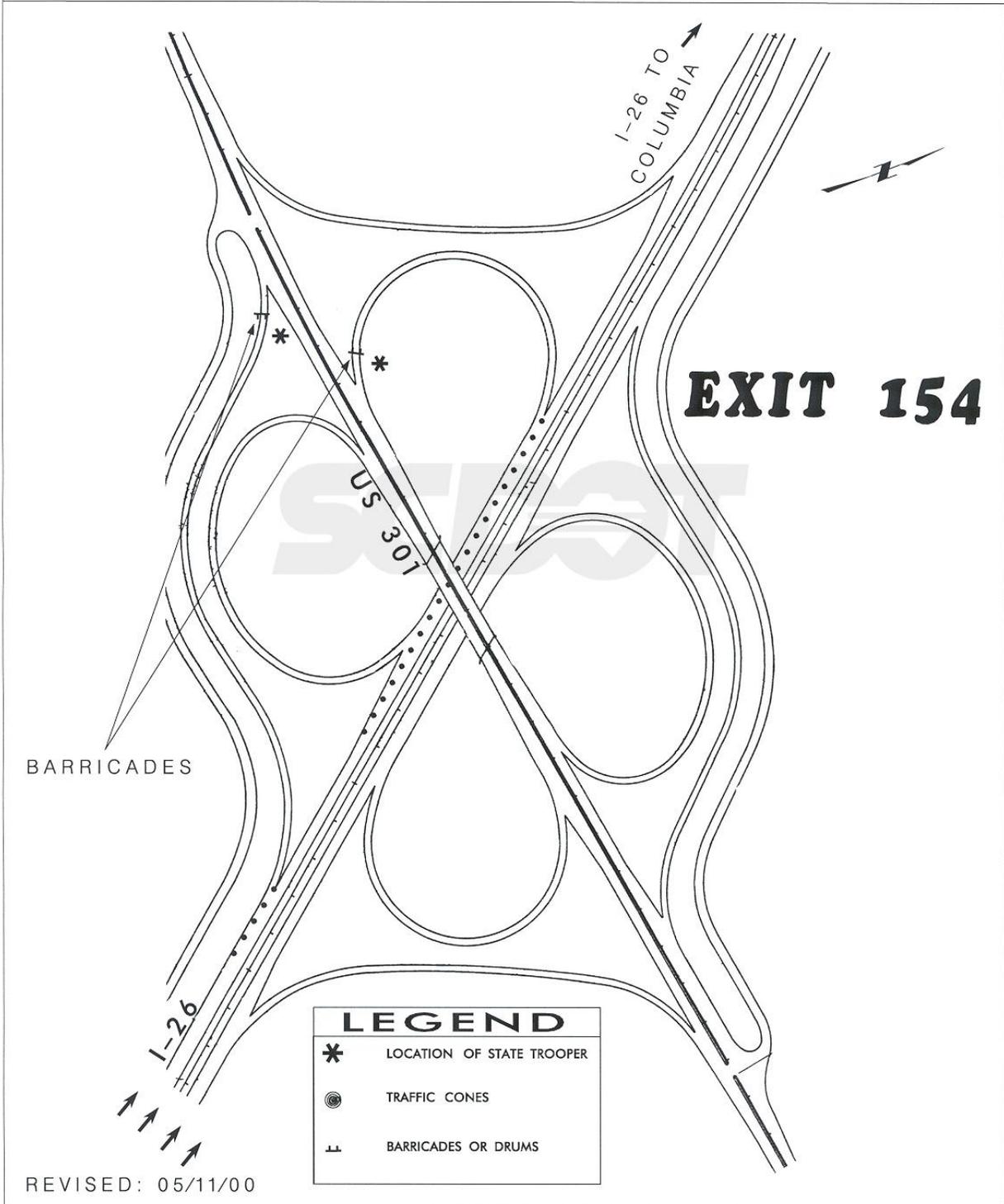
**REENTRY:**

Due to the configuration of the intersection and the raised concrete medians along US 301, vehicles will not be allowed to exit from I-26. No access to the reverted lanes is available at this intersection.

**REQUIRED ASSETS:**

Barricades:	10
Barrels:	20
Cones:	0
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at US-301



**I-26 at S-36 Exit 159**

District 7

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto S-36. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this intersection.**

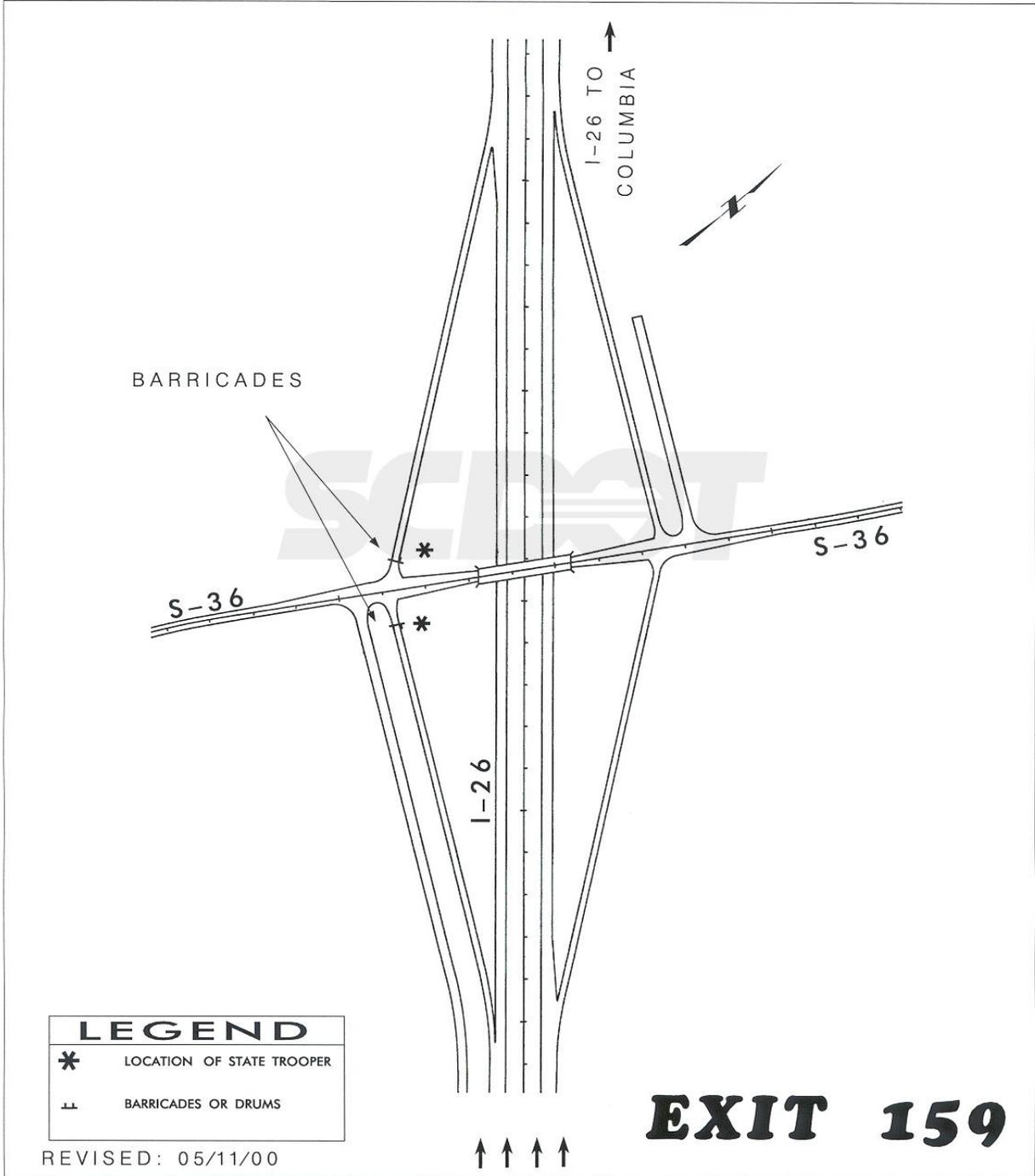
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto S-36. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes is available from this intersection.**

**REQUIRED ASSETS:**

Barricades:	2
Barrels:	30
Cones:	20
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at S-36



## I-26 at SC 210 Exit 165

District 7

### EVACUATION:

Traffic may exit from the reverted lanes and turn left or right onto SC 210. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available at this interchange.**

### REENTRY:

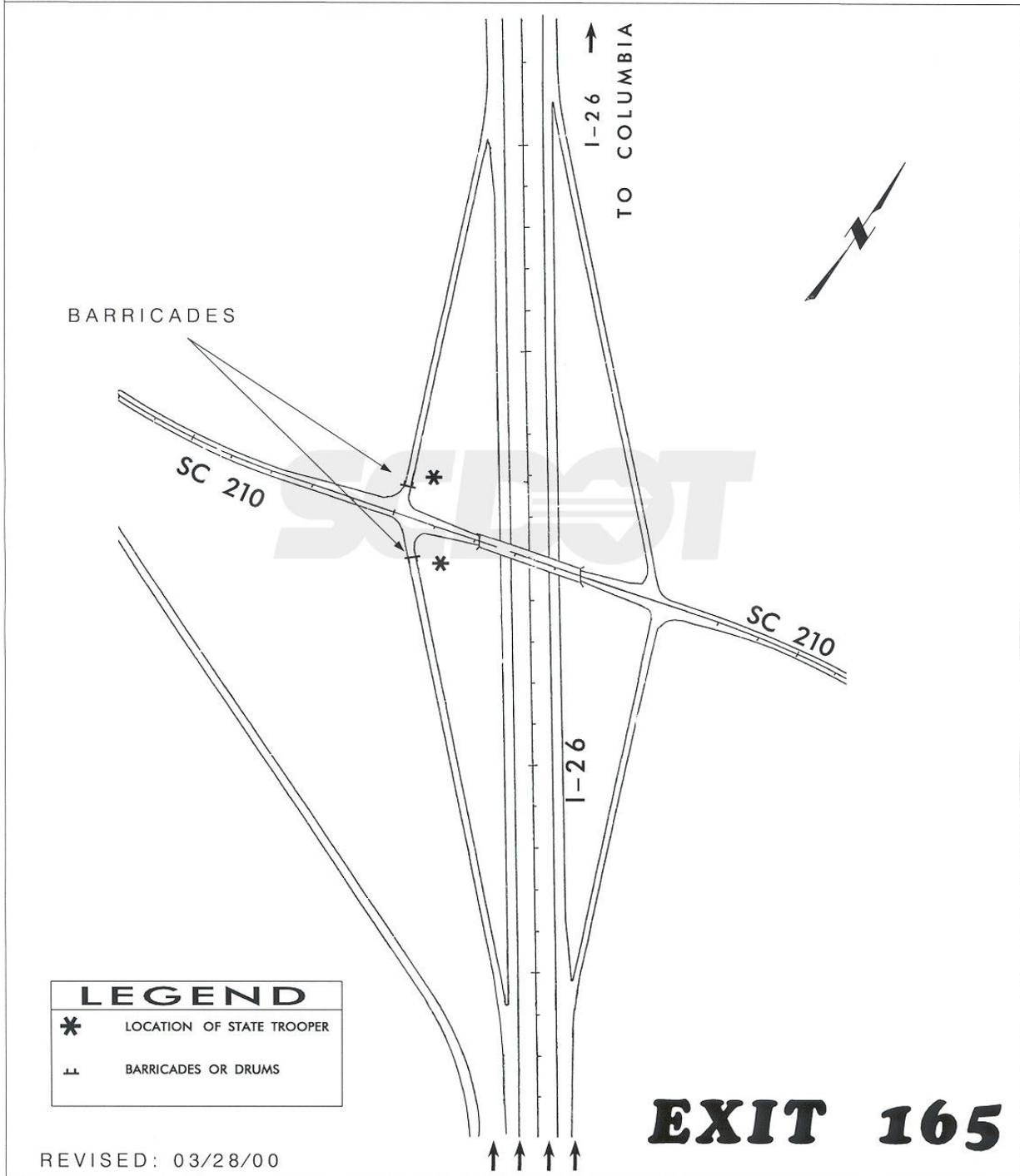
Traffic may exit from the reverted lanes and turn left or right onto SC 210. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes is available at this interchange.**

No direct access to I-95 is allowed from the reverted lanes. Therefore, traffic attempting to access I-95 will be directed to exit 165. Vehicles will be directed to turn left onto SC 210 then right onto US 176 to I-95.

### REQUIRED ASSETS:

Barricades:	2
Barrels:	30
Cones:	20
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at SC 210



## I-26 at I-95 Exit 169

District 7

### EVACUATION

Due to the configuration of the interchange no access to I-95 will be allowed from the reverted lanes.

