

# **CHATHAM COUNTY DISASTER RECOVERY PLAN**

## **ANNEX C**

### **CRITICAL WORKFORCE RE-ENTRY STRIKE TEAM ASSIGNMENTS AND COORDINATION**

OCTOBER 2009

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**ACRONYMS**

ASOC	Air Support Operations Center
CEMA	Chatham Emergency Management Agency
CPG	Command Policy Group
CWF	Critical Work Force
CWFS	Critical Work Force Shelter
DA	Damage Assessment
DRP	Disaster Recovery Plan
EMS	Emergency Medical Service
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ESF	Emergency Support Function
GEOP	Georgia Emergency Operations Plan
JIC	Joint Information Center
MHz	Megahertz
NRF	National Response Framework
RST	Re-Entry Strike Team
SAR	Search and Rescue
SOC	State Operations Center
UHF	Ultra High Frequency
VHF	Very High Frequency

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## **I. INTRODUCTION**

- A. The recovery of Chatham County following a disaster or incident of critical significance is a primary objective of the County Disaster Recovery Plan (DRP). The initial re-entry into affected areas of the County following a partial or full evacuation will require a structured organization to ensure the protection of both the emergency response community and the general population.
- B. Post event conditions in the affected area(s) of the County most likely will create hazards and other life-safety issues not normally experienced in our community. As outlined in this Annex, the initial access into the affected area(s), (which may at times include the entire County), most likely will be restricted to Emergency First Responders and other designated members of the Critical Work Force (CWF). These restrictions allow the CWF the opportunity to identify and mitigate to the extent possible, hazards and life-safety issues found in the area, prior to reoccupation by the general population.

## **II. PURPOSE**

- A. The purpose of this Annex is to promote and facilitate the re-entry and coordination efforts of CWF Re-Entry Strike Teams (RSTs) back into Chatham County to gain access to damaged areas, mitigate life-safety issues, and evaluate critical infrastructure in preparation for the timely re-entry of additional response and recovery personnel, property and business owners, the media, etc.
- B. This Annex provides uniform guidance on CWF RSTs re-entry priorities into the affected area(s) of the County.

## **III. SCOPE**

- A. The provisions of this Annex apply County-wide and to all hazards and disasters; natural and/or man made that called for either a partial evacuation (specific locations, areas, and/or portions of the County), or total evacuation of the County's population.
- B. This Annex is not intended to replace other CWF and general populace re-entry procedures define in the Evacuation and Re-Entry Coordination Appendix of the Emergency Operations Plan (EOP). See EOP, ESF-1 Annex, Appendix 1-1, Tab C.

## **IV. AUTHORITIES**

- A. This Annex is developed under the authority of the Chairman of the Board of the County Commission, Chatham County, Georgia; and the Director of the

Chatham Emergency Management Agency (CEMA), Chatham County, Georgia. This Annex supersedes all similar and previous versions to date.

- B. CEMA has primary responsibility for compliance with provisions of the Chatham County DRP; therefore will have primary responsibility for ensuring execution of activities outlined in this Annex and supporting documents.
- C. Emergency Support Function (ESF) Partners are responsible for providing supporting actions and will coordinate internal resources and personnel suitable to accomplish the tasks defined in this document.
- D. This Annex is developed in accordance with the legal references below.
  - 1. FEDERAL. National Response Framework (NRF), October 2008, as amended
  - 2. STATE:
    - a. Georgia Constitution
    - b. Georgia Emergency Management Act of 1981, as amended
    - c. Georgia Emergency Operations Plan (GEOP)
  - 3. COUNTY:
    - a. Chatham County Emergency Operations Plan (EOP)
    - b. Chatham County Disaster Recovery Plan (DRP)
    - c. Chapter 4, Article III, of the Chatham County Code, Emergency Management, March 24, 2006

## **V. ASSUMPTIONS**

- A. This Annex has been developed to coordinate an initial response following a mandatory evacuation of Chatham County. However, the guidance provided in this Annex may be used to protect lives and property following a significant event that requires only a partial evacuation of a designated area within Chatham County.
- B. To support an efficient re-entry process, only credentialed members of designated CWF RST are permitted to re-enter the County and affected area during various phases of the re-entry process.
- C. Re-entry of CWF RSTs into affected areas will be initiated by the Emergency Operations Center (EOC) Manager.

- D. Re-entry into the affected area(s) of Chatham County following an evacuation is a high priority and begins as soon as practical.
- E. All working response agencies will be guided by their individual emergency response plans in conjunction with the provisions outlined in this Annex.
- F. Re-entry check points will be established in accordance with the Evacuation and Re-Entry Appendix in the EOP (see EOP, ESF-1 Annex, Appendix 1-1, Tab C).
- G. Utilization of available resources and requests for mutual aid are coordinated by the appropriate ESF group through the EOC.
- H. State assistance is supplementary to County activation of resources and will be made available in response to local requests for assistance.

## **VI. IMPLEMENTATION**

- A. This Annex is implemented upon the recommendation of the Director of CEMA with the approval of the Chairman, Chatham County Board of Commissioner. Prior to the start of re-entry operations, CEMA will advise the State Operations Center (SOC) of the anticipated schedule of events.
- B. Management of this plan is coordinated through the EOC and managed by the EOC Manager and various ESF Groups.

