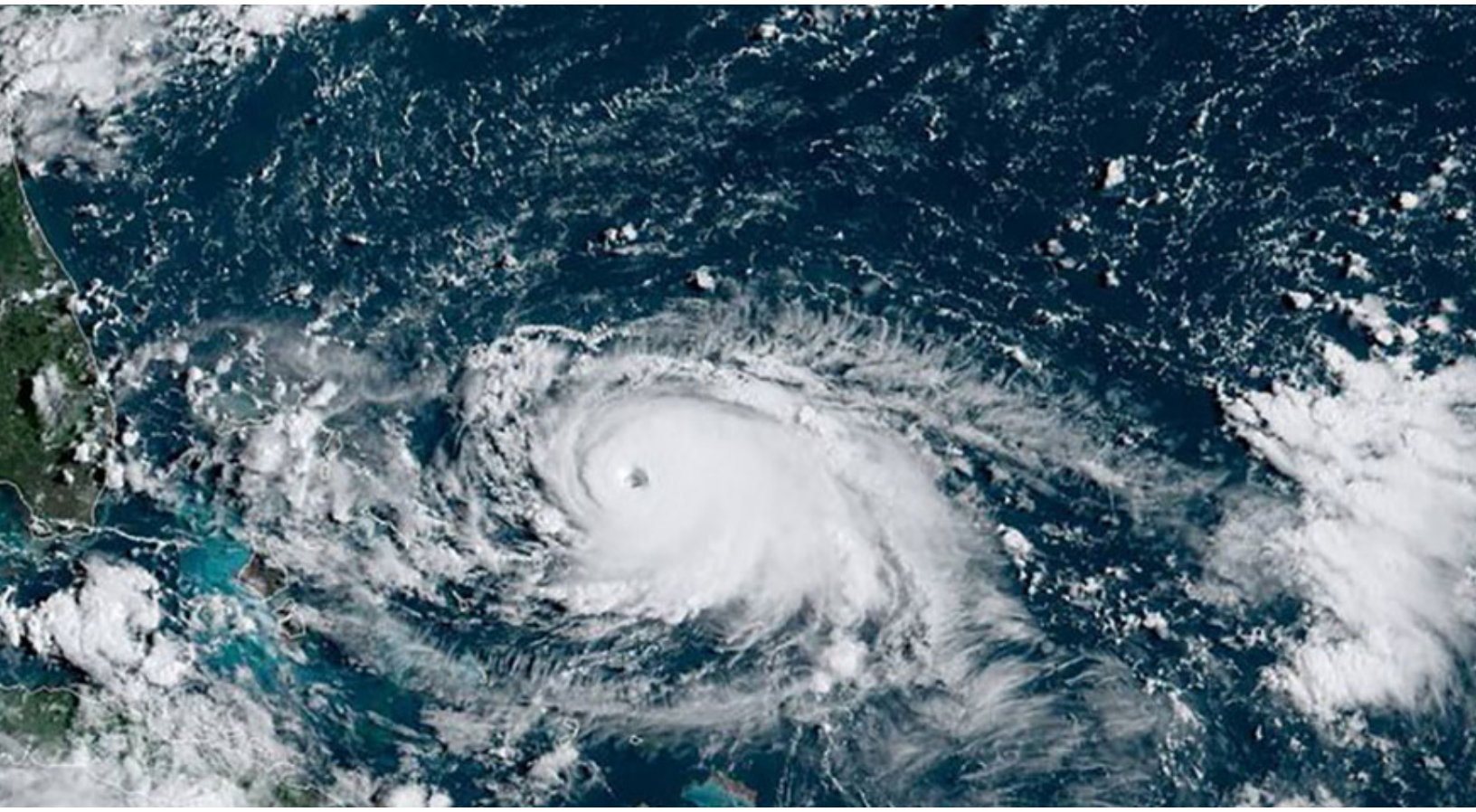
Hurricane Guidelines



Georgia Department of Transportation

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Table of Contents

Record of Changes

Change #	Date	Section Affected	Date Posted
1	Apr. 2026	All sections were reviewed and updated accordingly	June 2026

Record of Distribution

Plan #	Office/Department	Representative	Signature

Notes:

Disclaimer

The Georgia Department of Transportation (Georgia DOT) employees are proud public servants, ready to assist when needed. During hurricanes, Georgia DOT is committed to improving driving conditions on Georgia's interstates and state routes. To better enable department staff to meet this goal, Georgia DOT's hurricane guidelines have been developed. This document outlines the processes that Georgia DOT will follow in the event of a hurricane.

The department prepares plans based on hurricane predictions and forecasts. Due to the difficulty of hurricane forecasting in the Southeast, forecasts may change rapidly, and the operational response must remain flexible and adaptable to a quickly evolving weather event. As a hurricane develops and forecasts change, these procedures will be adjusted accordingly.

Links within these guidelines are accessible to Georgia DOT Employees on the internal network. External persons reviewing these plans may not be able to access the links. Contact a Georgia DOT Representative to access these documents.

Acronyms

DPS – Department of Public Safety

EOC – Emergency Operations Center

ERB - Evacuation and Re-entry Branch

ESF – Emergency Support Function – ***ESF 1*** is Georgia DOT

Georgia DOT – Georgia Department of Transportation

GEMA/HS – Georgia Emergency Management Agency and Homeland Security

JIC – Joint Information Center

GSP – Georgia State Patrol

OPCON – Operating Condition(s)

SOC – State Operations Center

TCP – Traffic Control Point(s)

TMC – Transportation Management Center

Introduction

The Georgia Department of Transportation (Georgia DOT) prioritizes the safety of the traveling public. severe weather creates hazardous conditions, and Georgia DOT is committed to maintaining passable roads and supporting statewide hurricane response efforts. These efforts include clearing travel lanes, disseminating public information, and assisting in rescue operations. Georgia DOT's Hurricane Response Guidelines emphasize proactive and preventive measures.