**No access to the reverted lanes is available from this interchange.**

Based on traffic flow and volume, the Supervisor in Charge of this interchange has the discretion to allow access from I-95 onto I-26 in the normal westbound lanes or to deny any access to I-26 from I-95. **No traffic will be allowed to exit from I-95 eastbound to I-26.**

### REENTRY:

Due to the configuration of the interchange, no access to I-95 will be allowed from the reverted lanes. **No access to the reverted lanes is available from this interchange.**

Based on traffic flow and volume, the Supervisor in Charge of this interchange has the discretion to allow access from I-95 onto I-26 in the normal eastbound lanes or to deny any access from I-95 onto I-26. **No traffic will be allowed to exit I-95 westbound to I-26.**

### REQUIRED ASSETS:

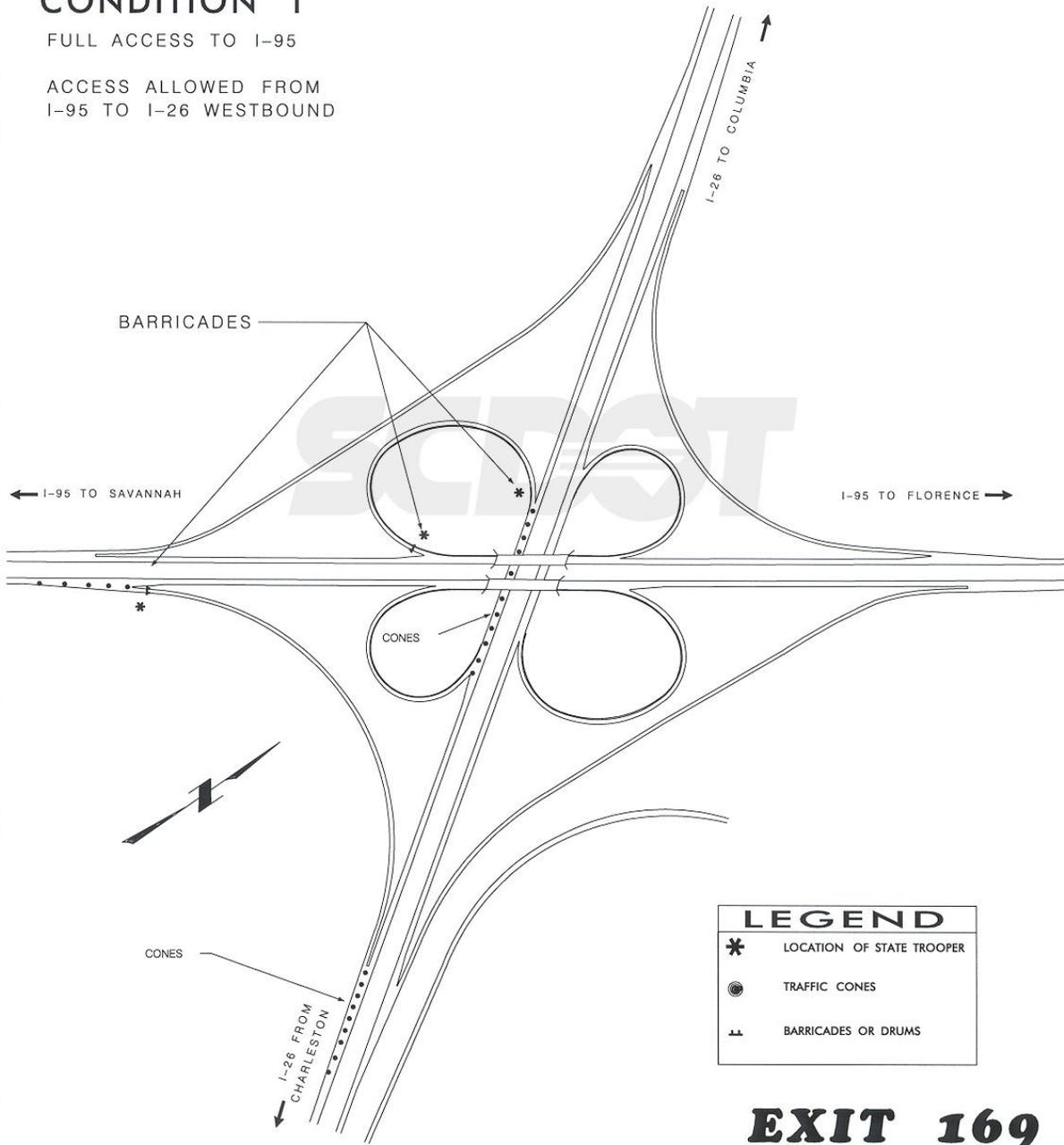
Barricades:	5
Barrels:	80
Cones:	50
MSG Boards:	2
Arrow Boards:	0

# I-26 Reversal Operations I-26 at I-95

## CONDITION 1

FULL ACCESS TO I-95

ACCESS ALLOWED FROM  
I-95 TO I-26 WESTBOUND

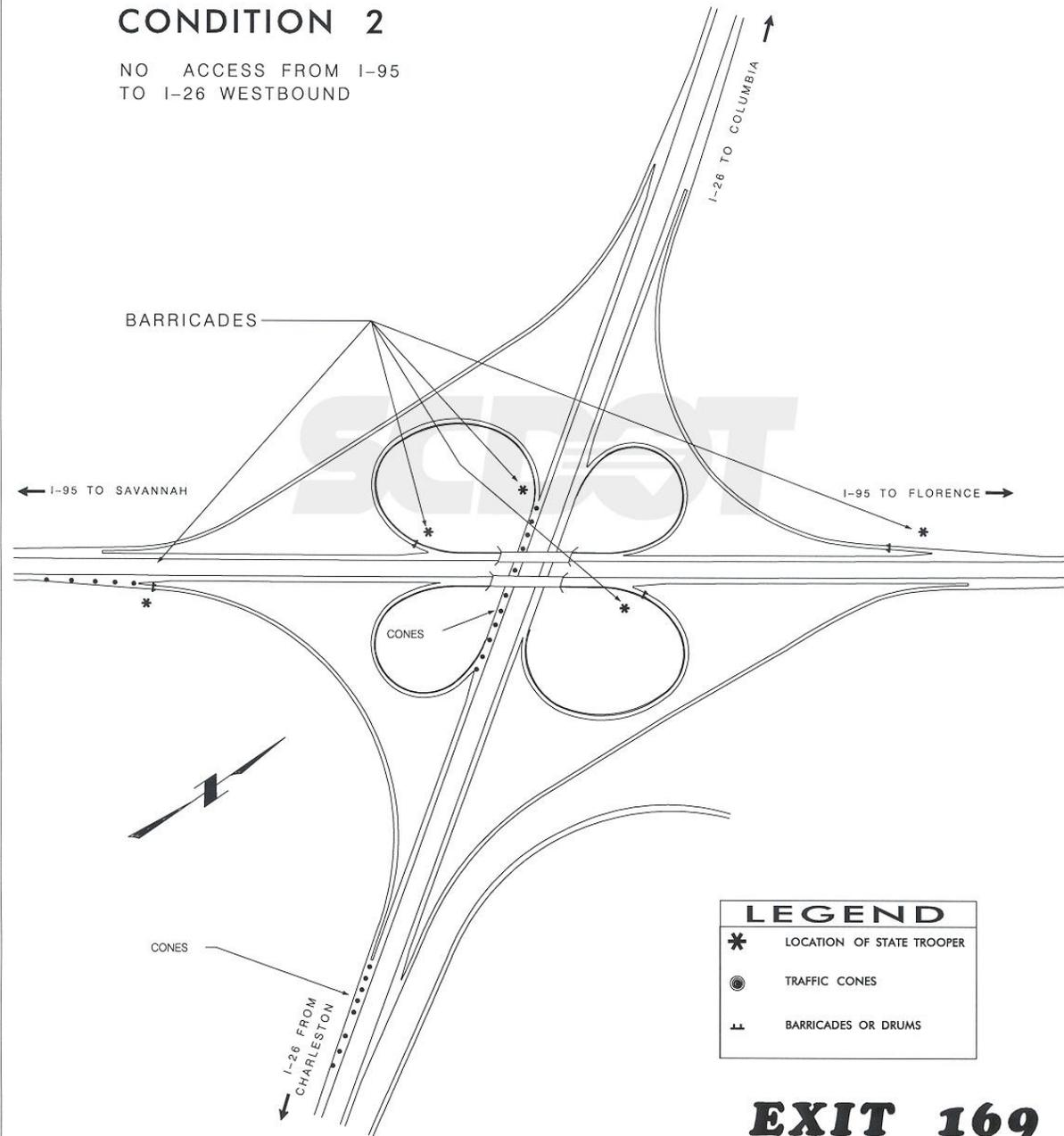


REVISED: 05/11/00

# I-26 Reversal Operations I-26 at I-95

## CONDITION 2

NO ACCESS FROM I-95  
TO I-26 WESTBOUND



**EXIT 169**

REVISED: 05/11/00

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**I-26 at US 15 Exit 172**

District 6

**EVACUATION:**

Due to the configuration of the interchange and the raised concrete medians along US 15, vehicles will not be allowed to exit from I-26. **No access to the reverted lanes is available at this intersection.**

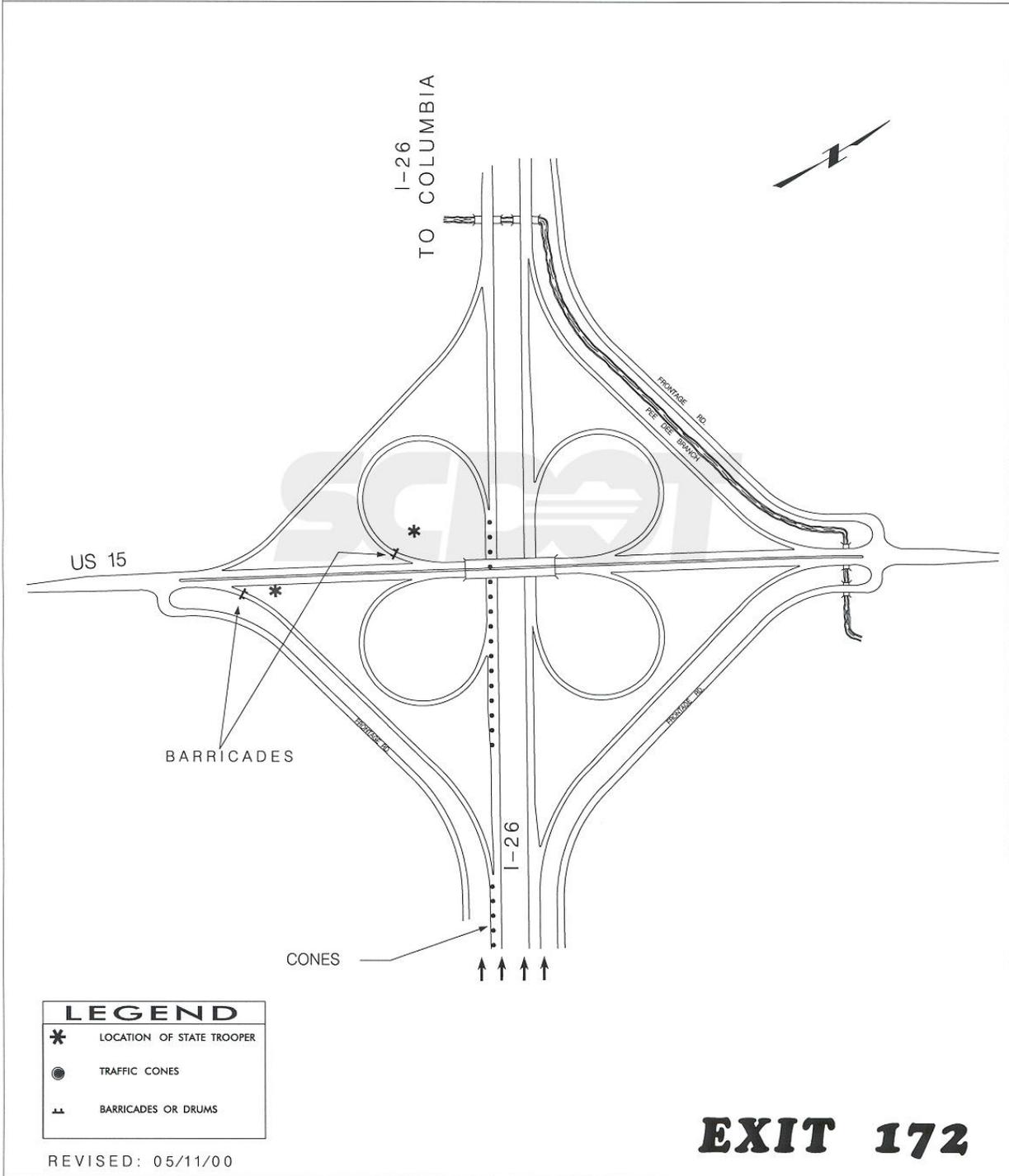
**REENTRY:**

Due to the configuration of the interchange and the raised concrete medians along US 15, vehicles will not be allowed to exit from I-26. **No access to the reverted lanes is available at this intersection.**

**REQUIRED ASSETS:**

Barricades:	0
Barrels:	6
Cones:	40
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at US 15