## **VII. CONCEPT OF OPERATIONS**

- A. Re-Entry Strike Teams
  - 1. RSTs are jurisdiction teams organized and equipped to initiate immediate re-entry back into the County from a defined Critical Work Force Shelter (CWFS) location. Each RST has pre-defined re-entry routes, destination, and priorities designed to ensure debris is initially pushed from critical transportation routes and priority critical facilities are assessed.
    - a. RST Capabilities: RSTs are not Search and Rescue Teams; their primary task is to open road networks and to ensure a quick Damage Assessment (DA) of priority critical facilities is conducted to determine restoration prudence.
    - b. The team's capabilities should include but not be limited to:
      - 1) Public Works Teams with heavy equipment (wheel loaders, backhoes, bulldozers, etc.), and chain saw crews.

- 2) Utility Crews to identify, neutralize, and/or remove downed/damaged pipes, lines, and cables.
- 3) Emergency Medical Service (EMS) to provide medical support to RST members and located victims.
- 4) Law Enforcement to provide security for teams.

B. Re-entry Operations.

1. Initial Area Evaluation: As soon as practical following an event, an Initial area evaluation of the County will be conducted utilizing available air assets. The purpose of the evaluation is to provide the Command Policy Group (CPG) and EOC with situational information to review and prioritize the re-entry objectives for the CWF RSTs as required and to initiate immediately search and rescue requirements as needed. Critical factors to be considered during the evaluation include but are not limited to:
  - a. Available Road Access
  - b. Status of Basic Infrastructure (roadways, bridges, utilities)
  - c. Remaining Water Levels (from tidal or fresh water flooding)
  - d. Debris Fields (size and locations)
  - e. Potential Health/Life-Safety Issues
  - f. Potential Environmental Hazards
  - g. Status of Residential Neighborhoods
  - h. Status of Designated Recovery Facilities/Locations
2. Transportation Restoration: Upon notification from the EOC, RSTs will depart designated staging area and/or CWFS locations and proceed along pre-designated routes with the primary responsibility of cutting and pushing debris off critical transportation routes.
  - a. This basic restoration consists of the RSTs opening a minimum gap on the roadway (12' wide) through which utility, emergency, law enforcement, public works, and relief vehicles are able to enter the affected area(s).
  - b. Bridge Inspectors may be "air lifted" to bridges ahead of the RST to conduct damage/structural assessments.

- c. Damage to roadways and/or bridges along the designated routes will be reported to the EOC.
  - d. Field expedient repairs to roadways and bridges may be made utilizing equipment and materials immediately available to the RST. However, if the roadway is impassable or a bridge damaged, the RST will be provided with and/or confirm alternate routes through the EOC.
3. Utilities Restoration: RSTs will have power utility crews with them who will inspect/clear down power lines when encountered. As routes are opened, utility companies will dispatch additional work crews with the task of restoring services to the affected area(s).
4. Debris Removal: RSTs only remove (push aside), the amount of debris required to clear the roadway/bridge for basic access. Once basic access needs are met, additional road clearing crews will be dispatched based on situational priorities to begin clearing the full width of the roadway. Additional information may be found in specific jurisdictional debris management plans.
5. The Follow-on Critical Workforce: When appropriate, follow-on personnel and crews from the CWF enter the affected area(s) via routes previously cleared by the RSTs. These CWF personnel will be subject to the restrictions defined by the Evacuation and Re-Entry Appendix (see EOP, ESF-1 Annex, Appendix 1-1, Tab C). CWF partners bring additional resources from government and private agencies capable of conducting significant emergency response activities including:
  - a. Traffic control and security.
  - b. Search and Rescue Operations.
  - c. Damage assessments and intermediate repairs of roadways, bridges, buildings and critical structures.
  - d. Surveys and mitigation of actual or potential environmental hazards.
  - e. Assessments and initial repairs of available utilities and critical services such as water, sewer, and electricity.
  - f. Debris removal and management.
  - g. Establish Basic Subsistence Capacity.
6. Traffic and Access Control: Once the CPG authorizes re-entry, law enforcement personnel should set up checkpoints and roadblocks along

the re-entry routes when access is available. Re-entry can proceed as recommended based upon established progressive re-entry guidelines defined by the Evacuation and Re-Entry Appendix (see EOP, ESF-1 Annex, Appendix 1-1, Tab C).

C. Communications

1. Communications following an event will be a challenge. Mass communications networks, along with radio and land line communications methods routinely used by both government and private agencies may or may not be operational or available. Because of this possibility, both government and private agencies must plan to maintain redundant communications capabilities with the County EOC.
2. Communications Methods. Regardless of the location of the County EOC, available communications resources will be coordinated through ESF 2 (Communications) and may include:
  - a. Commercial Land Line Telephone
  - b. Commercial Satellite Telephone
  - c. 800 MHz Radio
  - d. UHF Radio
  - e. VHF Radio
  - f. Internet Connectivity
  - g. Message Courier
  - h. Commercial Radio and Television Stations

D. Public Information: Official information related to the re-entry will be issued through the Joint Information Center (JIC) to local, State and National Media outlets to inform the public of Chatham County's re-entry policy and progress. Re-Entry procedures will also be posted on the County Website.

E. Training and Exercises: Scenarios used during re-entry training exercises should include:

1. A storm/threat has passed and there was little or no damage that affected the communities.
2. The effects (minimal or significant), of a storm/threat were isolated to a specific jurisdiction/localized area, i.e., Chatham County's eastern barrier islands.