Many strategies outlined in the guidelines are based on research and collaboration with other state DOTs. Recent initiatives include:

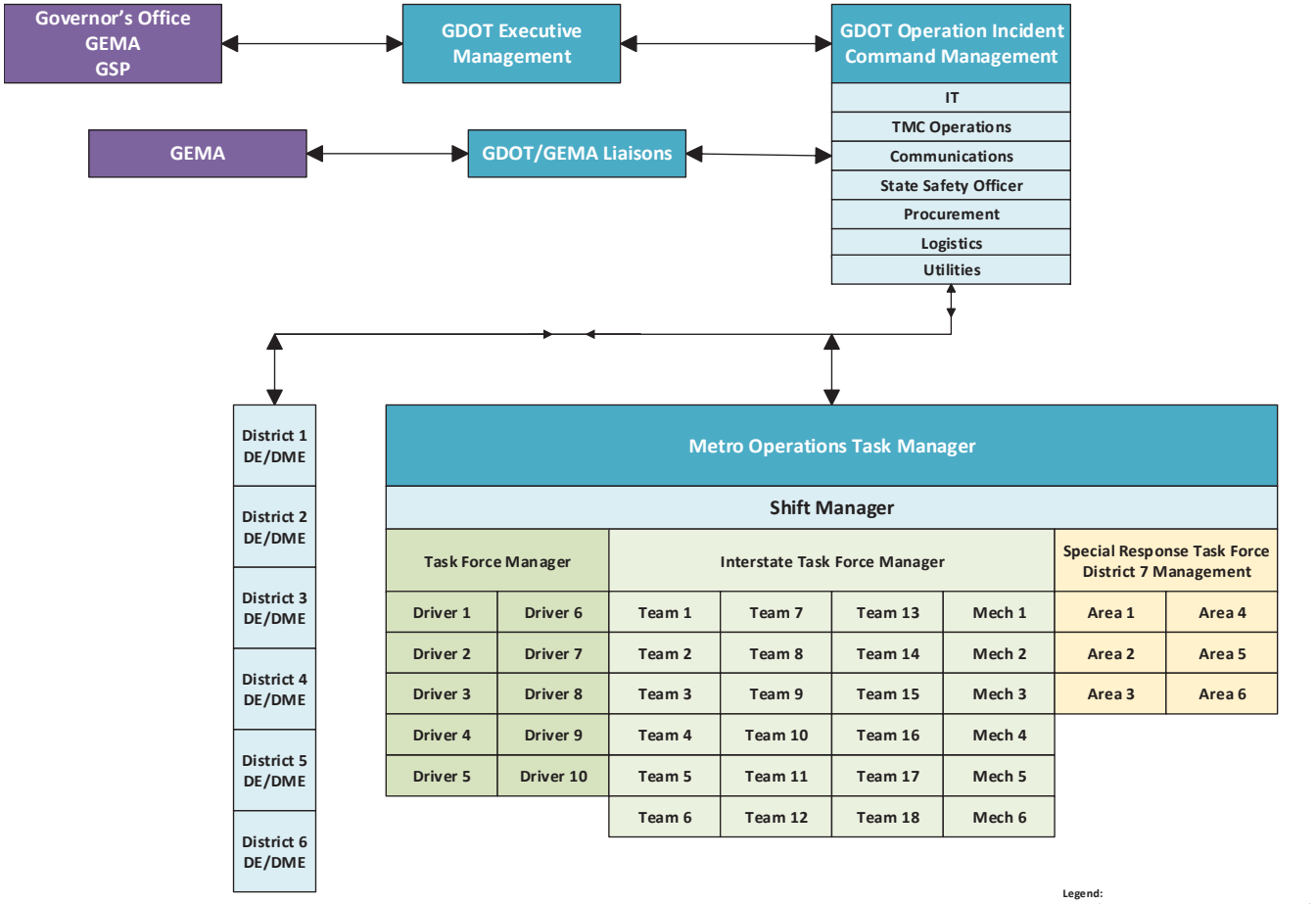
- **Route Prioritization:** Interstates are the highest priority, with at least one lane maintained in each direction. Other routes are classified as critical, high, medium, or low to ensure emergency travel routes remain open. (See State Route Prioritization Maps.)
- **Equipment Inventory:** Comprehensive tracking of available resources.
- **Local Coordination:** Sharing information and resources with local governments.
- **State Agency Collaboration:** Working with GEMA/HS and Georgia State Patrol through the State Operations Center (SOC).
- **Public Outreach:** Use Georgia DOT's website, media interviews, press releases, changeable message signs (CMS), and more than 30 social media channels to communicate timely updates statewide. There is close alignment and coordination that occurs with neighboring states and our TMC and 511GA during inclement weather events.
- **Internal Process Improvements:** Clarified roles and streamlined procedures.
- **Real-Time Communication:** All employees are equipped with devices to report real-time conditions to Area and District Emergency Operations Centers.

Key Assumptions

- GA Code §32-2-2 ("General Powers and Duties of the Department") is enforced.
- Debris removal occurs during response and recovery phases.
- Widespread impacts and power outages are expected.
- Georgia DOT collaborates statewide to pool resources and respond strategically.
- Georgia DOT personnel will be on call in affected areas.

These Guidelines align with GEMA/HS policies. During emergencies, Georgia DOT and GEMA/HS share the mission of providing a comprehensive, all-hazards approach to mitigation, preparedness, response, and recovery to protect lives and property.

Organizational Chart



Legend:
GEMA (Georgia Emergency Management Agency)
GSP (Georgia State Patrol)
GDOT (Georgia Department of Transportation)
TMC (Traffic Management Center)
DE (District Engineer)
DME (District Maintenance Engineer)
Mech (Mechanic)

Purpose

The purpose of these guidelines is to support the department in preparing for, responding to, and recovering from hurricane-related weather events. They outline operational strategies for pre-season and imminent threat preparedness, as well as coordination efforts during response activities.

Georgia DOT Operating Conditions

OPCON 5	OPCON 4	OPCON 3	OPCON 2	OPCON 1	Response
Preparedness Activities	Enhanced monitoring	Alerting and Strategic Planning	Readiness and Staging	Final Staging	

Georgia DOT's responsibilities according to operating conditions (OPCONs) are:

OPCON 5 – Preparedness Activities

Normal operations & weather monitoring:

- Normal operations
- Weather monitoring
- Updating guidelines to reflect new conditions and lessons learned
- Conducting training and public outreach

OPCON 4 – Enhanced Monitoring

Potential impacts within 120 hours

- Maintaining situational awareness
- Monitoring weather conditions
- Develop staffing roster for ESF activation
- Conduct maintenance checks and services on equipment

OPCON 3 – Alerting & Strategic Planning

Potential impacts within 72 hours

- Making decision to implement hurricane operations
- Notify ESF 1 staff for possible activation
- Monitoring need for contractor staff
- Placing crews on travel alert:
  - I-75, I-85, GA 400, I-575, I-24, I-59 (North Georgia Impacts)
  - I-20 (South Georgia crews utilized for Eastern impact)
- Notify Traffic Management Center (TMC) staff regarding possible activation
- Coordination with CHAMPS and HERO
- Determine need for I-16 contraflow actions (notifications and activations)