## I-26 Weigh Station in Dorchester County at Milepost 173

District 6

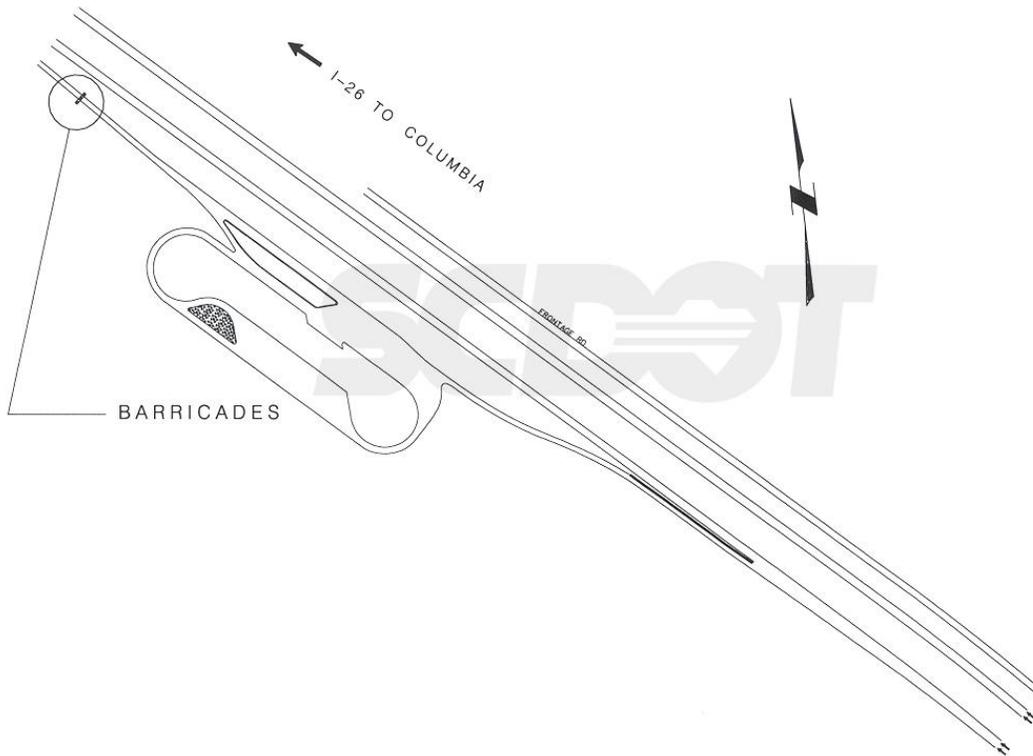
Weigh Station:

SCDOT will place Drums or Type III barricades at exit to Weigh Station as shown on Plan as directed by South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to the Weigh Station by reverted lanes.

### REQUIRED ASSETS:

Barricades:	0
Barrels:	3
Cones:	30
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 Weigh Station in Dorchester Co.



## **WEIGH STATION**

REVISED: 05/11/00

AT MILEPOST 173

**I-26 at SC 453 Exits 177**

District 6

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto SC 453. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this intersection.**

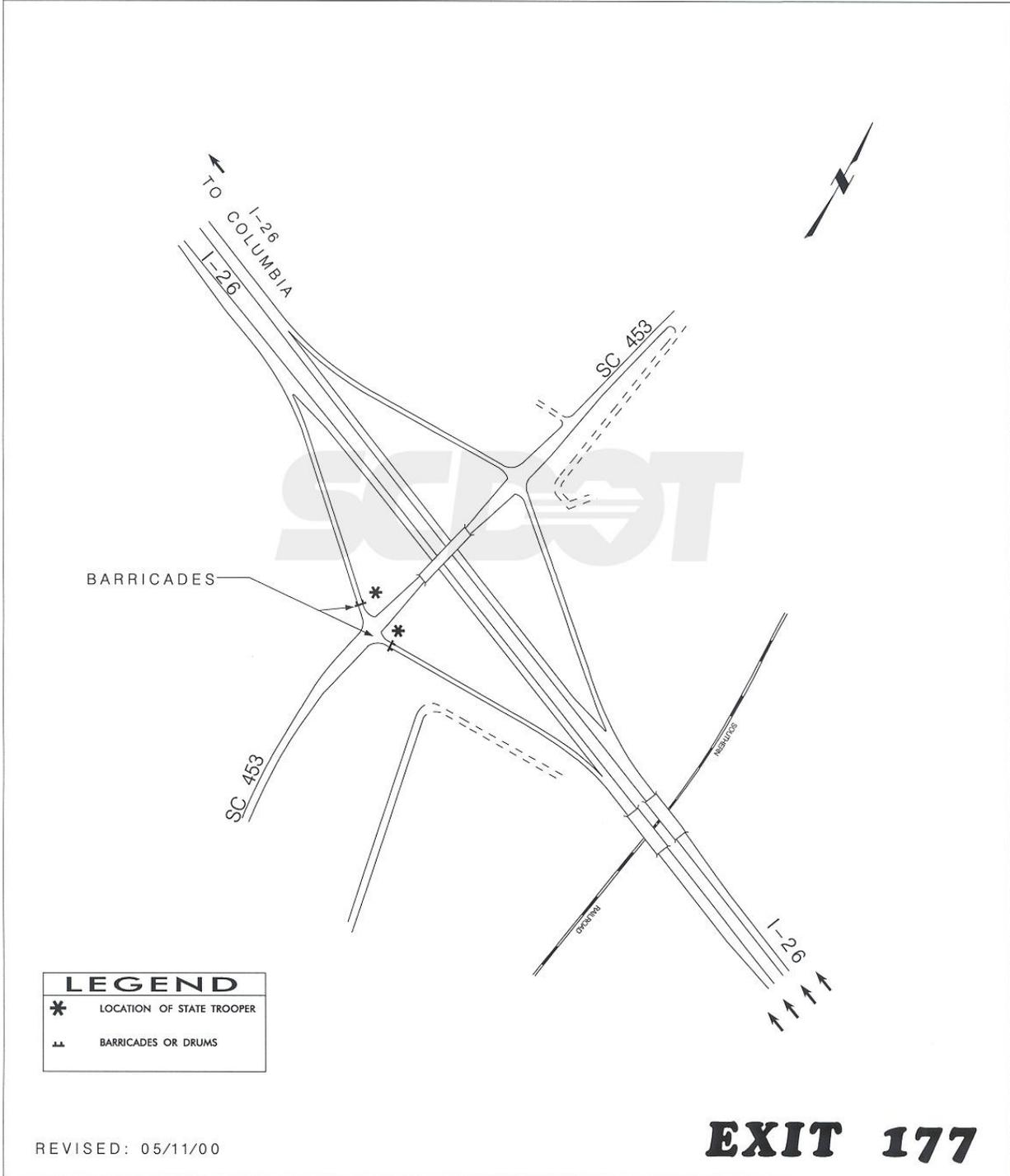
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto SC 453. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes is available from this intersection.**

**REQUIRED ASSETS:**

Barricades:	6
Barrels:	0
Cones:	20
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at SC 453



**I-26 at SC 27 Exit 187**

District 6

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto SC 27. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this interchange.**

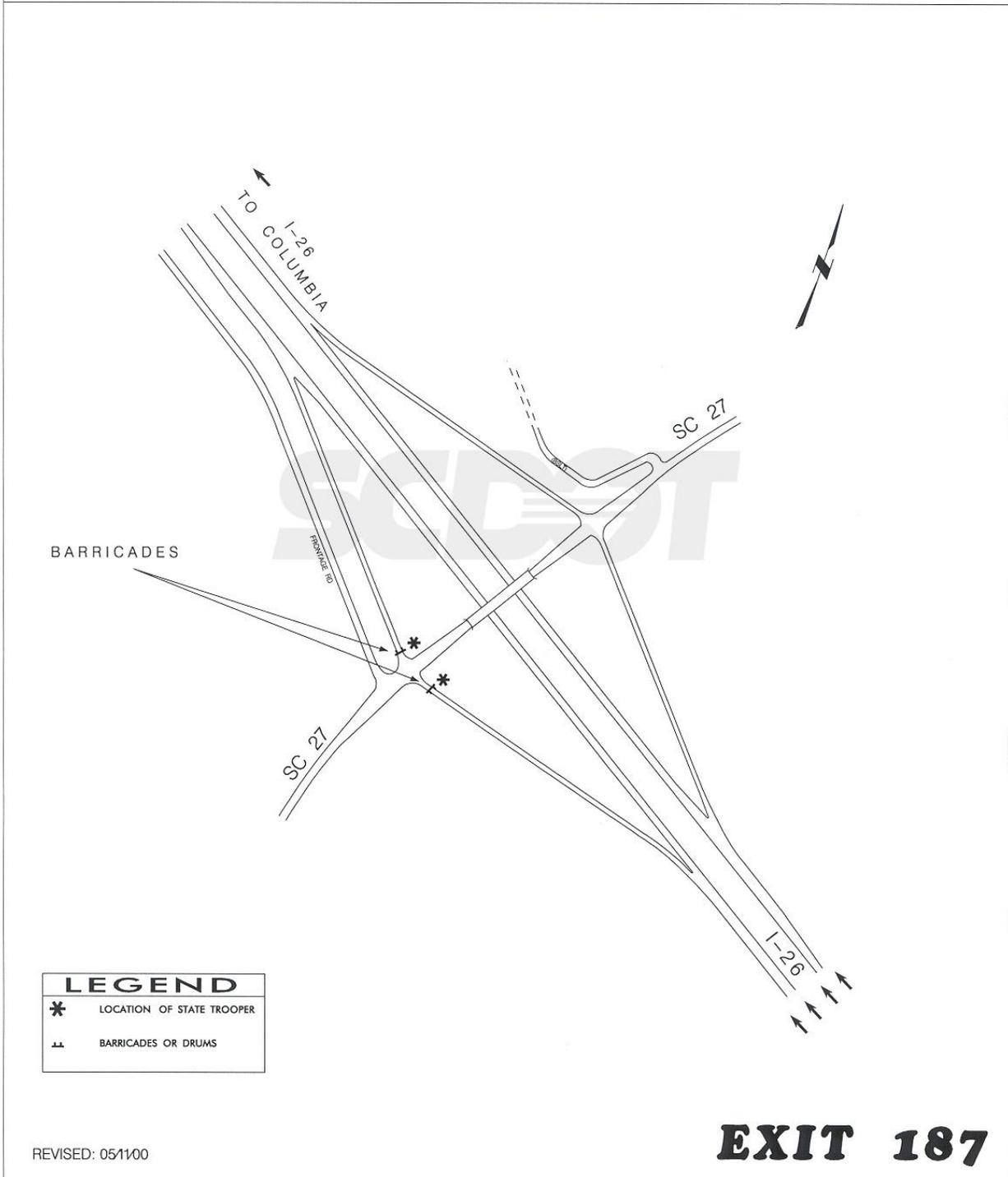
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto SC 27. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes is available from this interchange.**

**REQUIRED ASSETS:**

Barricades:	0
Barrels:	6
Cones:	20
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at SC 27



**I-26 at S-16 Exit 194**

District 6

**EVACUATION:**

Traffic may exit from the reverted lanes and turn left or right onto S-16. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal westbound lanes. **No access to the reverted lanes is available from this interchange.**

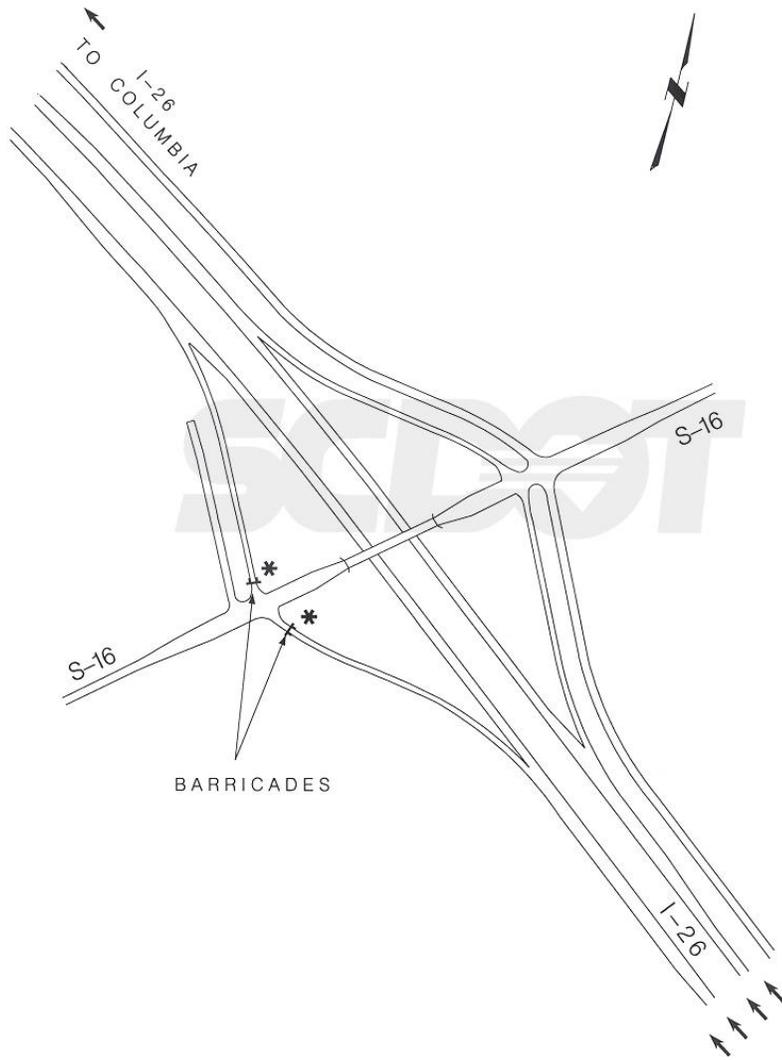
**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto S-16. Once a vehicle exits the reverted lanes, to reacquire the Interstate, the vehicle must enter the normal eastbound lanes. **No access to the reverted lanes is available from this interchange.**