3. The storm/threat caused total devastation with significant infrastructure damage over a wide spread area.

## VIII. RESPONSIBILITIES

- A. Jurisdictional Governments:
  1. Responsible for conducting immediate needs assessments to determine re-entry restrictions. Assessments determine if the locality is safe to permit re-entry of residents, property/business owners. Additional local and state resources may be available to assist or to conduct the assessments. State participation will be coordinated through the EOC.
  2. Each jurisdiction maintains control over its support resources, such as public works, police, and fire-rescue organizations.
- B. EOC Manager: The EOC Manager oversees CWF RST progress and advises the CPG on recommended adjustments to pre-established tasks. The EOC Manager institutes the CPG's objectives for each Operational Period.
- C. EOC Operations Section Chief: The EOC Operations Chief is responsible for executing the overall Re-entry Plan; serves as the primary coordinator for the CWF RST program; and is the EOC Manager's primary POC for all re-entry operational issues. Re-entry operations are executed through the EOC Operations Section Chief.
- D. EOC Planning Section Chief: The EOC Planning Chief is responsible for coordinating the overall CWF Re-entry Plan and the EOC Manager's primary point of contact for all re-entry planning issues. The Annex will be based on information provided by agencies conducting the initial air and ground damage assessments of the County.
- E. EOC Evacuation/Re-entry Branch Director: The EOC Evacuation and Re-entry Branch Director is the conduit between the EOC and the RSTs. The Evacuation and Re-entry Branch maintains the situational status of all assets and resources conducting re-entry operations and is the primary POC for requesting additional resources and support.
- F. ESF-1 Transportation Group Supervisor:
  1. ESF-1 is responsible for monitoring and reporting the status of and damage to the transportation system and infrastructure as reported by the RSTs and other CWF personnel. The ESF-1 Transportation Group Supervisor assists with prioritizing and coordinating needed repairs through ESF-3 that are beyond the RST's immediate capability.

2. ESF-1 coordinates additional support for engaged transportation assets which are beyond jurisdictional capabilities. Transportation assets include vehicles, aircraft, and possibly watercraft.
  3. During general re-entry, ESF-1 is also responsible for coordinating the movement of goods, equipment, animals, and people. This function transitions to the Logistics Ground Support Unit upon its activation.
- G. ESF-2 Communications Group Supervisor: ESF2 coordinates the operational communications requirements and manages utilization of radio frequencies.
- H. ESF-3 Public Works and Engineering Group Supervisor: Coordinates re-entry tasking and priorities and maintains status of RSTs. Receives, tracks and analyses damage reports received from assessment teams. Coordinates with state and local agencies to effect repairs of damaged roadways, bridges, canals, water lines and water treatment facilities.
- I. ESF-6 Mass Care & Sheltering Group Supervisor: ESF6 coordinates the feeding and sheltering requirements for the CWF.
- J. ESF-8 Health and Medical Group Supervisor: ESF8 coordinates the health and medical services for the CWF.
- K. ESF-12 Energy/Utilities Group Supervisor: ESF12 receives, tracks and analyses damage reports from the field affecting the electrical power grid, natural gas lines, and telephone systems. This person also coordinates with field crews to mitigate immediate life-safety issues and to initiate required repairs.
- L. ESF-13 Public Safety & Security Group Supervisor: In addition to conducting routine law enforcement activities throughout the County, law enforcement agencies will be responsible to support re-entry operations. ESF13 will assist these agencies by coordinating the manpower and resources required to support the traffic and access control procedures outlined in this plan and as needed by local jurisdictions.
- M. Air Support Operations Center (ASOC), Air Boss: The Air Boss coordinates any and all requests from the Operations Section for air support during re-entry operations. The types of missions requested by Operations during re-entry may include: coordinating air assets to conduct the initial area evaluation; providing airlift for inspectors to critical sites, CWF back into the affected area to prepositioned equipment locations; route reconnaissance, traffic monitoring; and providing air transport for EOC Staff traveling to inland locations to conduct pre-event coordination.

**IX. ANNEX MANAGEMENT AND MAINTENANCE**

- A. CEMA is the executive agent for Annex management and maintenance. The Tabs and supporting documents will be updated periodically as required to incorporate new directives and changes based on lessons learned from exercises and actual events. This section establishes procedures for interim changes and full updates of the Tabs.
- B. Types and Changes: Changes include additions of new or supplementary material and deletions. No proposed change should contradict or override authorities or other plans contained in statute, order, or regulation.
- C. Coordination and Approval: Any department or agency with assigned responsibilities within the Annex may propose a change to the plan. CEMA is responsible for coordinating all proposed modifications to the Annex with primary agencies, support agencies and other stakeholders. CEMA will coordinate review and approval for proposed modifications as required.
- D. Notice of Change: After coordination has been accomplished, including receipt of the necessary signed approval supporting the final change language, CEMA will issue an official Notice of Change. The notice will specify the date, number, subject, purpose, background, and action required, and provide the change language on one or more numbered and dated insert pages that will replace the modified pages in the EOP, Annex, or supporting documents. Once published, the modifications will be considered part of the EOP for operational purposes pending a formal revision and re-issuance of the entire document. Interim changes can be further modified or updated using the above process.
- E. Distribution: CEMA will distribute the Notice of Change to all participating agencies. Notice of Change to other organizations will be provided upon request. Re-issuance of the individual annexes or the entire EOP will take place as required. Working toward continuous improvement, CEMA is responsible for an annual review and update of the EOP to include related documents, and a complete revision every four years (or more frequently if the County Commission of GEMA deems necessary). The review and update will consider lessons learned and best practices identified during exercises and responses to actual events, and incorporate new information technologies. CEMA will distribute revised documents for the purpose of interagency review and concurrence.