OPCON 2 – Readiness & Staging

Potential impacts within 48 hours

- Begin hurricane operations with staff
- Coordinate with ESF 13, Department of Public Safety (DPS), and escort vehicles for hurricane operations
- Begin I-16 contraflow (if needed)
- Notify contractors of potential need
- South Georgia crews moving to staging sites (only for metro Atlanta major impact)
  - I-75, 1-85, GA 400, I-575, I-24, I-59 (North Georgia impacts)
  - I-20 (South Georgia crews utilized for Eastern impact)
- Staff ESF 1 desk in State Operations Center (SOC)

OPCON 1 – Final Staging

Potential impacts within 24 hours

- Continue hurricane operations
- Coordinate with ESF 13, DPS, for escort vehicles for hurricane operations
- Staging emergency trailers and response vehicles
- Notify needed contractors to stage
- Identify potential route impacts for critical infrastructure facilities
- Identify bridge teams and priorities for inspections

RESPONSE

Impact +0-72 hours

- Response vehicles deployed from staging areas (strike force teams)
- Starting 2nd round of hurricane operations
- Coordinating with contractors for any additional needed equipment
- Trucks assigned to routes will never leave assigned routes
- Removing debris and setting up traffic control and I-16 contraflow
- Identify road closures and coordinate with ESF partners on available routes
- Coordinate with multi-agency teams to assist in clearing route

RECOVERY

- Collect damage reports
- Provide assistance to other agencies
- Restoring affected infrastructure
- Overlap with response efforts

A timeline is essential to ensure comprehensive coverage and efficient resource use. Operating Condition activities may occur out of sequence based on the specific incident, and this list is not exhaustive.

Georgia DOT Logistics

Staff/Employee Expectations

Work Shifts

In order to respond effectively to Tropical Weather Events, two 12-hour work shifts are typically utilized, however, shifts will be amended, as necessary.

- Shift 1
  7 a.m. to 7 p.m.
- Shift 2
  7 p.m. to 7 a.m.

Shift times may change and/or be extended based on the needs of the department.

Employee Event Preparation

Employees responding should be prepared to be available for five (5) days. Employees should come prepared with the following items:

- Non-perishable food
- Water
- Clothing
- Toiletry items
- Medications/small personal first-aid kit
- Bedding items (sleeping bag and pillow)
- Personal cell phones and chargers

Employee Safety

Employee safety is a top priority during all response operations. All Georgia DOT personnel must adhere to established safety protocols to minimize risk and ensure effective response.
Some Key Guidelines:

- Personal Preparedness: Ensure adequate food, water, medications, and emergency supplies before reporting for duty.
- PPE Requirements: Wear appropriate personal protective equipment, including high-visibility vests, hard hats, gloves, protective eye wear and safety footwear.
- Employees must be adequately trained in debris removal operations, including the safe use of equipment such as chainsaws, pole saws, loaders, grapples, and backhoes.
- Safe Driving Practices: Obey all traffic laws, avoid flooded roads, and use caution when operating vehicles in hazardous conditions.
- Communication Protocols: Maintain regular contact with supervisors and report any safety concerns immediately.
- Emergency Procedures: Know evacuation routes, shelter locations, and follow Georgia DOT emergency response protocols at all times.

Travel, Lodging, Meals, and Expenses

The department's employees are frequently asked to temporarily relocate to other parts of the state and to work long periods of time in the case of Governor declared emergency events. Please ensure all current and future employees are registered in the state travel system as soon as they are identified as potential emergency personnel. Link for Concur www.concursolutions.com
Georgia DOT guidance on travel, lodging, meals and expenses, please see the memo at the following link: GDOT Policies & Procedures

During Governor-declared emergency events, Georgia DOT employees may be required to temporarily relocate within the state and work extended hours. To ensure smooth operations, all current and future employees identified as potential emergency personnel must be registered in the state travel system as soon as possible.

For guidance on travel, lodging, meals, and expenses, please refer to the memo at the following link:

- Guidance on Travel Related Expenses, Personal/Business Related Items and Employee Time Keeping during Emergency Events

Additional guidance regarding travel expense reimbursements:

- Statewide Travel Policy February 2022
- Meal Per Diem and Lodging Emergency Exception Memo
- GSA Per Diem Rates
- Commissioner's memorandum – FY22 Guidance on Travel Related Expenses, Personal/Business Related Items and Employee Time Keeping during Emergency Events

Employee Event Guidance & Travel

Hotel Rosters & Lodging Procurement Procedures:

1. Districts are responsible for sending the Hotel Roster to the State Maintenance Office (SMO)
2. General Office (GO) Procurement will coordinate with SMO and District Procurement Managers to secure reasonable lodging
3. Procurement will send finalized documents back to the SMO and Districts

Procurement & Replenishment

Rental Equipment:

To meet the department's equipment needs during hurricane events, Georgia DOT has established multiple contracts to ensure the traveling public remains safe and mobile. Equipment will be rented on an as-needed basis.

Procurement:

Procurement will follow district procedures. The Office of Equipment Management (OEM) or Procurement will assist in obtaining equipment through rental contracts if items are not readily available. This process ensures Georgia DOT is prepared as soon as hurricane conditions are forecasted.

Replenishment:

Supply replenishment will be assessed during and after each event. Districts should review options before issuing a Purchase Order. ***Note that some events may limit the State Maintenance Office's ability to procure replenishments.***

Materials & Equipment

Materials and equipment utilized by Georgia DOT for hurricane preparedness, response, recovery, and mitigation include, but are not limited to:

- Dump trucks
- Loaders
- Fuel Trailers
- Emergency Trailers
- Skid Steers
- Chainsaws
- Generators
- Bulldozers
- Excavators
- Backhoe
- Changeable Message Signs

There are three designated storage sites that house staging materials for I-16 contraflow operations

- District 2
  1.) 2003 U.S. Route HWY 441 South, Dublin, Georgia 31021
- District 5
  1.) 101 DOT Barn Road, Bloomingdale, Georgia 31302
  2.) Candler RM HQ- Address: 55 S. Daughtry St. Metter, GA

Additionally, each District's sign shop maintains materials for closures, including barricades, drums, and signs.