**REQUIRED ASSETS:**

Barricades:	0
Barrels:	6
Cones:	20
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at S-16



LEGEND	
*	LOCATION OF STATE TROOPER
==	BARRICADES OR DRUMS

REVISED: 03/29/00

## EXIT 194

## I-26 at US 17A Exit 199

District 6

### EVACUATION:

Due to the configuration of the interchange and the raised concrete medians along US 17A, vehicles in the reverted lanes will not be allowed to exit I-26. **No access to the reverted lanes is available at this interchange.**

### REENTRY:

Due to the configuration of the interchange and the raised concrete medians along US 17A, vehicles will not be allowed to exit I-26 from the reverted lanes. **No access to the reverted lanes is available at this interchange.**

### REGUIRED ASSETS:

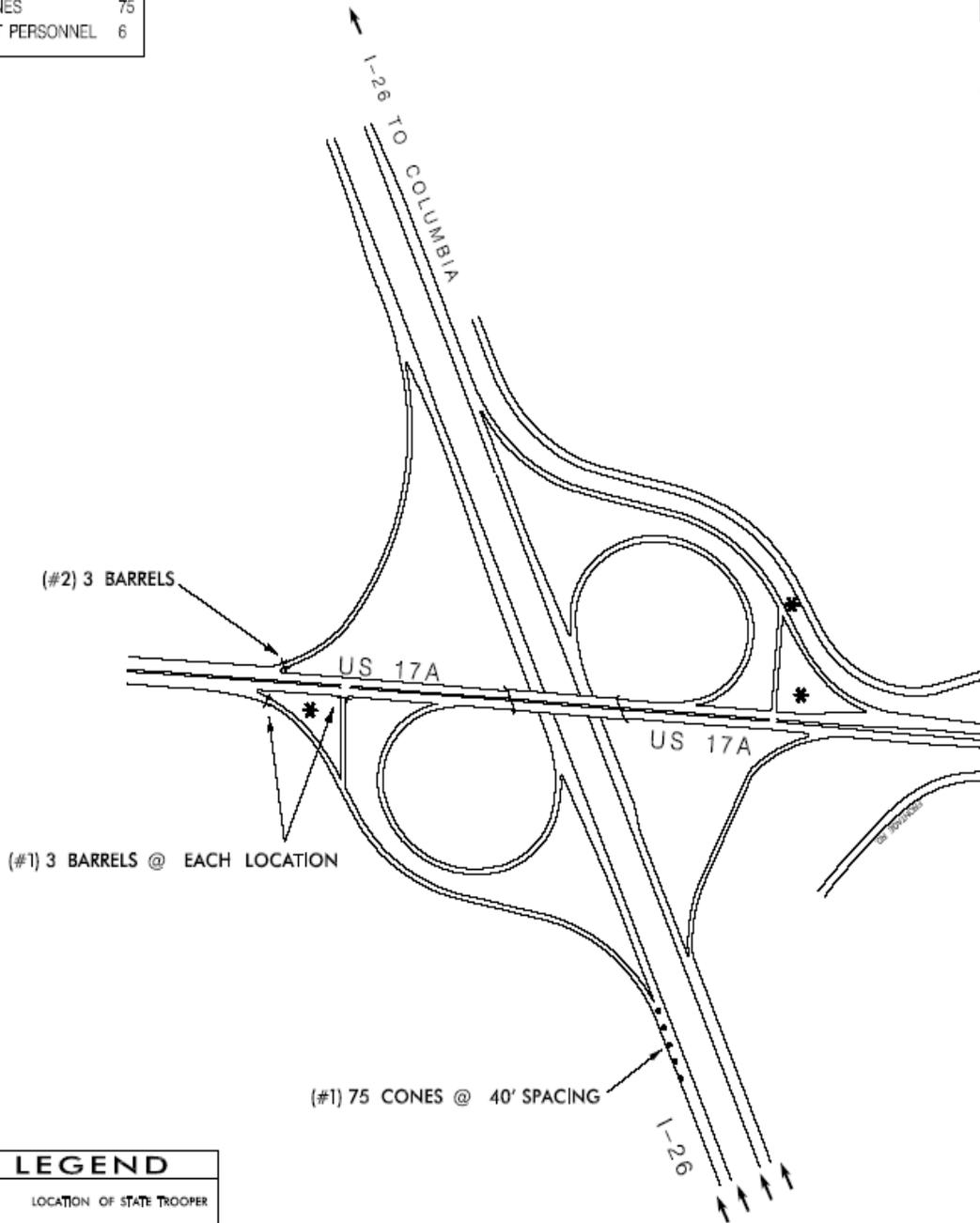
Barricades:	0
Barrels:	12
Cones:	40
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at US 17A

**REQUIRED ASSETS:**

BARRICADES	0
BARRELS	9
CONES	75
DOT PERSONNEL	6

## EXIT 199



**LEGEND**

*	LOCATION OF STATE TROOPER
●	TRAFFIC CONES
---	BARRICADES OR DRUMS

REVISED: 07/07/05



**I-26 at S-62 (College Park Road) Exit 203**

**District 6**

**EVACUATION:**

Traffic traveling from Goose Creek will be directed across to I-26 Overpass and turned right onto the eastbound exit ramp to the reverted lanes. Traffic traveling from the direction of Dorchester Road will be required to turn left onto the eastbound exit ramp into the reverted lanes. The movement of traffic into the reverted lanes will be cycled as needed between the two (2) travel lanes. Exiting from normal lanes is allowed.

**REENTRY:**

Traffic may exit from the reverted lanes and turn left or right onto S-62 (College Park Road). Once a vehicle exits the reverted lanes, it will not be allowed to access the reverted lanes. To reacquire the Interstate, vehicles must enter into the normal eastbound lanes. No access to the reverted lanes is available from this interchange.

**REQUIRED ASSETS:**

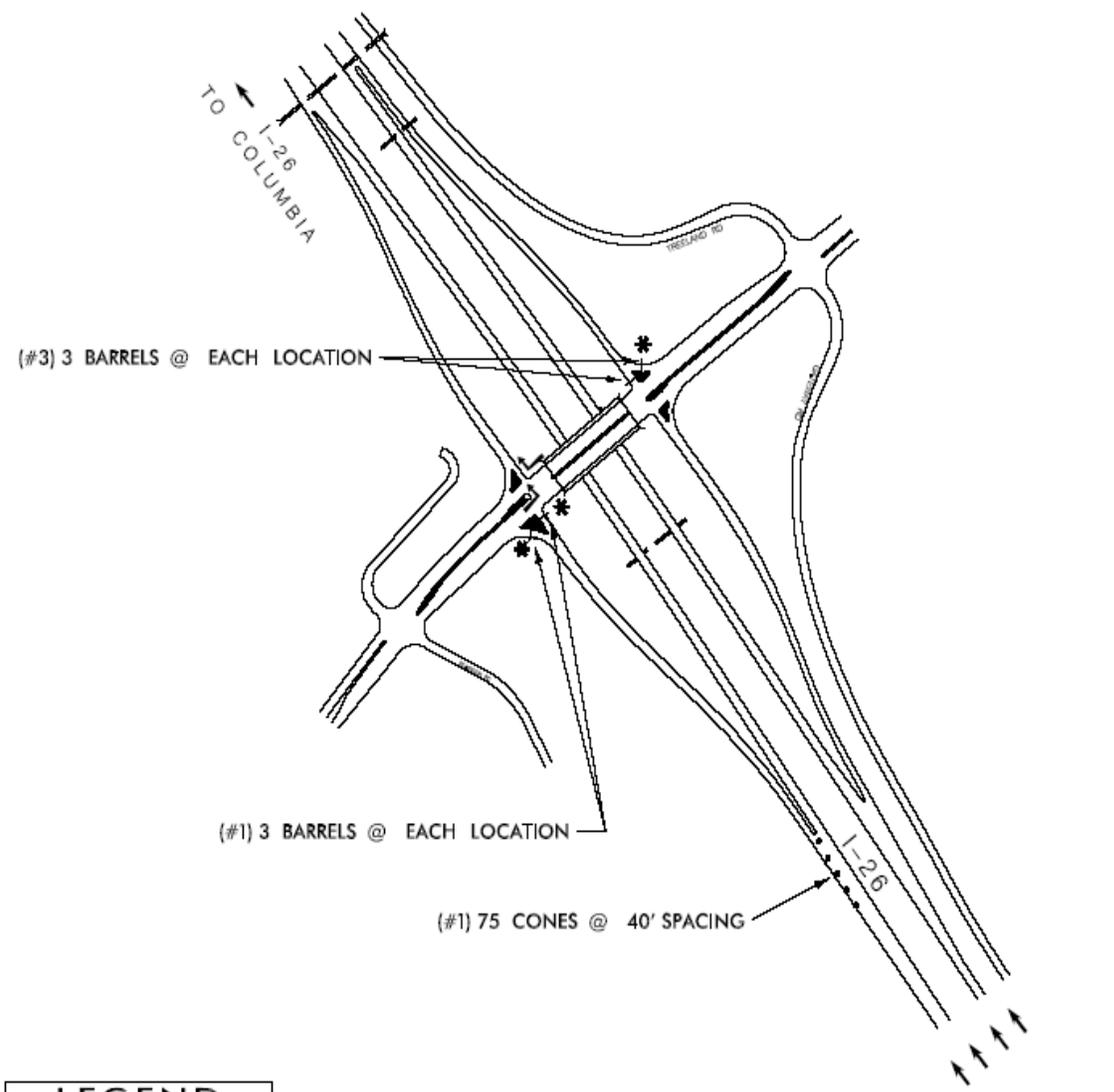
Barricades:	0
Barrels:	12
Cones:	75
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at S-62 (College Park Road)

**REQUIRED ASSETS:**

BARRICADES	0
BARRELS	12
CONES	75
DOT PERSONNEL	4

## EXIT 203



LEGEND	
	LOCATION OF STATE TROOPER
	TRAFFIC CONES
	BARRICADES OR DRUMS

REVISED: 07/07/05



## I-26 Rest Area in Charleston County at Milepost 204

District 6

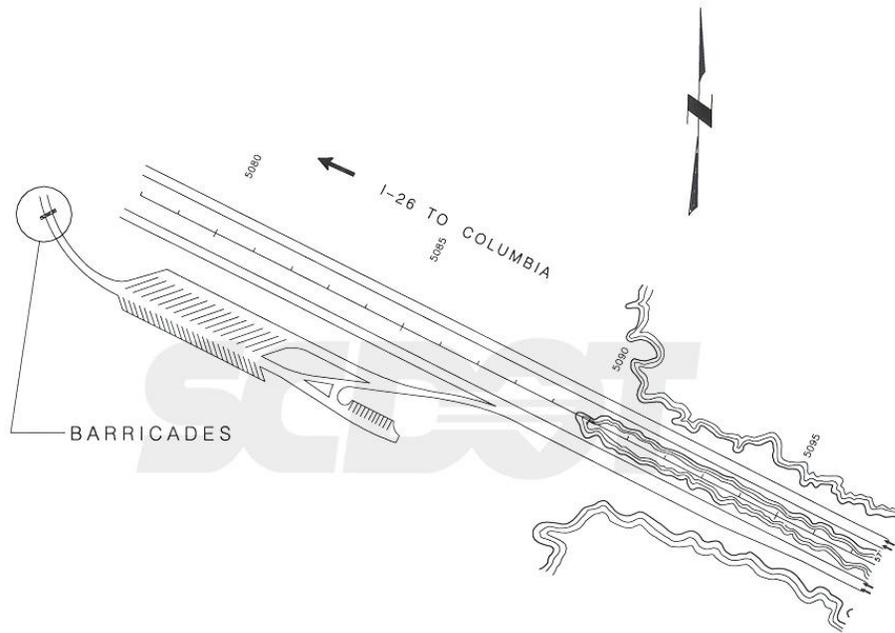
Rest Area in Charleston County:

SCDOT will place Drums or Type III barricades at exit to Rest Area as shown on plan as directed by South Carolina Highway Patrol. These barricades will be removed by Patrol to allow access to rest area by reverted lanes.

### REQUIRED ASSETS:

Barricades:	0
Barrels:	6
Cones:	20
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 Rest Area in Charleston Co.



REVISED: 05/11/00

**REST AREA**  
AT MILEPOST 204

## I-26 at US 78 Exit 205

District 6

### EVACUATION:

Traffic traveling on US 78 from US 52 will be directed across the I-26 overpass and turned right onto the eastbound exit ramp into the reversed lanes. Traffic traveling from the Summerville area will be turned left onto the eastbound exit ramp into the reversed lanes. The movement of traffic into the reversed lanes will be cycled as necessary between the two directions of US 78. If necessary, traffic from these two directions could be directed onto the eastbound exit ramp simultaneously, where the two lanes would merge prior to entering the reversed lanes on I-26.