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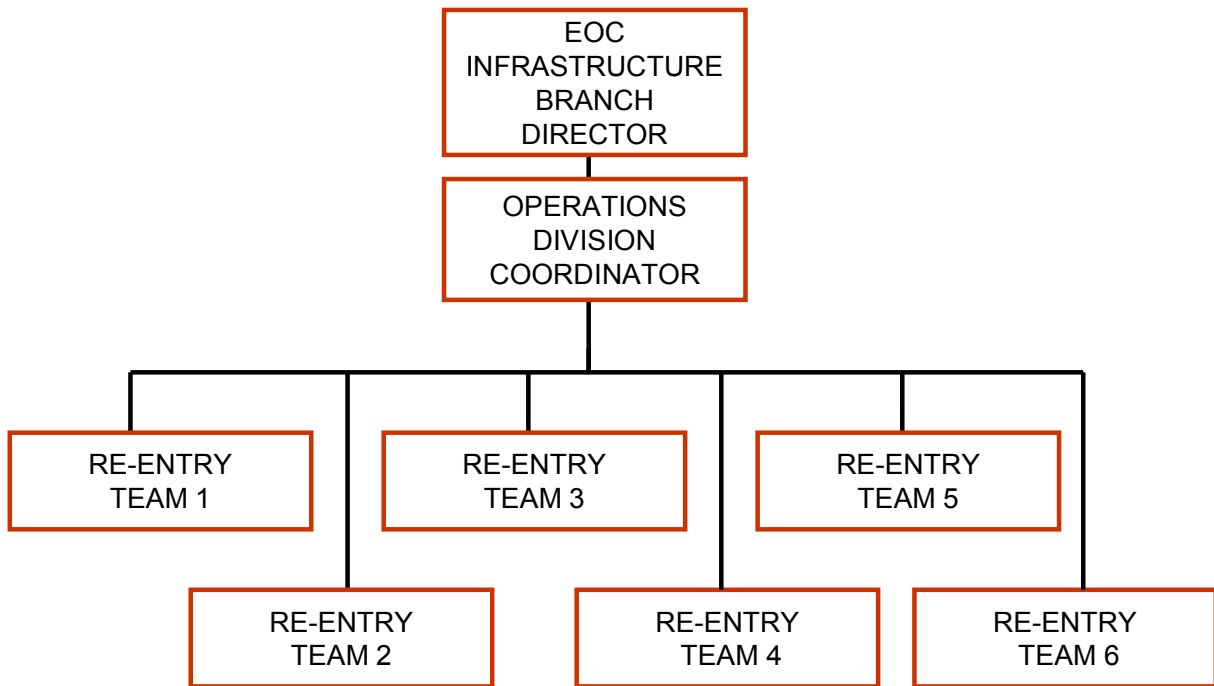
**APPENDIX 1  
CHATHAM COUNTY  
RE-ENTRY STRIKE TEAM**

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### CHATHAM COUNTY RST ORGANIZATION



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**CHATHAM COUNTY RST TEAM ASSIGNMENTS**

**CREW 1: HUNTER ARMY AIR FIELD**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Low Boy Trailer (Available)
	Crew Truck	Water Buffalo (Available)
	Front End Loader	Generator (Available)
	Knuckle Boom Truck (Available)	Emergency Trailer (Available)
	Fuel Truck (Available)	
	Pick Up Trucks	

**CREW 2: EBENEZER MIDDLE SCHOOL**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Low Boy Trailer (Available)
	Crew Truck	Water Buffalo (Available)
	Front End Loader	Generator (Available)
	Knuckle Boom Truck (Available)	Emergency Trailer (Available)
	Fuel Truck (Available)	
	Pick Up Trucks	
	Bulldozer (Available)	

**CREW 3: HUNTER ARMY AIR FIELD**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Low Boy Trailer (Available)
	Crew Truck	Water Buffalo (Available)
	Front End Loader	Generator (Available)
	Knuckle Boom Truck (Available)	Emergency Trailer (Available)
	Fuel Truck (Available)	
	Pick Up Trucks	

**CHATHAM COUNTY RST TEAM ASSIGNMENTS (CONTINUED)**

**CREW 4: HUNTER ARMY AIR FIELD**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Low Boy Trailer (Available)
	Crew Truck	Water Buffalo (Available)
	Front End Loader	Generator (Available)
	Knuckle Boom Truck (Available)	Emergency Trailer (Available)
	Fuel Truck (Available)	
	Pick Up Trucks	

**CREW 5: EBENEZER MIDDLE SCHOOL**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
6	Flatbed Truck	Low Boy Trailer (Available)
	Crew Truck	Water Buffalo (Available)
	Front End Loader	Generator (Available)
	Knuckle Boom Truck (Available)	Emergency Trailer (Available)
	Fuel Truck (Available)	
	Pick Up Trucks	
	Bulldozer (Available)	

**CREW 6: EBENEZER MIDDLE SCHOOL**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Low Boy Trailer (Available)
	Crew Truck	Water Buffalo (Available)
	Front End Loader	Generator (Available)
	Knuckle Boom Truck (Available)	Emergency Trailer (Available)
	Fuel Truck (Available)	
	Pick Up Trucks	
	Bulldozer (Available)	