Activation of Emergency Operations Centers (EOC)

The Georgia DOT Emergency Operations Center (EOC), located at the Transportation Management Center (TMC), is operated by Georgia DOT Maintenance. The Georgia DOT EOC can be activated independently of the State Operations Center (SOC). The SOC, operated by GEMA/HS, is activated during tropical storm or hurricane events and during a Governor-declared State of Emergency. Both facilities may operate separately or in coordination, depending on the incident.

Georgia DOT - EOC Transportation Management Center (TMC)

The TMC serves Georgia DOT's Emergency Operations Center (EOC) during major incidents, severe weather events, and special operations throughout the state. This document outlines the standard procedures for EOC activation. The setup of the TMC and its functions remain consistent across different event types, with activation occurring in several defined stages.

Activation Stages

Notification

The Deputy Commissioner or the Director of Emergency Operations must request and authorize the activation of the EOC. Once authorized, the Director of Emergency Operations or their Assistant will contact the Office of Traffic Operations. The designated contact is the State Traffic Engineer or Assistant State Traffic Engineer. Upon notification, they will inform Operations Center staff, who will then notify all individuals within Traffic Operations (including consultant staff) responsible for setup, maintenance, and staffing of the EOC.

Staffing

When the Georgia DOT EOC is activated, a reduced crew is deployed until additional staff are required. As the weather forecast escalates, staffing expands to include operators working in two 12-hour shifts, providing 24/7 coverage.

Roles

Department Staff Monitors traffic flow, weather stations and conditions, as well staffing needs in real time. Traffic signals are actively managed and adjusted to improve safety and maintain efficient travel for the public.

TMC Operators Handle incoming calls from motorists, county/city 911 centers, Georgia DOT Districts, and other sources. They monitor traffic message signs and real-time traffic cameras to maintain situational awareness. All relevant information is entered into WebEOC, making it accessible to agency staff involved in the event.

Additionally, data is posted to the 511GA websites. Call center staff create emergency alerts that trigger banners on 511GA, and motorists who dial 511 receive verbal updates on incidents before being directed to other resources.

Georgia DOT EOC Personnel Directs staff to critical areas and monitor entries in WebEOC. This ensures all agencies have real-time information about incidents, including estimated traffic impact duration, personnel on scene, and clearance status.

Georgia DOT personnel at the State Operations Center (SOC) Coordinates with Districts and other offices including other ESF's while monitoring and directing activities from there.

TMC management staff Acts as hosts for all EOC attendees in addition to their operational duties during the event. Hosting responsibilities include:

- Ensure staff have an updated list of EOC attendees
- Maintain cleanliness of facility
- Providing meals for staff
- Sleeping quarters (if used)
    - o Occupants responsible for making beds
- Send E-mail to TMC Facilities Management, for new linens during business hours.

EOC Deactivation

The TMC Manager or Operations Manager must maintain communication with the EOC representative from the State or District Maintenance Office to stay informed about the final shift schedule. During the last shift, the on-duty TMC Operations Manager will begin notifying EOC support staff that the event is concluding.

- State Traffic Engineer
- Assistant State Traffic Engineer
- Support Clerk
- TMC Manager
- TMC Operations Manager
- Consultant Manager
- NaviGAtor Systems Engineer
- TMC Facilities Manager
- IT Infrastructure
- Office of Transportation Data

During deactivation, the room shall be returned to the pre-deployment configuration during the next business day, to allow the normal schedule of meetings to resume.

State Operations Center (SOC) at GEMA/HS

GEMA/HS oversees all inspection, response, and relief efforts when the State Operations Center (SOC) is activated. If the probability and severity of hurricane impacts warrant early preparations, OPCON 3 is initiated.

During **OPCON 3**, operations typically include:

- Activation of the Emergency Operations Command group by the GEMA/HS Director
- Establishment of a Joint Information Center (JIC) to manage public messaging
- Elevated activation of the SOC to enable early response coordination and tactical planning through conference calls and meetings with state and local partners

Staffing

The Director of GEMA/HS activates the State Operations Center (SOC) as needed and establishes a regular two-shift schedule of **7 a.m. – 7 p.m. and 7 p.m. – 7 a.m.** In addition, daily calls and meetings are scheduled for ESF representatives.

The Director determines SOC activation levels based on response requirements. Emergency Support Function (ESF) representatives staff the SOC as requested by GEMA/HS Operations. While conference calls may suffice for early tactical planning, **face-to-face meetings are essential for effective operational planning**; therefore, all ESFs must have trained and authorized representatives present at the SOC.

Note: For Georgia DOT, the **State Maintenance Engineer** and **Director of Emergency Operations** are responsible for ensuring proper staffing at the SOC during a hurricane event.

Emergency Support Functions Roles

As stated earlier, GEMA/HS is the lead state agency during an emergency declared by the Governor. They are a standardized framework of functional areas, used by the state and organizations to coordinate resources, capabilities and assistance during disasters. They enable a structured, rapid response to save lives, protect property and restore services.

Emergency Support Functions organize state resources and responsibilities during disaster response. Each ESF is assigned to a specific agency based on its expertise and everyday role.

Emergency Support Functions

EMERGENCY SUPPORT FUNCTION	RESPONSIBLE AGENCY
ESF #1: Transportation	Georgia Department of Transportation (Georgia DOT)
ESF #2: Communications	Georgia Emergency Management Agency (GEMA/HS)
ESF #3: Public Works & Engineering	Georgia Department of Natural Resources (DNR)
ESF #4: Firefighting	Georgia Forestry Commission (GFC)
ESF #5: Emergency Management	Georgia Emergency Management Agency (GEMA/HS)
ESF #6: Mass Care	Georgia Department of Human Services (GDHS)
ESF #7: Logistics & Resource Support	Georgia Emergency Management Agency (GEMA/HS)
ESF #8: Public Health	Georgia Department of Public Health (GDPH)
ESF #9: Search and Rescue	Georgia Emergency Management Agency (GEMA/HS)
ESF #10: HAZMAT Response	Georgia Department of Natural Resources (DNR)
ESF #11: Agriculture and Natural Resources	Georgia Department of Agriculture (GDA)
ESF #12: Energy	Georgia Environmental Finance Authority (GEFA)
ESF #13: Public Safety and Security	Georgia Department of Public Safety (GDPS)
ESF #14: Recovery	Georgia Emergency Management Agency (GEMA/HS)
ESF #15: External Affairs	Georgia Emergency Management Agency (GEMA/HS)
ESF #16: Logistics & Resource Support	Georgia Department of Defense (GaDOD)
ESF #17 Cyber Security	Georgia Technology Authority

For a complete GEMA/HS Matrix – GEMA/HS State Synchronization Matrix

GEMA/HS Decision Matrix

GEMA/HS has developed a **Decision Matrix** that outlines actions and activities for each agency involved in hurricane/severe weather response. The matrix includes preparedness measures and operational timelines, assigning Emergency Support Functions (ESFs) to agencies based on their roles and responsibilities under specific operating conditions.