No traffic will be allowed to enter onto I-26 from the normal westbound lanes.

Traffic will be allowed to exit onto US 78 from the normal westbound lanes in the direction toward US 52 while the reversal operation is in effect. No traffic will be allowed to exit at this interchange from the reversed eastbound lanes of I-26 or in the direction toward Summerville from the westbound lanes of I-26.

### REENTRY:

Traffic may exit from the reverted lanes and turn right or left onto US 78. Once a vehicle exits the reverted lanes, to reacquire the Interstate, a vehicle must enter the normal eastbound lanes.

No access to the reverted lanes is available from this interchange.

### REQUIRED ASSETS:

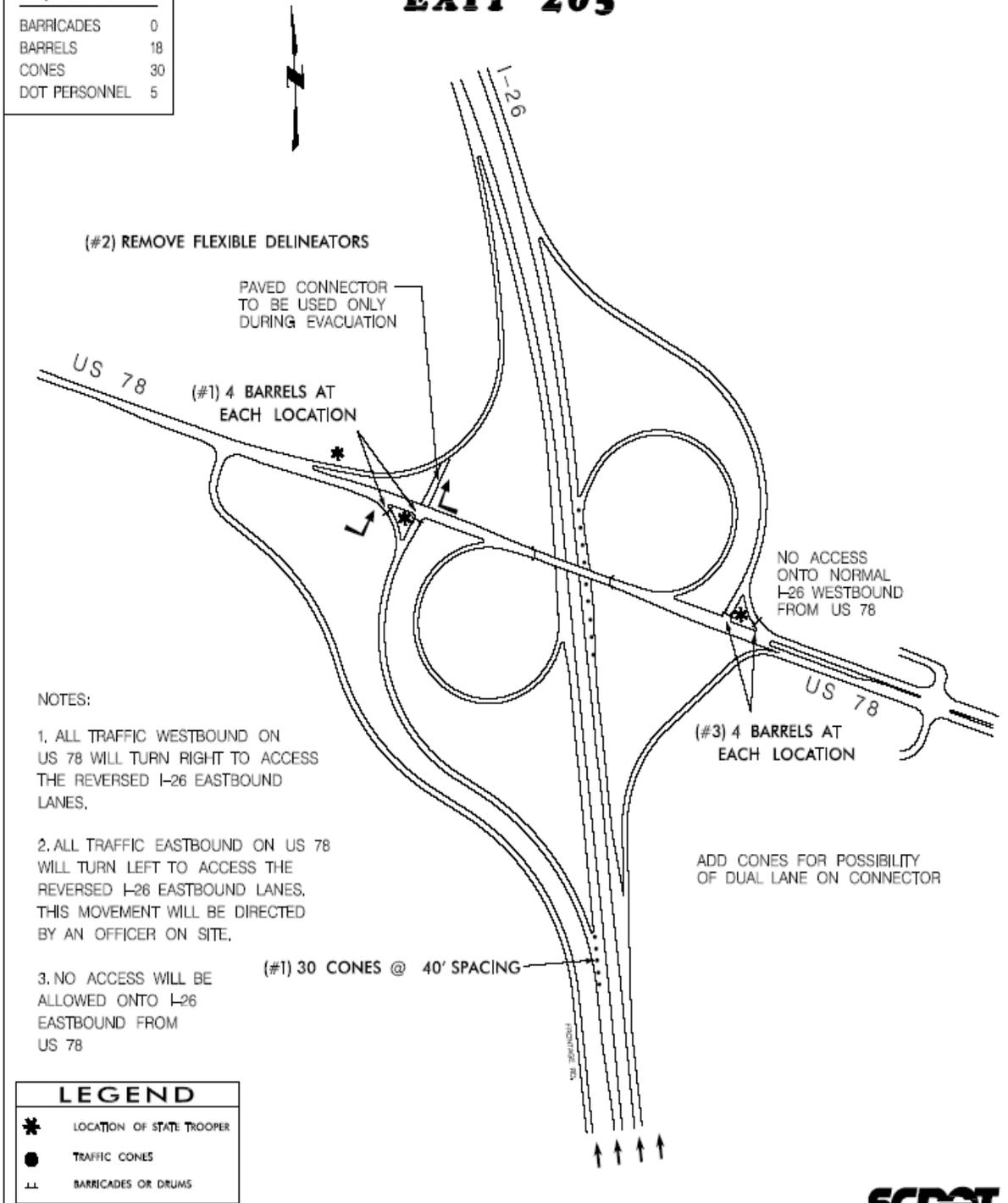
Barricades:	0
Barrels:	18
Cones:	30
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at US 78

**REQUIRED ASSETS:**

BARRICADES	0
BARRELS	18
CONES	30
DOT PERSONNEL	5

## EXIT 205



REVISED: 07/07/05



**I-26 at US 52 Connector / Ashley Phosphate Road Exit 208**

District 6

**EVACUATION:**

**No exit from I-26 will be allowed at this interchange during the I-26 reversal**

Motorists traveling west on Ashley Phosphate Rd. from US 52 (Rivers Avenue) will be directed across I-26 Overpass and turned right onto the I-26 EB exit ramp to enter the reversed I-26 eastbound lanes. Traffic on Ashley Phosphate Rd. traveling east will be directed across the I-26 Overpass and turned right onto the normal I-26 westbound entrance ramp to access I-26.

All access to Ashley Phosphate Rd. from Northwoods Blvd. will be prohibited, along with the left turns onto Northwoods Blvd. from Ashley Phosphate Rd. Only right turns from Ashley Phosphate Rd. onto Northwoods Blvd. will be allowed.

*Vehicles traveling east on US 52 will not be allowed to access the US 52 Connector. All traffic will to remain on US 52.*

**REENTRY:**

**No exit from the reverted lanes is possible at this interchange.**

**REQUIRED ASSETS:**

Barricades:	0
Barrels:	10
Cones:	35
MSG Boards:	0
Arrow Boards:	0



**I-26 at US 52 Connector / Ashley Phosphate Road Exit 209**

District 6

**EVACUATION:**

**No exit from I-26 will be allowed at this interchange during the I-26 reversal**

Motorists traveling west on Ashley Phosphate Rd. from US 52 (Rivers Avenue) will be directed across I-26 Overpass and turned right on to the I-26 eastbound exit ramp to enter the reversed I-26 eastbound lanes. Traffic on Ashley Phosphate Rd. traveling east will be directed across the I-26 Overpass and turned right on to the normal I-26 westbound entrance ramp to access I-26.

All access to Ashley Phosphate Rd. from Northwoods Blvd. will be prohibited along with the left turns on to Northwoods Blvd. from Ashley Phosphate Rd. Only right turns from Ashley Phosphate Rd. onto Northwoods Blvd. will be allowed.

*Vehicles traveling east on US 52 will not be allowed to access the US 52 Connector. All traffic will to remain on US 52.*

**REENTRY:**

**No exit from the reverted lanes is possible at this interchange.**

**REQUIRED ASSETS:**

Barricades:	0
Barrels:	10
Cones:	35
MSG Boards:	0
Arrow Boards:	0



**I-26 at Aviation Road Exit 211**

District 6

**EVACUATION:**

Due to the configuration of this interchange, no access to the reverted lanes or normal lanes will be permitted. **Exiting from normal lanes is allowed.**

**IMPLEMENTATION OF REENTRY:**

To facilitate reentry, westbound traffic along I-26 will be diverted onto I-526. No westbound traffic will be allowed beyond I-526. Troopers with barricades will be positioned west of the I-526 interchange to ensure no westbound traffic exits I-526 onto I-26.

**REENTRY:**

All traffic in the reverted lanes will be diverted off onto East Aviation Avenue. No traffic will be allowed beyond this interchange in the reverted lanes. Traffic will travel toward Rivers Avenue in the reverted lane. Traffic along US 52 (Rivers Avenue) will be tapered into two (2) lanes allowing the #3 lane to be utilized by traffic from Aviation Avenue.

All traffic exiting from the reverted lanes of I-26 onto Aviation Avenue will be forced to turn right onto US 52 (Rivers Avenue).