**CHATHAM COUNTY RST PRIMARY RE-ENTRY ROUTES AND OBJECTIVES**

CREW	POINT OF DEPARTURE	PRIMARY ROUTE(S)	OBJECTIVE
1	HAAF	<ul style="list-style-type: none"> <li>• Rio Rd Gate to Abercorn</li> <li>• Abercorn to Montgomery X-Roads</li> <li>• Montgomery X-Roads to Waters continuing out Diamond Causeway</li> </ul>	Skidaway Island
2	EBENEZER MID SCHOOL	<ul style="list-style-type: none"> <li>• Hwy 21 to Hwy 516 (Derenne)</li> <li>• Derenne to Truman Pkwy via Candler &amp; MHUMC</li> <li>• Derenne to Skidaway Rd to Isle of Hope</li> </ul>	Hospitals and Isle of Hope area
3	HAAF	<ul style="list-style-type: none"> <li>• Montgomery St Gate to Derenne (Hwy 516)</li> <li>• 516 to I-16</li> <li>• I-16 to MLK</li> <li>• MLK to Bay St</li> <li>• Bay St to Islands Expway</li> <li>• Islands Expway to Hwy80</li> </ul>	Downtown; then: Oatland, Whitmarsh, Talahi, Wilmington, and Tybee Islands.
4	HAAF	<ul style="list-style-type: none"> <li>• Montgomery St Gate to Derenne (Hwy 516)</li> <li>• 516 to Hwy 17</li> <li>• Hwy 17 to Victory Dr</li> <li>• Victory Dr to Johnny Mercer Blvd</li> </ul>	Isle of Armstrong, Whitmarsh and Wilmington Islands
5	EBENEZER MID SCHOOL	<ul style="list-style-type: none"> <li>• Hwy 21 to Hwy 307</li> <li>• 307 to Hwy 80</li> <li>• 80 to Tom Triplet Park and Chatham Pkwy</li> <li>• Chatham Pkwy to Hwy 17</li> <li>• 17 to Hwy 204 and King George Blvd</li> <li>• King George to Wild Heron and Chevis Rd</li> <li>• Chevis Rd to Hwy 17 and the Bryan County Line</li> </ul>	Georgetown area and County Line
6	EBENEZER MID SCHOOL	<ul style="list-style-type: none"> <li>• As needed</li> </ul>	TBD

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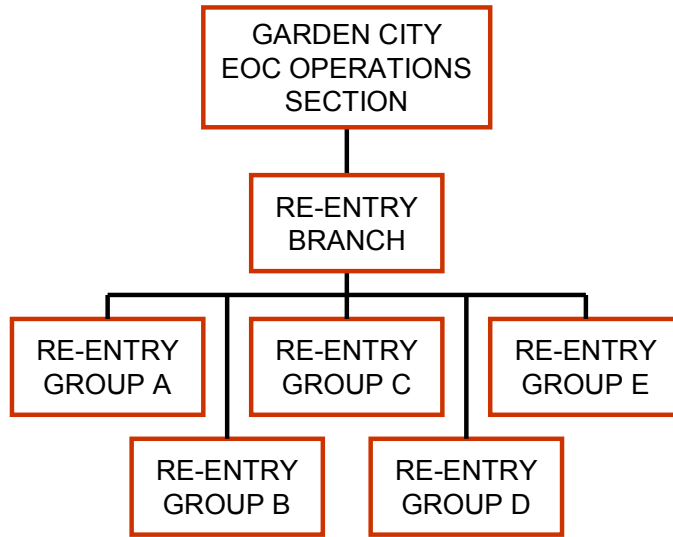
**APPENDIX 2**  
**GARDEN CITY**  
**RE-ENTRY STRIKE TEAM**

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### GARDEN CITY RST ORGANIZATION



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**GARDEN CITY RST TEAM ASSIGNMENTS**

**TASK FORCE A: SAVANNAH HILTON HEAD INTERNATIONAL AIRPORT**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
1	Pickup ¼ Ton w/Trailer	800 Radio, Hurricane Box
2	Flatbed Dump 2.5 Ton (8 CY)	5 Gal. Pre-mix Gas, 3 Chain Saws
		2 Brush Axe, 1 Axe
3	Pickup ¾ Ton	5 Gal. Pre-mix Gas, 4 Chain Saws
		2 Brush Axe, 1 Axe
		Tools, Safety Equipment
1	Front End Loader	

**TASK FORCE B: SAVANNAH HILTON HEAD INTERNATIONAL AIRPORT**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
1	Pickup ½ Ton w/Trailer	800 Radio, Hurricane Box
2	Dump Truck (5CY)	5 Gal. Pre-mix Gas, 3 Chain Saws
		2 Brush Axe, 1 Axe
3	Pickup 1 Ton	5 Gal. Pre-mix Gas, 4 Chain Saws
		2 Brush Axe, 1 Axe
		Tools, Safety Equipment
1	Front End Loader	

**TASK FORCE C: SAVANNAH HILTON HEAD INTERNATIONAL AIRPORT**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
1	Pickup ¾ Ton w/Trailer	800 Radio, Hurricane Box
2	Forestry Truck w/50 ft Bucket	5 Gal. Pre-mix Gas, 3 Chain Saws
		2 Brush Axe, 1 Axe
3	Flatbed Dump 2.5 Ton (8CY)	5 Gal. Pre-mix Gas, 4 Chain Saws
		2 Brush Axe, 1 Axe
		Tools, Safety Equipment
1	Front End Loader	