GEMA/HS Setup GEMA/HS Communication and Coordination Systems

- **WebEOC Integration** - Georgia DOT, other state agencies, local jurisdictions, and partner organizations maintain their own WebEOC systems, which are integrated with GEMA/HS's system to enhance situational awareness and information sharing.
- **EMnet Alerts** - GEMA/HS uses EMnet to alert local Emergency Management Agency (EMA) Directors of emergency situations. EMnet nodes are deployed in most county and regional 911 centers across Georgia. EMnet also serves as Georgia's gateway to FEMA's Integrated Public Alert and Warning System (iPAWS) and can receive weather alerts from the National Weather Service.

  Wireless Emergency Alerts - Approved local EMAs can use EMnet nodes to send Wireless Emergency Alerts through iPAWS under a Memorandum of Agreement (MOA) with FEMA. Authorized alert types and processes are detailed in Georgia's Integrated Public Alert and Warning System Standard Operating Guidelines (SOG).
- **Rave System** - GEMA/HS uses the Rave system to notify primary and alternate emergency contacts.

County Coordination

GEMA/HS ensures effective coordination with county EMAs through WebEOC, RFAs, and daily conference calls. These calls provide real-time updates, address urgent issues, and include SOC leadership and ESF representatives to support impacted counties.

- Each County EMA Director has access to GEMA/HS's WebEOC for internal use and for submitting Requests for Assistance (RFAs) and situational updates to the SOC.
- RFAs and updates can also be submitted via the State Warning Point (SWP) or GEMA/HS Field Coordinators.
- Daily County Conference Calls are held between the SOC and affected counties to provide direct support and address major issues. SOC Command and General Staff, along with ESF representatives, participate to provide real-time feedback.

The Georgia DOT has developed Memorandum of Understanding (MOU) with counties for support during emergency operations. These agreements include the use of their facilities for lodging and staging.

ESF 15 – External Affairs

When an evacuation order is issued, many citizens rely on public information to understand the order, locate support services, and identify evacuation routes. ESF 15 – External Affairs plays a critical role in this process by coordinating the dissemination of information throughout the evacuation and disaster response. Communication is delivered through multiple channels, including the internet, television, social media, and public radio. These activities are managed as part of the State Joint Information Center (S-JIC) and guided by the GEMA/HS Crisis Communication Plan.

Support Personnel

Crisis Communication/Media Relations

During disasters, effective coordination of public information is crucial.

Strategic Communications coordinates public information sharing and media relations during disaster operations. Strategic Communications facilitates timely, accurate, and consistent messaging of public information across response entities, the media, and the public.

Intermodal

Intermodal is the designated office for drone operations, aviation, rail, transit, and waterways.

Procurement

Follow District and State procurement procedures by contacting the local District Procurement Manager (DPM) and/or State Procurement Office to ensure all purchases comply with state guidelines, policies, and laws.

Human Resources

During disasters refer to the 2112-2 Temporary Emergencies and Inclement Weather Policy additional information review Human Resources Policies in Georgia DOT Library or contact your Human Resources Specialist I for more information regarding specific job-related duties. The State Safety Office is responsible for ensuring the safety of Georgia DOT employees and contractors in hurricane operations.

SOC Increased Support

Evacuation and Re-entry Branch

The Evacuation and Re-entry Branch (ERB) is a branch of the Operations Section within the Incident Command Structure (ICS). The ERB typically functions out of Districts 4 and/or 5 from an established "War Room." The War Room provides the SOC with enhanced coordination capabilities during coastal evacuations (from within Georgia or from neighboring states, depending on the hurricane threat) and oversees of initial post-landfall re-entry operations.

The War Room is comprised of a working group of district employees and evacuation and re-entry operations stakeholders. The war room enhances coordination capabilities for the SOC in areas of response:

- Serves as a coordination hub for coastal evacuations within Georgia and from neighboring states, depending on hurricane threats.
- Oversees initial re-entry operations following landfall (Phase I).
- Addresses evacuation-related Requests for Assistance (RFAs) from coastal and inland counties.
- Coordinates deployment of HERO units to I-16 in collaboration with Districts 2 and/or 5.
- Works with Georgia State Patrol (GSP) to manage aerial and ground-based reconnaissance.

Aviation Support Operations Center

Aviation support is vital in both pre- and post-hurricane landfall operations. The Aviation Support Operations Center (ASOC) is responsible to coordinate the operations and communications of aircraft vital to evacuation and re-entry efforts during a hurricane response in Georgia.

The ASOC has two critical roles during hurricane response:

- Prioritizing aviation mission assignments (with life-safety missions as the highest priority).
- Conducting airspace de-confliction to reduce or eliminate the threat of aviation accidents.

The primary missions assigned to the ASOC in a hurricane response include support for evacuation operations, surveillance, damage assessments, search and rescue operations, and transport and delivery of supplies.

The Department of Public Safety (DPS) assumes the lead role in coordinating support for all aviation missions. Personnel stationed at each ASOC are comprised of liaisons from the DPS-GSP Aviation Unit, GADOD, DNR, GFC, Civil Air Patrol (CAP), the U.S. Coast Guard, and county personnel. ASOC operations within the SOC are coordinated by the Unified Command Operations section through ESF 13 – Law Enforcement – Aviation Unit. RFAs are channeled from the SOC to the ASOC as appropriate.

Preparatory and planning activities for the ASOC(s) begin at the onset of OPCON 3, or 72 hours prior to the anticipated arrival of tropical storm force winds. Pre-staging of aviation assets at pre-identified forward staging areas begins at the onset of OPCON 2, or 48 hours prior to the anticipated arrival of tropical storm force winds. The ASOC(s) becomes operational coincidently with evacuations at the onset of OPCON 1, or 24 hours prior to the anticipated arrival of tropical storm force winds..

Georgia DOT coordinates flights through the ASOC at GEMA/HS. Requested flights include pre and post landfall flights of previoU.S. Routely identified routes.

Drone flights are coordinated through Georgia DOT at the SOC.