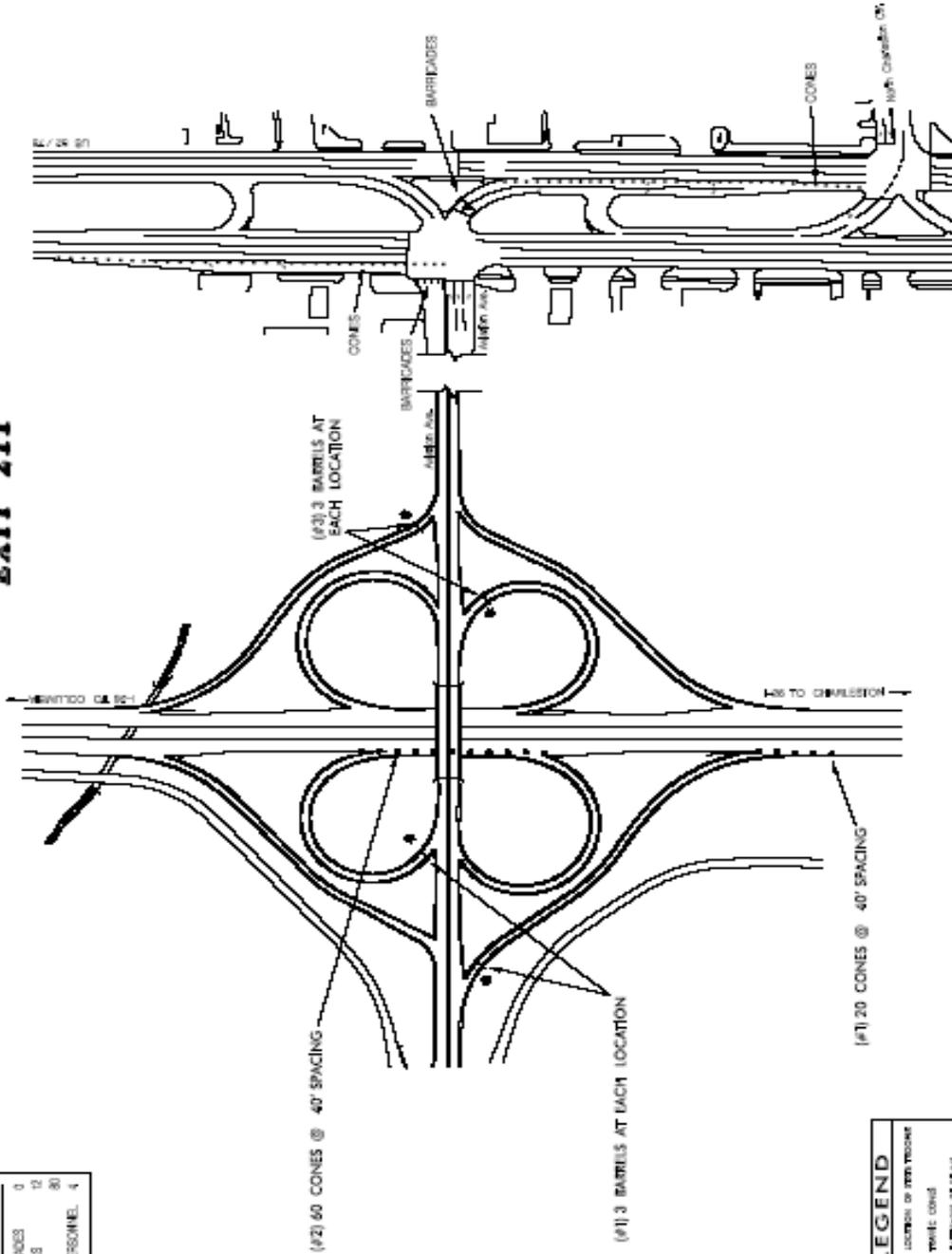
**REQUIRED ASSETS:**

Barricades:	0
Barrels:	12
Cones:	80
MSG Boards:	0
Arrow Boards:	0

I-26 Reversal Operations  
I-26 at Aviation Avenue

**EXIT 211**

**SCDOT**



**REQUIRED ASSETS:**

BARRICADES	0
BARRIERS	12
CONES	80
DOT PERSONNEL	4

**LEGEND**

●	LOCATION OF TRUCK PERSONNEL
○	TRUCK CONE
▲	BARRIERS OR BARRICADES

REVISED: 07/07/05

**I-26 at Remount Road Exit 212A**

District 6

**EVACUATION:**

**No access to the reverted lanes is available at this interchange.**

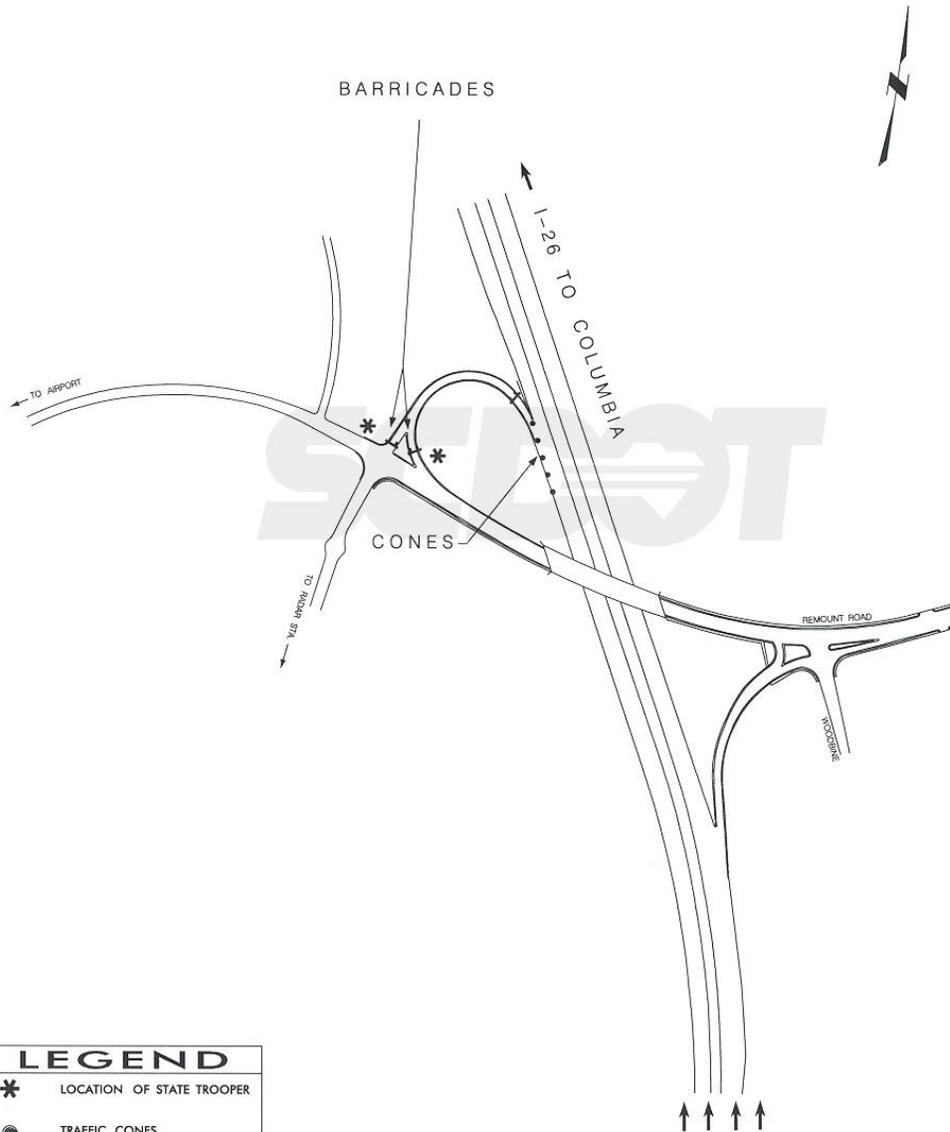
**REENTRY:**

No traffic will be allowed to travel westbound beyond I-526; therefore, no traffic will be exiting at this interchange. Traffic may enter I-26 through the eastbound entrance ramp and proceed eastbound.

**REQUIRED ASSETS:**

Barricades:	0
Barrels:	20
Cones:	25
MSG Boards:	0
Arrow Boards:	0

# I-26 Reversal Operations I-26 at Remount Road



LEGEND	
*	LOCATION OF STATE TROOPER
●	TRAFFIC CONES
▲	BARRICADES OR DRUMS

REVISED: 05/1/00

## EXIT 212A

**I-26 at I-526 Exit 212**

District 6

**EVACUATION:**

The I-526 interchange begins the movement of traffic onto the reverted lanes. Traffic traveling from the direction of Mt. Pleasant will be directed in the following manner:

1. Vehicles traveling in the # 1 lane will cross the I-26 Overpass, and turn right onto the eastbound exit ramp, cross the new access modification, and travel westbound in the reverted lanes.
2. Vehicles traveling in the # 2 lane will be directed onto the normal westbound exit ramps of I-26.

Due to the configuration of the I-526 interchange, vehicles traveling from the direction of West Ashley will be directed onto the eastbound exit ramp onto the new modification into the reverted lanes. However, vehicles that desire to travel toward Charleston in the eastbound lanes from the eastbound exit ramp will be allowed to do so.

**No traffic will be allowed to exit I-26 on I-526 in the direction of West Ashley.**

**REENTRY:**

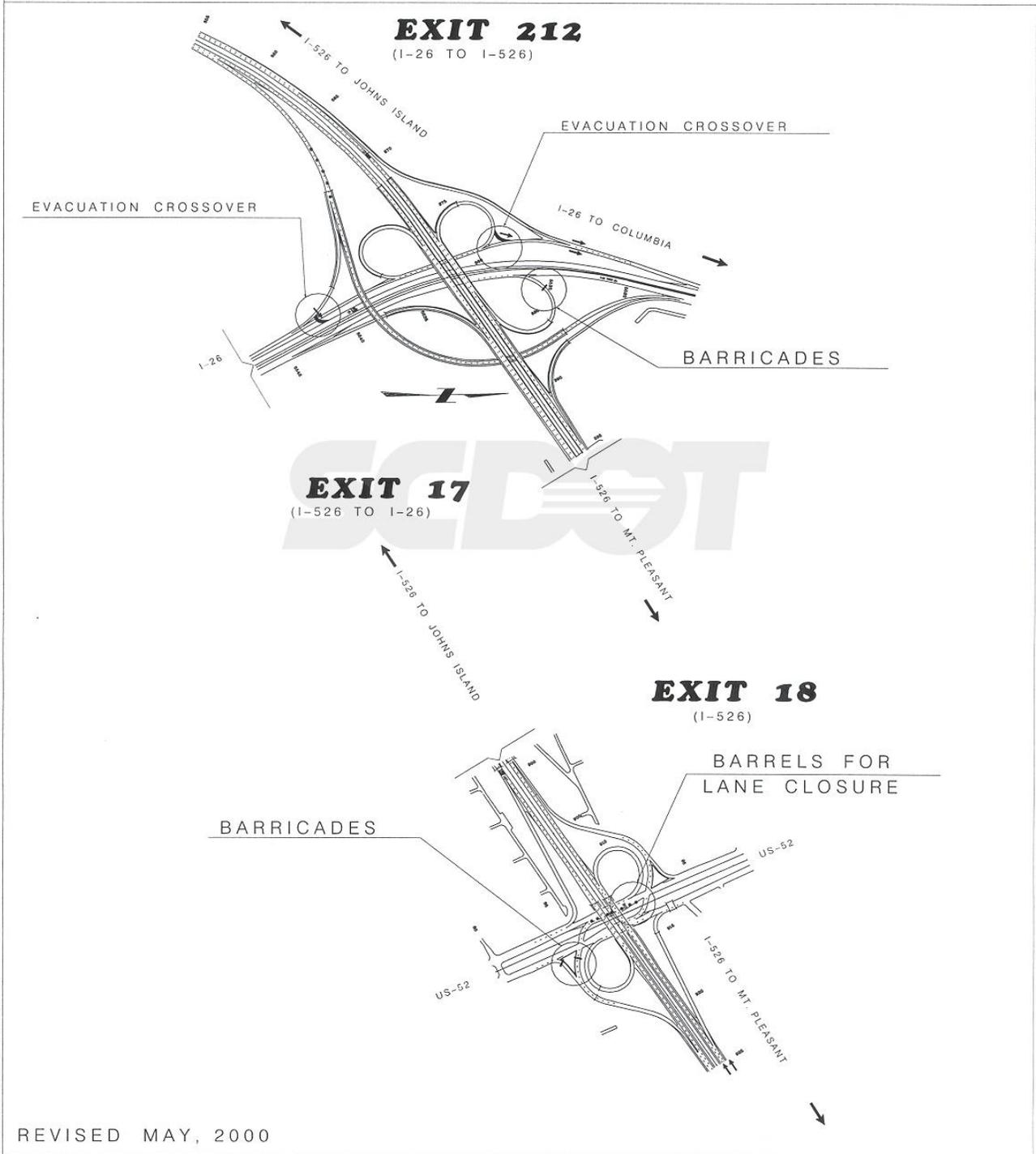
All traffic will be diverted onto I-526 to facilitate the use of the westbound lanes for reentry.

**No traffic will be allowed beyond this interchange in the westbound lanes.**

**REQUIRED ASSETS:**

Barricades:	0
Barrels:	50
Cones:	225
MSG Boards:	3
Arrow Boards:	0

# I-26 Evacuation Plan I-26 at I-526



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## ATTACHMENT E: US 321 INFORMATION STATION

### I. Execution

- A. Upon an executive order by the Governor, or at the beginning of mandatory evacuation, for a category 2 or greater hurricane, this plan will be implemented as outlined. The necessary safety measures and procedures to implement this plan are outlined as follows.
- B. Of these reversal plans, the Interstate 26 reversal encompasses the most significant amount of highway miles and, as a result, will involve the greatest disruption to traffic flow that is normally dedicated to the east bound (reversed) lanes. In anticipation of this disruption, the dissemination of pertinent information to impacted motorists is critical. To this end, SCDPS (ESF 16) and SCDOT (ESF 1), working in concert with assets from the South Carolina State Guard (SCSG), will organize and staff a Information Station, which will be located on US 321 at the terminus of east bound Interstate 26 traffic flow.
- C. Traffic approaching the US 501 Bypass (Marion Bypass) in the normal north bound (outbound) lanes will be restricted to US 501 north on the Marion Bypass where they can access I-95 or other inland routes. This exit ramp is of sufficient width to accommodate two lanes of traffic.  
  
Traffic on the reversed lanes will traverse a paved median crossover on the eastside of the intersection of US 501 and SC 41 Alt onto the normal lanes of SC 576 toward Florence.  
*(See Diagram #2)*
- D. Traffic traveling toward the coast on SC 576 will be directed to SC 41 Alt. Traffic will then travel east on US 378 to US 501 to Myrtle Beach. This diversion should not impact evacuating traffic. Motorists traveling from Dillon on US 501 south will be diverted onto US 76 towards Mullins. Traffic can then access SC 917 south to SC 9 south to North Myrtle Beach.
- E. To implement this plan, traffic diversions and flushing procedures by law

### II. CONCEPT OF OPERATION

- A. In order to mitigate the disruption of normal east bound traffic flow during an Interstate 26 reversal, the timely dissemination of information to motorists that are impacted by the reversal of the east bound travel lanes is essential.

- B. The SCDPS (ESF 16) and the SCDOT (ESF 1) will designate a portion of US 321 to serve as a Information Station and design appropriate traffic control measures to ensure safe and convenient ingress to and egress from the Information Station.
- C. This area will consist of the paved median and a portion of the number one south bound travel lane of US 321 that will be appropriately coned to allow for two lanes of vehicular access through the Information Station.
- D. Designated personnel from the South Carolina State Guard, acting in accordance with a Memorandum of Understanding (MOU) between the SCDPS and the SCSG, will provide pertinent information to impacted motorists that will include diversion routing to north and south bound Interstate 95 and alternative east bound access to the Charleston area.
- E. Traveler information will consist of appropriate mapping provided by SCDOT.
- F. Vehicular traffic requiring ingress to and egress from commercial and residential areas, which are immediately adjacent to the US 321 Information Station, will be provided reasonable accommodation in accessing these areas.

### **III. ESF ACTIONS**

- A. Preparedness
  - 1. Ensure the development of adequate procedures for organizing and implementing the US 321 Information Station.
  - 2. Coordinate US 321 Information Station activities with supporting agencies.
- B. Response
  - 1. Provide timely notification to support agencies with regard to the implementation of the Interstate 26 Lane Reversal Plan and the activation of the US 321 Information Station.
  - 2. Ensure the timely implementation of the US 321 Information Station.
  - 3. Ensure the safe and effective management of the US 321 Information Station.
  - 4. Ensure reasonable accommodation to commercial and residential traffic that requires access to businesses and homes immediately adjacent to the US 321 Information Station.

- C. Recovery
  - 1. Provide notification to support personnel with regard to demobilization.
  - 2. Ensure the safe and efficient resumption of vehicular travel through the US 321 area.
- D. Mitigation – Complete and forward any necessary incident reports and/or after-action reports.

#### **IV. RESPONSIBILITIES**

- A. SC Department of Transportation (ESF 1)
  - 1. Develop and maintain appropriate mapping concerning diversion routes to north and south bound Interstate 95 and alternate access routes to the Charleston area.
  - 2. With ESF 16, designate that portion of US 321 to be utilized for the Information Station and develop appropriate traffic control measures for ensuring safe ingress to and egress from the Information Station.
  - 3. Maintain, deploy and demobilize essential traffic control equipment.
- B. SC State Guard (SCSG)
  - 1. Identify personnel for support of the US 321 Information Station mission.
  - 2. Train personnel for support of the mission.
  - 3. Deploy the necessary personnel and equipment to support the mission.
  - 4. Demobilize all personnel and equipment at the conclusion of the mission.
- C. SC Department of Public Safety (ESF 16)
  - 1. With ESF 1, designate that portion of US 321 to be utilized for the Information Station and develop appropriate traffic control measures for ensuring safe ingress to and egress from the Information Station.
  - 2. Ensure prompt notification of SCDOT (ESF 1) and the SCSG regarding activation and demobilization of the US 321 Information Station operations.
  - 3. Provide direct supervision of the US 321 Information Station operations.