**GARDEN CITY RST TEAM ASSIGNMENTS (CONTINUED)**

**TASK FORCE D: WEST CHATHAM MIDDLE SCHOOL**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
1	Pickup ¾ Ton w/Trailer	800 Radio, Hurricane Box
2	Tandem Axle Dump (10CY)	5 Gal. Pre-mix Gas, 3 Chain Saws
		2 Brush Axe, 1 Axe
3	Flatbed Dump 2.5 Ton (8CY)	5 Gal. Pre-mix Gas, 4 Chain Saws
		2 Brush Axe, 1 Axe
		Tools, Safety Equipment
1	Front End Loader	

**TASK FORCE E: EBENEZER MIDDLE SCHOOL**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
1	Pickup ¾ Ton w/Trailer	800 Radio, Hurricane Box
2	Tandem Axle Dump (10CY)	5 Gal. Pre-mix Gas, 3 Chain Saws
		2 Brush Axe, 1 Axe
3	Flatbed Dump 2.5 Ton (8CY)	5 Gal. Pre-mix Gas, 4 Chain Saws
		2 Brush Axe, 1 Axe
		Tools, Safety Equipment
1	Front End Loader	

**GARDEN CITY RST PRIMARY RE-ENTRY ROUTES AND OBJECTIVES**

<b>TF</b>	<b>POINT OF DEPARTURE</b>	<b>PRIMARY ROUTE(S)</b>	<b>OBJECTIVE</b>
A	SHHIA	<ul style="list-style-type: none"> <li>To GPA Gates 1 &amp; 5</li> <li>Through GPA to Brampton Rd</li> </ul>	GPA and Vopak
B	SHHIA	<ul style="list-style-type: none"> <li>Hwy 21 to Main St</li> <li>Main St to Brampton Rd</li> <li>Brampton Rd to Foundation Dr</li> </ul>	Nustar
C	SHHIA	<ul style="list-style-type: none"> <li>Dean Forest Rd to</li> <li>Hwy 80</li> </ul>	Hwy 80
D	GARDEN CITY, CITY HALL	<ul style="list-style-type: none"> <li>Dean Forest Rd into</li> <li>Southbridge</li> </ul>	Southbridge
E	GARDEN CITY, CITY HALL	<ul style="list-style-type: none"> <li>Dean Forest Rd to</li> <li>Hwy 17</li> <li>Hwy 17 to Hwy 516</li> </ul>	Georgetown and TDSR areas

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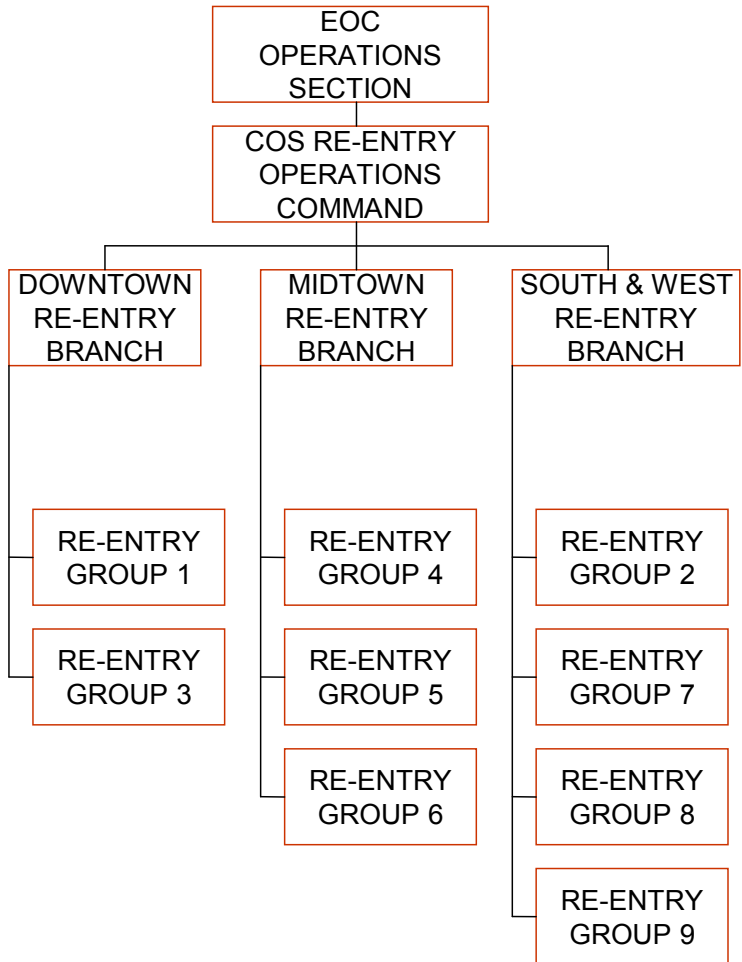
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**APPENDIX 3**  
**SAVANNAH**  
**RE-ENTRY STRIKE TEAM**

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### SAVANNAH RST ORGANIZATION



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**SAVANNAH RST TEAM ASSIGNMENTS**

**GROUP 1: SAVANNAH CIVIC CENTER**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	
	Flatbed Dump Trucks (x2)	
	Front End Loader	

**GROUP 2: SAVANNAH MORNING NEWS**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	
	Crew Cab Pickup Truck	
	Flatbed Dump Truck	
	Front End Loader	

**GROUP 3: SAVANNAH CIVIC CENTER**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	
	Truck (from Forestry)	
	Flatbed Dump Truck	
	Front End Loader	