Teams

Special Response Teams

Special Response Teams (SRT's) are local teams of Georgia DOT employees' teams that will respond to situations which may or may not be emergency related and dispatched on a case-by-case basis. SRT's respond to inclement weather events (flooding, debris, etc.), accidents, stalls, blocked intersections, stranded motorists, etc.

Special Response Teams consist of:

- 10 - 15 member team comprised of Georgia DOT employees.
- Based on the event type their equipment will vary

Operations

SRT's will be staged at headquarter locations of Georgia DOT or at staging areas as determined by management and will respond as dispatched by Georgia DOT, GSP, or the TMC. Dispatching is dependent on how the call is received and by need as determined by the person receiving call.

Traffic Strike Teams (Multi-Agency)

Traffic Strike Teams are deployed during an emergency to keep traffic moving on the interstates when there are obstacles such as stranded, broken down or abandoned vehicles in the travel lane. They also assist stranded motorists and assist them with resources to get to a safe location during a weather event.

Traffic Strike Teams consist of one (1) agency representative per shift, if possible, to continuously patrol a specified route:

- 1 local Georgia State Patrol (GSP) Trooper
- 1 local Motor Carrier Compliance Division (MCCD) Officer
- 1 Department of Natural Resources (DNR) Ranger
- 1 Georgia Forestry Commission (GFC) Unit
- 1 Georgia DOT HERO Unit
- 1 Department of Revenue (DOR) Agent

- 1 Department of Defense (DOD) Unit

Each team will report to a pre-designated Traffic Strike Team Leader. The size and makeup of the team may be adjusted to fit the need or event size at any time.

Operations:

When conditions allow, teams are activated prior to an incident or as needed by the Director of Emergency Operations and in collaboration with GSP based on weather, status of the interstate, traffic volume or travel lane blockages.

The interstate system will be divided into routes. Teams will be assigned to patrol these routes and address traffic problems as they occur.

When a Traffic Strike Team is activated, team members will report to their assigned routes and notify the EOC/SOC when they arrive. Upon arrival, each member will begin patrolling the route and follow the operating procedures for Traffic Strike Teams:

- Traffic Strike Team members will not stay together as a group while patrolling their assigned routes. The routes will be better covered if the team members separate and continue patrolling while other team members are assisting motorists.
- Strike Team members will request other team members to assist with road clearance, as needed.
- Routes will be a designated section of interstate/roadway between two exits. The team members will make continuous loops on the designated routes to ensure no area along the route goes unpatrolled for an extended period.
- Strike Team members will coordinate with each other regarding breaks to ensure no more than one team member is away from the route at any time.
- Strike Team members will contact the Communications Center when leaving the assigned route and again upon return to the assigned route.
- Strike Teams provide traffic and road blockage updates to the EOC/SOC.

These guidelines always ensure proper command and control of all strike team members. Traffic Strike Team Members will fall under a unified command structure and will report to their chain of command.

Equipment:

- Humvees with tow straps, gas cans, blankets, MRE's, and water.

Strike Team Duties:

- Move disabled vehicles from the travel lanes
- Transport motorists to a safe location off the interstate
- Contact the EOC/SOC to arrange for towing of disabled vehicles
- Deliver emergency supplies to include water, blankets, MREs, snack bars, etc.
- Provide visibility (emergency lights) and safety for other team members while in the roadway
- Provide fuel to get motorists to a gas station
- Channelize travel lanes with traffic cones

Additional tasks may be assigned to HERO Units as circumstances require beyond those listed here.

Communications Connectivity

Georgia DOT office of IT has strengthened and implemented additional communication and internet systems to ensure continuity during widespread outages. These systems provide redundant capabilities, allowing critical operations to maintain connectivity even when traditional communication and power infrastructure is compromised. This includes satellite internet and telecommunication, and other emergency technologies designed to support field teams and command centers.

Fuel Support

Fuel is an important commodity that is crucial for the support of response operations. Both ground- and aviation-based operations require vast amounts of fuel. As recovery progresses, the growing number of responding resources, combined with certain disruptions in impacted fuel infrastructure, further demands the need for fuel.

Project Number Tracking

During emergency events for which the President has issued a Major Disaster or Emergency Declaration under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, it is critical that all Georgia DOT offices and departments accurately charge purchases, labor, equipment usage, and work orders to the appropriate emergency or disaster-specific project numbers. Proper cost tracking and documentation are required to ensure eligibility for reimbursement through the Federal Emergency Management Agency (FEMA) Public Assistance (PA) Program. Failure to follow established accounting and documentation procedures may result in costs being deemed ineligible for federal reimbursement.

Bridge Operations

Prior to a storm, the Georgia DOT Bridge Maintenance Unit (BMU) monitors forecasts and initiates necessary preparations to address anticipated impacts. Teams are provided with logistical instructions, .kml files for bridge locations, and shelter arrangements coordinated through Emergency Operations, which also manages travel logistics and briefs BMU on expectations. During the response phase, BMU deploys inspection teams once conditions are deemed safe, coordinates requests from counties, and delivers twice-daily updates on bridge status. Inspections are documented using Flood Response Forms in Bridgewatch, and results are reported immediately. Emergency Operations processes resource requests, verifies closures in WebEOC, and issues situation reports, while District offices notify TMC, record closures, and mobilize maintenance crews.

Bridge Hurricane/Flooding Checklist
Preparedness

Bridge Maintenance Unit

- Create Tracking Spreadsheet
- Bridgewatch and historical documents
- Set up Command Center
- Develop inspection teams, create inspection lists for teams, and distribute
- Modify inspection list as storm develops
- Give directions to teams, who to contact, where to stay, etc.
- Create .kml files to display bridge locations in maps for teams and distribute
- Deploy teams to shelter in place at designated area staging location, hotel, district office, etc. Hotel roster to Emergency Ops *(as needed)*
- Provide list of potentially impacted bridges to Emergency Operations

Emergency Operations

- Provides travel logistics from procurement for bridge inspectors
- Brief BMU on expectations and reporting
- Determine need for Drone Pilot response teams

Response

Bridge Maintenance Unit

- When determined safe – Inspection teams move into assigned areas and begin inspecting
- BMU will coordinate inspection requests from counties through Emergency Ops
- BMU will send periodic updates (minimum of twice daily) to Emergency Ops regarding the bridges that were closed due to the event and reopened after inspection
- Inspections conducted using Flood Response Form
- As each inspection is finished, call assigned office personnel and report on bridge, cleared, closed, damaged, etc.
- Inspector then fills out Flood Response Form in Bridgewatch
- Inspector goes to next bridge