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## ATTACHMENT F: SHELTER MANAGEMENT

### I. GENERAL

- A. Shelter management includes estimating the number of evacuees that may need sheltering, planning for shelter space, coordinating resources, and coordinating shelter openings. Hurricane evacuation shelter requirements are calculated using a percent of the vulnerable population. The conglomerate counties identify space to fulfill sheltering requirements.
- B. To coordinate shelter openings, public hurricane evacuation shelters are identified as voluntary evacuation shelters, mandatory evacuation shelters, and reserve shelters.
- C. This Central Conglomerate Operational Appendix contains a current shelter listing with individual shelters listed as mandatory (M), voluntary (V), reserve (R) and (P) post storm impact. County emergency management, SCEMD, and the American Red Cross (ARC) coordinate shelter locations. Shelter staffing and management is coordinated between the Department of Social Services (DSS), the Department of Health and Environmental Control (SCDHEC), and the ARC.
- D. Post Storm shelters are those designated by local emergency management to be used only in post storm situations. These shelters will not be utilized until they undergo a post storm assessment, ensuring safety and structural soundness prior to use as a public shelter. Voluntary, Mandatory and Reserve shelters may also be used as post-storm shelters. Currently no post impact shelters are planned in this Conglomerate.
- E. Special Medical Needs Shelters (SMNS) are provided for evacuees requiring special medical attention and their caregiver.

### II. PUBLIC SHELTER OPENING PROCEDURES AND PUBLIC NOTIFICATION

- A. If the Governor recommends a voluntary evacuation, the conglomerate will open voluntary evacuation shelters. If the Governor orders a mandatory evacuation, the conglomerate will open mandatory evacuation shelters.
- B. Once the Governor recommends a voluntary evacuation or orders a mandatory evacuation, a designated time by which shelters will open is determined. The shelter opening time for the voluntary evacuation recommendation and mandatory evacuation order is at least four (4) hours after the decision to open shelters is made.
- C. The ARC issues all public announcements about opening public shelters and the time the shelters will open. The public announcement will include the shelter(s) opening time and location. Shelters may open before the announced time. Local chapters will have primary responsibility for these announcements. The announcements will also be consolidated and provided to major media outlets from the State EOC as the information becomes available.

- D. Reserve shelters will open as local officials consider it necessary. For larger storms, the resources for reserve shelters will be staged at the beginning of the mandatory evacuation order. County EOC officials will notify local mass care personnel of the requirement to open reserve shelters. Reserve shelters will be operational within four (4) hours of notification. The American Red Cross, to minimize confusion announces reserve shelter openings to the public. The reserve shelter public announcement will read to the effect, “The following additional shelters have opened and are now accepting evacuees.”

### **III. PUBLIC SHELTER CLOSING PROCEDURES**

The procedure for closing hurricane evacuation shelters is described in the “South Carolina Hurricane Evacuation Shelter Consolidation/Closing Procedure” agreed upon by SCEMD, SCDSS, and the American Red Cross. A copy is located in Annex 7 of the Base Plan..

### **IV. PUBLIC SHELTERING REQUIREMENTS**

- A. To plan shelter space for evacuees, the vulnerable population for the Northern Conglomerate was analyzed and used to calculate shelter requirements. The vulnerable population consists of all residents and tourists within a Category 4/5 storm surge inundation area and residents living in structures susceptible to wind damage within the conglomerate. The Army Corps of Engineers determined the vulnerable population shelter requirements during the hurricane evacuation restudy.
- B. The shelter requirements are a planning goal for evacuation shelter emergency capacity. The ARC determines the emergency capacity using 15 sq. ft. per person. for hurricane evacuation shelters. Shelter requirements change annually. This change is due to the increasing coastal population and to the increase of those living in vulnerable structures.

The following Table depicts the Central Coastal Conglomerate vulnerable populations and sheltering requirements by county:

<b>CCC Vulnerable Population &amp; Sheltering Requirements &amp; Capacities</b>				
<b>County</b>	<b>Total Vulnerable Population</b>	<b>Shelter Requirement</b>	<b>2009 Shelter Capacity</b>	<b>2009 Capacity vs Requirement</b>
Berkeley	70,151	10,242	9,312	- 930
Calhoun	7,796	779	364	- 415
Charleston	363,471	36,347	6,698	- 29,649
Dorchester	33,541	6,507	10,141	+ 3,634
Lexington	75,779	7,578	9,545	+1,967
Orangeburg	49,007	7,351	13,193	+ 5,842
Richland	29,571	2,957	6,303	+ 3,346
<b>CCC TOTAL</b>	<b>629,316</b>	<b>71,761</b>	<b>55,556 *</b>	<b>-16,205</b>

\* Coastal Conglomerate shelter shortfalls covered by other Conglomerate shelters.

#### **V. SPECIAL MEDICAL NEEDS SHELTERS (SMNS)**

- A. During a hurricane evacuation, Special Medical Needs Shelters (SMNS) will open in a county at the same time as public shelters. A SMNS will not close until the SEOC approves, and all shelter clients can return home or relocate to a suitable alternate location.
- B. SCDHEC, SCDSS, and the county emergency management agencies determined locations of shelters appropriate for those persons with special medical needs. SCDSS and SCDHEC have agreements with these facilities. Note these facilities are subject to change with/without notice.

<b>SPECIAL MEDICAL NEEDS SHELTERS</b>	
<b>County</b>	<b>Facility Name</b>
Berkeley	Berkeley Intermediate School 777 Stony Landing Road Moncks Corner, SC 29461
Calhoun	Orangeburg SMNS
Charleston	Alice Birney Middle School 7750 Pinehurst Street N. Charleston, SC 29420
Dorchester	Dorchester Senior Inc. 312 N Laurel Street Summerville, SC 29483

<b>SPECIAL MEDICAL NEEDS SHELTERS</b> (continued)	
Lexington	Lexington Medical Center 2720 Sunset Blvd. West Columbia, SC 29169
Orangeburg	Regional Medical Center 3000 St. Matthews Road Orangeburg, SC 29118 (Primary)
	Orangeburg-Calhoun Technical College 3250 St. Matthews Road Orangeburg, SC 29918 (Secondary)
Richland	Palmetto Health Memorial Hospital Five Richland Memorial Park Columbia, SC 29203 (Primary)
	Palmetto Health Baptist 1330 Taylor Street Columbia, SC 20220 (Secondary)

## VI. HURRICANE EVACUATION SHELTER TABLES

Beginning on this page, the tables list the Central Coastal Conglomerate hurricane evacuation shelters by county and shelter category. Note the categories are (V) for voluntary shelter, (M) for mandatory shelter, (R) for reserve shelter and (P) post storm shelter. Note these shelters are subject to change with/without notice. The generator symbol  in the county shelter type block denotes the presence of a Generator Transfer Switch installed to facilitate the connection of a service generator in an emergency.

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Berkeley County</b>			
V 	1	Goose Creek High School 1137 Red Bank Road Goose Creek, SC 29445	636
V 	2	Berkeley High School 406 W. Main Street Moncks Corner, SC 29461	665
V 	3	St. Stephen Elementary School 1053 Russellville Road St. Stephen, SC 29479	425

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Berkeley County</b> (continued)			
V 	4	Hanahan Middle School 5815 Murray Drive Hanahan, SC 29406	419
M	5	Cainhoy Middle/Elementary School 2434 Cainhoy Road Huger, SC 29450	422
M 	6	Cross Elementary School 1325 Ranger Drive Cross, SC 29436	268
M 	7	Sangaree Elementary School 1460 Royle Road Summerville, SC 29483	798
M 		Stratford High School 951 Crowfield Boulevard Goose Creek, SC 29445	424
M 	9	Westview Primary School 98 Westview Boulevard Goose Creek, SC 29445	635
M 	10	Macedonia Middle School 200 Macedonia Foxes Circle Moncks Corner, SC 29461	483
R 	11	Berkeley Elementary School 715 Hwy. 6 Moncks Corner, SC 29461	160
R 	12	Devon Forest Elementary School 1127 Dorothy Street Goose Creek, SC 29445	268
R 	13	Sedgfield Middle School 131 Charles B. Gibson Blvd. Goose Creek, SC 29445	686
R 	14	Sedgfield Intermediate School 225 Garwood Drive Goose Creek, SC 29445	680
R	15	Westview Elementary School 100 Westview Drive Goose Creek, SC 29445	313

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Berkeley County</b> (continued)			
R	16	Westview Middle School 101 Westview Boulevard Goose Creek, SC 29445	427
R	17	Whitesville Elementary School 324 Gaillard Road Moncks Corner, SC 29461	628
R	18	St. Stephen Middle School 225 Carolina Avenue St. Stephen, SC 29479	518
R	19	Hanahan Elementary School 4000 Mabeline Road Hanahan, SC 29406	457
<b>Calhoun County</b>			
M	1	Guinyard Elementary School 125 Herlong Avenue St. Mathews, SC 29135	364
<b>Charleston County</b>			
V 	1	Stall High School 7749 Pinehurst Street N. Charleston, SC 29420	654
V 	2	Midland Park Elementary 2415 Midland Park Road N. Charleston, SC 29418	373
V 	3	Morningside Middle School 1999 Singley Lane N. Charleston, SC 29405	870
M 	4	Garrett Academy of Technology 2731 Gordon Street N. Charleston, SC 29405	727
M v	5	A.C. Corcoran Elementary 8585 Vistavia Road N. Charleston, SC 29406	388
M 	6	Pepperhill Elementary School 3300 Creola Rd. N. Charleston, SC 29420	859

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Charleston County (continued)</b>			
M 	7	Brentwood Middle School 2685 Leeds Avenue N. Charleston, SC 29405	460
M 	8	Lambs Elementary School 6800 Dorchester Road N. Charleston, SC 29418	409
R 	9	Ladson Elementary School 3321 Ladson Road Ladson, SC 29456	458
R	10	Matilda F. Dunston Elementary 1825 Remount Rd. N. Charleston, SC 29406	315
R 	11	Ronald E. McNair Elementary 3795 Spruill Ave. N. Charleston, SC 29405	330
P 	12	Minnie Hughes Elementary School 8548 Willtown Road Hollywood, SC 29449	320
P 	13	E.B. Ellington Elementary School 5600 Ellington School Rd. Ravenel, SC 29470	248
P 	14	CC Blaney 7184 Highway 162 Hollywood, SC 29449	287
<b>Dorchester County</b>			
V 	1	Fort Dorchester High School 8500 Patriot Boulevard North Charleston, SC 29420	1,773
V 	2	Summerville High School 1101 Boone Hill Rd Summerville, SC 29483	1,703
V 	3	Harleyville Ridgeville Elementary 1650 East Main Street Dorchester, SC 29448	628
M 	4	Woodland High School 4128 US Highway 78 Dorchester, SC 29437	862

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Dorchester County</b> (continued)			
M 	5	Summerville Elementary 835 South Main Street Summerville, SC 29483	457
M	6	Beech Hill Elementary School 1001 Beech Hill Rd. Summerville, SC 29485	853
R 	7	Dubose Middle School 1000 Dubose School Road Summerville, SC 29483	423
R 	8	Fort Dorchester Elementary 5201 Old Glory Lane Summerville, SC 29485	965
R 	9	St. George Middle School 600 Minus Street St. George, SC 29477	203
R 	10	Knightsville Elementary 847 Orangeburg Road Summerville, SC 29483	552
R	11	Windsor Hill Elementary 8600 William Moultrie Summerville, SC 29483	850
R 	12	Flowertown Elementary School 20 King Charles Circle Summerville, SC 29485	300
R 	13	Oakbrook Middle School 4704 Old Fort Road Ladson, SC 29485	422
R 	14	Rollings School of Arts 815 South Main Street Summerville, SC 29483	150

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Lexington County</b>			
M 	1	White Knoll High School 5643 Platt Springs Road Lexington, SC 29073	2,602
R	2	Pelion High School 600 Lydia Drive Pelion, SC 29123	2,149
R	3	Gilbert High School 840 Main Street Gilbert, SC 29054	1,712
R	4	Chapin High School 300 Columbia Avenue Chapin, SC 29036	1,698
R	5	Swansea High School 500 East First Street Swansea, SC 29160	1,300
R	6	Batesburg/Leesville Leisure Center 227 Highland Avenue Batesburg, SC 29006	84
<b>Orangeburg County</b>			
M 	1	Orangeburg-Wilkinson High Schl 601 Bruin Parkway Orangeburg, SC 29115	4,000
M 	2	Lake Marion High School 3635 Tee Vee Road Santee, SC 29142	2,318
R 	3	Holly Hill Elementary School 1490 Brant Avenue Holly Hill, SC 29059	350
R 	4	Edisto High School 500 R.M. Foster Drive Cordova, SC 29039	733
R 	5	St. James-Gailliard Elem School 1555 Gardens Gate Rd. Eutawville, SC 29048	300
R 	6	Elloree Elementary School 200 Warrior Drive Elloree, SC 29047	333