**GROUP 4: MEMORIAL HEALTH UNIVERSITY MEDICAL CENTER**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
8	Pickup Truck w/Trailer	Tandem Axle Dump
	Flatbed Dump Truck	
	Front End Loader	

**GROUP 5: MEMORIAL HEALTH UNIVERSITY MEDICAL CENTER**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	Tandem Axle Dump
	Flatbed Dump Truck	
	Front End Loader	

**SAVANNAH RST TEAM ASSIGNMENTS (CONTINUED)**

**GROUP 6: MEMORIAL HEALTH UNIVERSITY MEDICAL CENTER**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	Tandem Axle Dump
	Flatbed Dump Truck	
	Front End Loader	

**GROUP 7: SAVANNAH MORNING NEWS**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	
	Flatbed Dump Truck	
	Front End Loader	

**GROUP 8: SAVANNAH – HILTON HEAD INTERNATIONAL AIRPORT**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	
	Flatbed Dump Truck	
	Front End Loader	

**GROUP 9: SAVANNAH – HILTON HEAD INTERNATIONAL AIRPORT**

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
7	Pickup Truck w/Trailer	
	Flatbed Dump Truck	
	Front End Loader	

**SAVANNAH RST PRIMARY RE-ENTRY ROUTES AND OBJECTIVES**

GROUP	POINT OF DEPARTURE	PRIMARY ROUTE(S)	OBJECTIVE
1	CIVIC CENTER	<ul style="list-style-type: none"> <li>• MLK Blvd to Bay St</li> <li>• Bay St to President St</li> <li>• President St to Pennsylvania Ave</li> <li>• Pennsylvania to Skidaway Rd</li> <li>• Skidaway Rd to Victory Dr</li> <li>• Victory Dr to Wallin St</li> <li>• Wallin St to 42<sup>nd</sup></li> <li>• Victory to Truman Pkwy</li> <li>• Truman north to President St</li> <li>• Truman south to Anderson St</li> <li>• Anderson to Skidaway</li> <li>• Skidaway to Edgewood Rd</li> <li>• Edgewood to Pierpont Ave</li> <li>• Skidaway to Wheaton St</li> <li>• Back to Pennsylvania</li> </ul>	Area east of Truman Pkwy and north of Victory Dr
2	SMN	<ul style="list-style-type: none"> <li>• Police Memorial Dr to Chat Pkwy</li> <li>• Chatham Pkwy to US 17</li> <li>• US 17/Ogeechee Rd to Stiles Ave</li> <li>• Stiles to Cloverdale to Delano St</li> <li>• W Gwinnett St to Interchange Court to City Offices (U-turn)</li> <li>• W Gwinnett to MLK to Louisville</li> <li>• Louisville to E Lathrop Ave to Bay</li> <li>• Cross Bay St to N Lathrop clearing entrances to Colonial Oil</li> <li>• W Lathrop to Bay</li> <li>• Bay to Fair St to Alfred St (U-turn)</li> <li>• Fair to west end of Division St</li> <li>• Bay to MLK</li> </ul>	Area west of MLK Blvd, north of Ogeechee Rd and to City Limits (west)
3	CIVIC CENTER	<ul style="list-style-type: none"> <li>• MLK Blvd to Bay St</li> <li>• Bay to River St ramps</li> <li>• Bay to Gen McIntosh and Presdnt</li> <li>• President to E Broad St</li> <li>• E Broad to Oglethorpe Ave</li> <li>• Oglethorpe to MLK</li> <li>• MLK south to Liberty St</li> <li>• Liberty St east to Wheaton St</li> <li>• Wheaton to Truman to Waters</li> <li>• Waters south to Henry St</li> <li>• Henry to MLK</li> <li>• MLK south to Anderson St</li> <li>• Anderson to Drayton St</li> <li>• Drayton to Bay</li> <li>• Bay to Whitaker St</li> <li>• Whitaker to Anderson</li> </ul>	Downtown areas east of MLK to Truman Pkwy and south to Henry St

GROUP	POINT OF DEPARTURE	PRIMARY ROUTE(S)	OBJECTIVE
4	MHUMC	<ul style="list-style-type: none"> <li>• Truman Pkwy north to Victory Dr clearing east entrances</li> <li>• Reuban Clark Dr to DeLesseps</li> <li>• DeLesseps to Truman (north)</li> <li>• Truman to Victory</li> <li>• Victory west to MLK Blvd</li> <li>• MLK north to Anderson St</li> <li>• Anderson to Bee Rd</li> <li>• Bee to Henry St</li> <li>• Henry to Waters Ave</li> <li>• Waters to Victory</li> <li>• Victory to Drayton St</li> <li>• Drayton to Anderson</li> <li>• Anderson to Whitaker St</li> <li>• Whitaker to Victory</li> <li>• Victory to Hopkins St</li> <li>• Hopkins to Ogeechee Rd</li> <li>• Ogeechee to Anderson</li> <li>• Anderson to Waters</li> </ul>	Area west of Truman Pkwy to Montgomery St between Victory Dr and Henry St
5	MHUMC	<ul style="list-style-type: none"> <li>• Waters Ave to 63<sup>rd</sup> St clearing hospital access roads</li> <li>• 63<sup>rd</sup> to Reynolds St</li> <li>• Reynolds to Candler Hospital clearing access roads</li> <li>• Reynolds to DeRenne Ave</li> <li>• DeRenne to Abercorn St</li> <li>• Abercorn to 63<sup>rd</sup></li> <li>• 63<sup>rd</sup> to Reynolds</li> <li>• Reynolds to Victory Dr</li> <li>• Victory to Waters</li> <li>• Waters to DeRenne</li> <li>• DeRenne to Montgomery St</li> <li>• Montgomery to Staley Ave</li> <li>• Staley to Liberty Pkwy</li> <li>• Liberty Pkwy to Mitchell St</li> <li>• Liberty Pkwy to Ogeechee Rd</li> </ul>	Victory Dr to DeRenne Ave from 516/Ogeechee Rd to Waters Ave
6	MHUMC	<ul style="list-style-type: none"> <li>• Waters Ave to DeRenne Ave</li> <li>• Clearing hospital access roads</li> <li>• DeRenne to Skidaway Rd</li> <li>• Skidaway to Victory Dr</li> <li>• Victory to Truman Pkwy</li> <li>• Truman south to DeRenne</li> <li>• DeRenne to LaRoche Ave</li> <li>• LaRoche To Wilemere Dr</li> <li>• Wilemere to Mason Dr</li> <li>• Mason to Shirley Dr</li> <li>• Shirley to Ranchland Dr</li> <li>• Ranchland to Skidaway</li> <li>• Skidaway to DeRenne</li> </ul>	Victory Dr to DeRenne Ave from Waters Ave to City Limits (east)