Emergency Operations

- Process bridge inspection resource requests from GEMA/HS in coordination with BMU
- Verifies closed bridges in WebEOC
- Provides situation reports to Executive management and response personnel
- Provides lists of bridges to internal and external stakeholders

District

- Make notifications to TMC and input closures into WebEOC
- Begin sending maintenance crews and equipment
- Coordinate with BMU

Georgia DOT High Winds Bridge Guidance

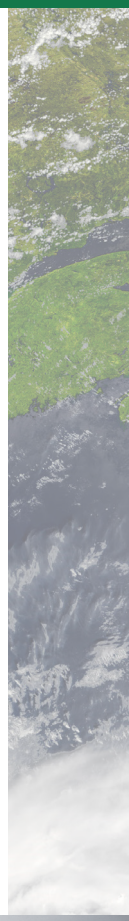
Condition Yellow: 30 mph sustained winds

- Determining Factor:
  - o When GDOT receives reports from the National Weather Service or any verifiable Weather information platform that the sustained winds are projected to or have reached 30mph sustained.

During this advisory, GDOT TMC and media will be asked to put out a message to the public:

- o Larger vehicles in height will be advised not to use high span (65 feet or higher) or exposed bridges, and the public should use extreme caution if they decide to travel over those bridges.

- Notifications: Department of Public Safety, Social Media, Message Boards, GEMA/ WebEOC, and DriveWyze



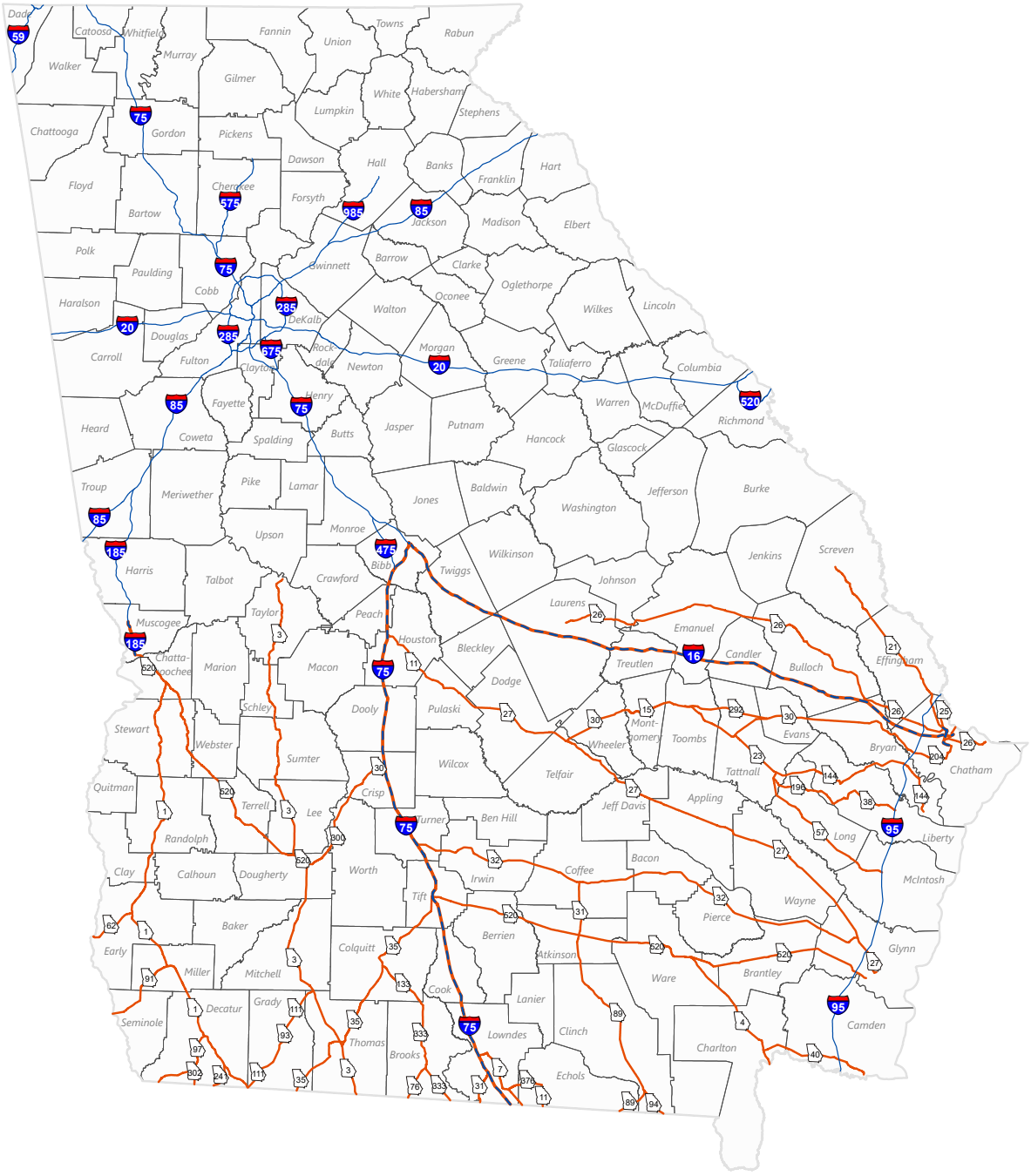
Condition Red: 40 mph+ sustained winds

- Determining Factor:
    - o When GDOT receives reports from the National Weather Service or any verifiable weather information platform that the sustained winds are projected to, or have reached 40mph sustained.
- During this advisory, GDOT TMC and media will be asked to put out a message to the public:
    - o High span (65 feet or higher) or exposed bridges are unsafe for public travel. At these wind speeds, law enforcement officers may not be present at bridges due to unsafe conditions. Anyone who drives over bridges against the advisory is doing so at their own risk.
- Notifications: Department of Public Safety, Social Media, Message Boards, GEMA/WebEOC, and DriveWyze

Evacuation Routes

The vulnerability to hurricanes exists for all states on the Gulf and Atlantic coasts. Accordingly, Georgia DOT has delineated evacuation routes to facilitate the evacuation of the threatened population within Georgia as well as bordering states. Maps of evacuation routes have been prepared by Georgia DOT and are presented in the Evacuation Route Maps.