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Orangeburg County (continued)</b>			
R 	7	Branchville High School 1349 Dorange Rd. Branchville, SC 29432	400
R 	8	Hunter-Kinard Tyler School 7066 Norway Road Neeses, SC 29107	533
R 	9	Bowman Bethune High School 4857 Charleston Highway Rowesville, SC 29133	533
R 	10	North High School 512 Cromer Ave. North, SC 29112	200
R 	11	Edisto Primary School 3239 Cordova Road Cordova, SC 29039	200
R	12	Edisto Elementary School 136 Wood Olive Lane Cordova, SC 29039	200
R 	13	Carver Edisto Middle School 2018 Carver School Road Cordova, SC 29039	200
R 	14	Marshall Elementary School 1441 Marshall Orangeburg, SC 29118	333
R	15	Sheridan Elementary School 139 Hillsboro Road Orangeburg, SC 29115	200
R 	16	William Clark Middle School 919 Bennett Street Orangeburg, SC 29115	200
R 	17	Robert Howard Middle School 1255 Belleview Road Orangeburg, SC 29115	200
R 	18	Dover Elementary School 1411 Bedford Avenue North, SC 29112	200
R 	19	Brookdale Elementary School 394 Brookdale Orangeburg, SC 29115	250

County/ Shelter Type	#	Shelter	Emergency Capacity (15 sq. ft.)
<b>Orangeburg County (continued)</b>			
R 	20	Rivelon Elementary School 350 Thomas B. Ecklund Circle Orangeburg, SC 29115	350
R 	21	Mellichamp Elementary School 350 Murray Road Orangeburg, SC 29115	333
R 	22	Technology Center 3720 Magnolia Street Orangeburg, SC 29118	827
<b>Richland County</b>			
M	1	St. Andrews Baptist Church 230 Bush River Road Columbia, SC 29210	597
R	2	Summit Parkway Middle School 200 Summit Parkway Columbia, SC 29229	1,530
R	3	Ridge View High School 4801 Hard Scrabble Road Columbia, SC 29229	1,665
R	4	Blythewood High School 10901 Wilson Boulevard Blythewood, SC 29229	1,507
R	5	Dent Middle School 2721 Decker Blvd. Columbia, SC 29206	1,004

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## **ATTACHMENT G: MASS TRANSPORTATION**

### **I. INTRODUCTION**

Catastrophic hurricane impacts may over extend counties' capabilities to evacuate substantial numbers of local residents who do not possess the means to evacuate themselves. Residents without access to personal transportation rely on their government (local, State, or federal) to provide the means to move them out of harm's way. This attachment delineates the status of county mass transportation plans and the role/responsibilities of State government to assist when/if requested.

### **II. SITUATION**

The State of South Carolina is susceptible to the impact of tropical systems. These systems produce four (4) major hazards: storm surge, high winds, rainfall-induced flooding, and tornadoes.

### **III. CONCEPT OF OPERATIONS**

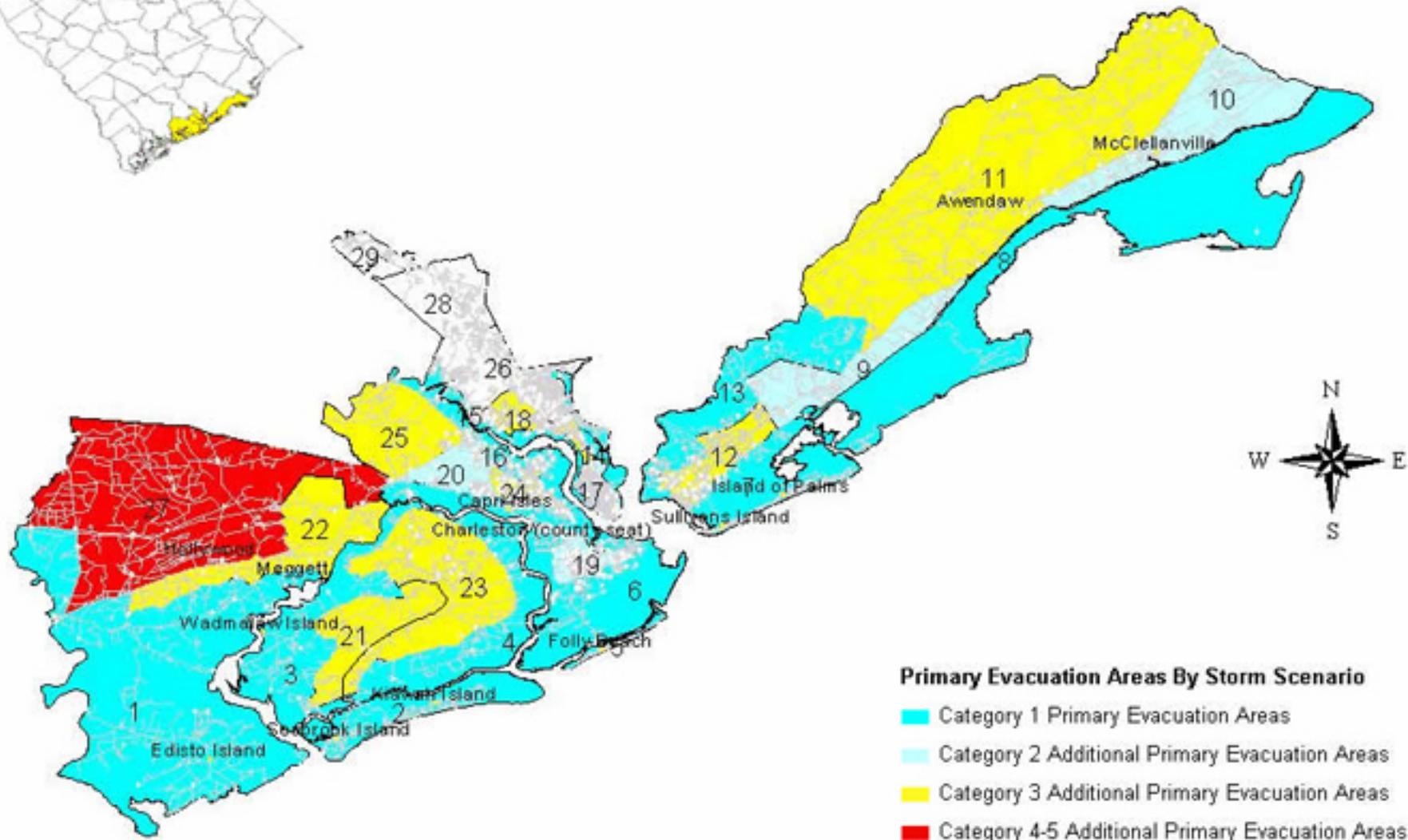
- A. The transportation of local populations out of an evacuation zone is the responsibility of the county. The State will assist the counties in locating assets to help reduce identified shortfalls. Individuals will be transported to destinations in or out of the county, and will be offered return transportation when reentry has been approved for that jurisdiction.
- B. Preparedness: The county plans are summarized as follows:
  - 1. Berkeley County: The Berkeley County school district transportation department serves as the lead agency to coordinate and execute transportation resources to move up to 10,000 individuals.
  - 2. Charleston County: The education transportation service provides evacuation services on pre-designated routes. "Special needs" transport will require assistance from outside the county. County Emergency Management works with medical care facilities and SCDHEC to solidify requirements and resources to meet the needs of the critical care population.
  - 3. Dorchester County: Dorchester County will use five (5) handicapped-capable buses from the regional transit authority to provide "on call" bus service as coordinated through the county EOC. An additional 4-8 handicapped buses are available from the two (2) schools districts if needed.
  - 4. Counties will pre-coordinate known mass transportation shortfalls with State ESF-1, who in turn will pre-identify State-owned transportation assets to fill county mass transportation needs.

5. State government will assist counties through pre-impact loss estimation modeling to identify population segments and areas potentially in need of mass transportation.
- C. Response: Prior to the execution of mass transportation plans, counties will coordinate transportation needs with State ESF-1. ESF-1 will ensure assets are in place at county destinations prior to or coincidentally with county plan execution. ESF-1 will monitor county mass transportation operations, and assist with additional assets as requested. Transportation assistance will continue into reentry and recovery as required.
- D. Recovery: State ESF-1 monitors county mass transportation operations (if on-going), and provides assistance as requested.
- E. In addition to the plans outlined in this attachment, there is in place a Catastrophic Incident Mass Transportation Plan that specifically enhances the Charleston County Mass Evacuation plans. This plan can be found under separate cover in the Catastrophic Incident Appendix, (9), to the South Carolina Emergency Operations Plan (SCEOP).

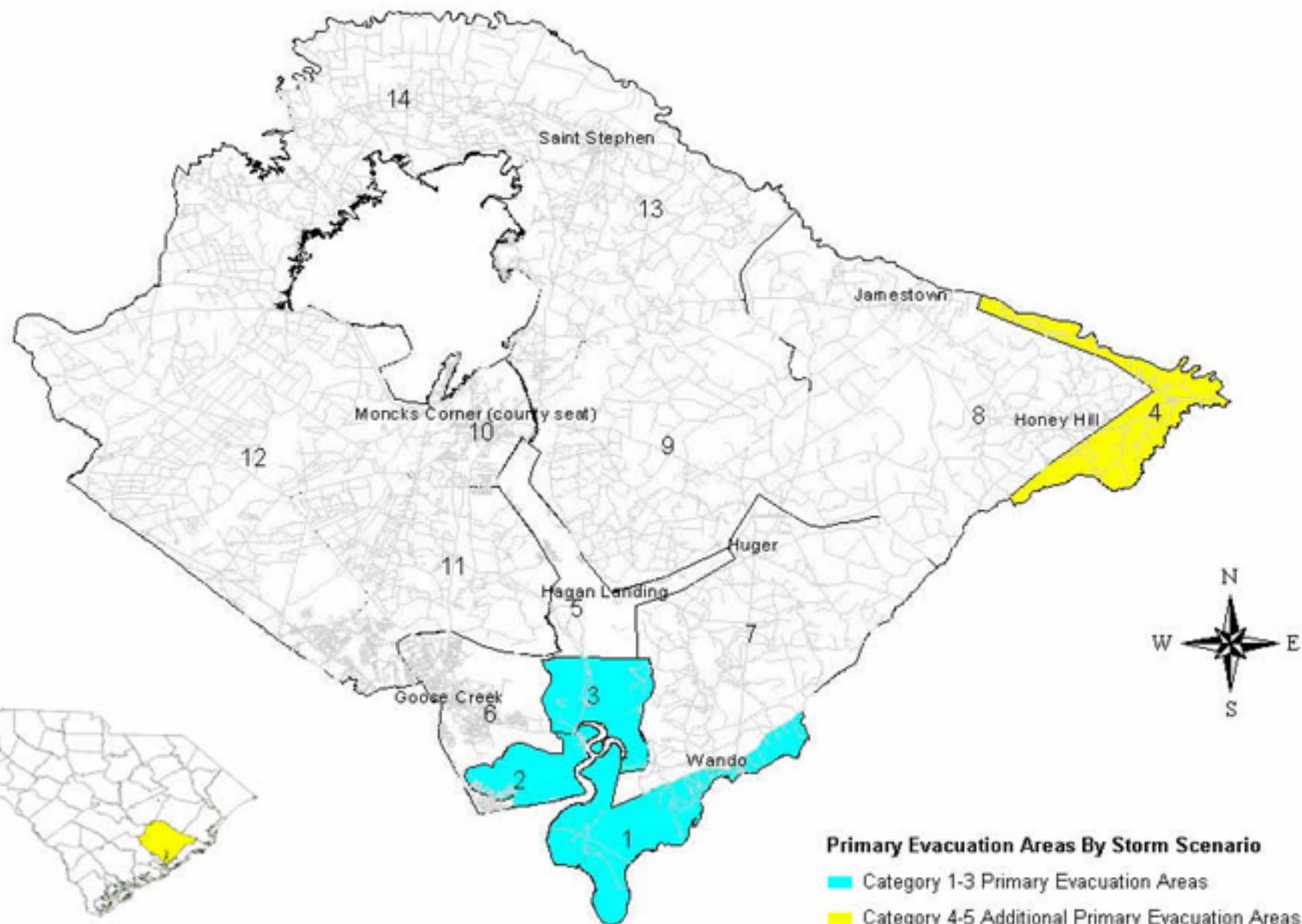
#### **IV. RESPONSIBILITIES**

- A. SC Emergency Management Division (SCEMD)
  1. Maintain and operate the Web-EOC or other similar system to assign and monitor the status of requests from the counties.
  2. Through application of loss estimation software, assist counties in identifying population segments and/or areas potentially requiring emergency transportation.
  3. Annually coordinate with county agencies regarding updates/enhancements to county mass transportation plans.
- B. SC Department of Education (SCDOE)
  1. Through ESF 1, will maintain lists of sources of additional transportation assets and drivers to meet the shortfall requirements identified by the counties.
  2. Coordinate additional transportation resources on a pre-planned basis to meet pre-identified needs from counties experiencing shortfalls.
  3. Coordinate, dispatch, and monitor mass transportation resources during response and recovery operations as requested.

# Charleston County Evacuation Zones



# Berkeley County Evacuation Zones



# Dorchester County Evacuation Zones