GROUP	POINT OF DEPARTURE	PRIMARY ROUTE(S)	OBJECTIVE
		<ul style="list-style-type: none"> <li>• DeRenne to Truman</li> <li>• Truman north to Victory</li> </ul>	
7	SMN	<ul style="list-style-type: none"> <li>• Police Memorial Dr to Chat Pkwy</li> <li>• Chatham Pkwy to I-16</li> <li>• I-16 to Hwy 516</li> <li>• 516 to DeRenne Ave</li> <li>• DeRenne to Montgomery St</li> <li>• DeRenne to Waters Ave</li> <li>• Waters to Montgomery X-Roads</li> <li>• Montgomery XRoads to Skidaway</li> <li>• Skidaway south too City Limits</li> <li>• Skidaway north to DeRenne</li> <li>• DeRenne to Emory Dr</li> <li>• Emory to Betty Dr</li> <li>• Betty to Bon Air Dr</li> <li>• Bon Air to Howard Foss Dr</li> <li>• Howard Foss to Bonna Bella Ave</li> <li>• Bonna Bella to Skidaway</li> <li>• Skidaway to Eisenhower Dr</li> <li>• Eisenhower to Sallie Mood Dr</li> <li>• Sallie Mood to Water Resources Offices on Agonic Rd (U-turn)</li> <li>• Sallie Mood to Eisenhower</li> <li>• Eisenhower to Waters</li> <li>• Waters to Stephenson Ave</li> <li>• Stephenson to HAAF Gate</li> <li>• Stephenson to Abercorn St</li> <li>• Abercorn to Mall Blvd</li> <li>• Mall Blvd to Hodgson Memorial</li> <li>• Hodgson Memorial to Mall Way Lift Station (U-turn)</li> <li>• Mall Blvd to Waters</li> <li>• Waters to Cranman Dr</li> <li>• Cranman to lift station (U-turn)</li> <li>• Waters to Montgomery X-Roads</li> <li>• Montgomery XRoads to Truman</li> <li>• Truman Pkwy to DeRenne</li> <li>• DeRenne to Truman Pkway</li> <li>• Truman to Montgomery XRoads</li> </ul>	DeRenne to Montgomery X-Roads from HAAF to City Limits (east)
8	SHHIA	<ul style="list-style-type: none"> <li>• Dean Forest Rd to Ogeechee Rd to Hwy 516 to Veterans Pkwy to Hwy 204</li> <li>• Abercorn St Ext to Mercy Blvd</li> <li>• Mercy to St Joseph Hospital clearing entrance</li> <li>• Abercorn to Wilshire Blvd</li> <li>• Wilshire to Largo Dr</li> <li>• Largo to Tibet Ave</li> <li>• Tibet to Abercorn</li> </ul>	Area south of Montgomery X-Roads to Abercorn / Holland Dr on the south and east to City Limits and west to HAAF

**DRP / ANNEX C / APPENDIX 3  
SAVANNAH RE-ENTRY STRIKE TEAM**

GROUP	POINT OF DEPARTURE	PRIMARY ROUTE(S)	OBJECTIVE
		<ul style="list-style-type: none"> <li>• Abercorn to Lewis Dr</li> <li>• Lewis to Abercorn</li> <li>• Abercorn to Montgomery XRoads</li> <li>• Mntgmery XRoads to White Bluff</li> <li>• White Bluff to Paradise Dr</li> <li>• Paradise to Dykes Dr</li> <li>• Dykes to Sheridan Circle</li> <li>• Sheridan to Dykes</li> <li>• Dykes to Paradise</li> <li>• Paradise to White Bluff</li> <li>• White Bluff to Holland Road</li> </ul>	
9	SHHIA	<ul style="list-style-type: none"> <li>• Hwy 21 to 516 to Veterans Pkwy to Hwy 204</li> <li>• Abercorn St to Holland Dr</li> <li>• Holland to White Bluff Rd</li> <li>• White Bluff to Coffee Bluff Rd</li> <li>• Coffee Bluff Rd to end (U-turn)</li> </ul>	Area south of Abercorn/Holland Dr and east and west to City Limits