Statewide Evacuation Routes



Interstates

Hurricane Evacuation Routes - Interstates

Hurricane Evacuation Routes

Georgia Counties

0 5 10 20 30 40 50 Miles

N W E S

GDOT

Georgia Department of Transportation

Traffic Control Points

District 5 evacuations produce traffic volumes that surface roads and interstates were not designed to support. The Hurricane Evacuation Study (HES), through an extensive transportation analysis, has identified locations that may become bottlenecks during the evacuation process. To address this issue, Traffic Control Points (TCPs) have been established where designated traffic operators can mitigate congestion through manual traffic control. These TCPs will also be monitored by Traffic Operations and the TMC to assist with signal timing and reduce traffic impacts in coordination with the Districts and Emergency Operations. An exhaustive U.S. Route list of TCPs for District 5 Georgia evacuations is shown below.

Traffic Control Points for District 5 Evacuation

County	Intersection
Bryan County	State Route 204 at State Route 30 (Lanier)
Chatham County	U.S. Route 80 at State Route 307
Chatham County	U.S. Route 80 at State Route 17 (Bloomingdale)
Effingham County	State Route 21 at State Route 119
Bulloch County	U.S. Route 80 at U.S. Route 301 By-Pass
Tattnall County	State Route 144 at State Route 23/57 (Glenville)
Long County	U.S. Route 301 at State Route 57 (Ludowici)
Wayne County	U.S. Route 341 at U.S. Route 301
Wayne County	U.S. Route 341 at U.S. Route 84
Charlton County	U.S. Route 301 at State Route 40
Brantley County	U.S. Route 301 at U.S. Route 82

Critical Roadway Segments & Intersections

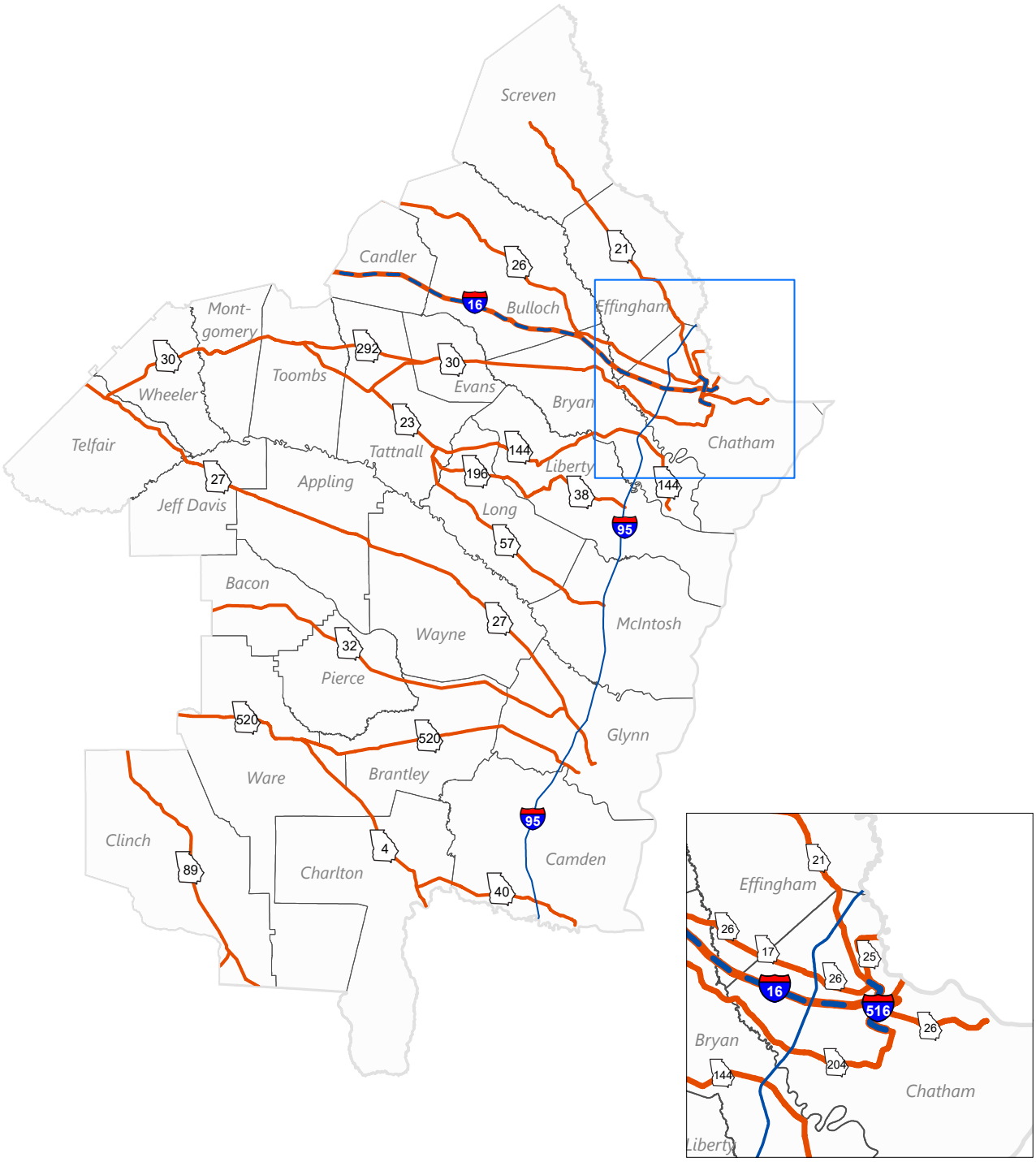
The transportation analysis in the Hurricane Evacuation Study (HES) has identified “critical roadway segments.” During an evacuation, the level of congestion on these segments will have a significant effect on the flow of traffic within the region. These critical roadway segments may experience congestion, creating “bottlenecks” in the evacuation process. These Critical Roadway Segments & Intersections will also be monitored by Traffic Operations and the TMC to assist with signal timing and reduce traffic impacts in coordination with the Districts and Emergency Operations

Critical Roadway Intersections for Coastal Georgia Evacuation

County	Critical Intersection
Bryan County	1. U.S. Route 17 at State Route 144 in Richmond Hill 2. I-95 at State Route 144 3. I-95 at U.S. Route 17 4. I-16 at Old River Road 5. I-16 at State Route 30 6. U.S. Route 280 at State Route 30 (Lanier) 7. U.S. Route 280 at State Route 119 (Pembroke)
Chatham County	1. I-95 at State Route 204 2. I-95 at I-16 3. I-95 at U.S. Route 80 4. I-95 at State Route 21 5. I-16 All Interchanges 6. U.S. Route 80 at State Route 307 7. U.S. Route 80 at State Route 17 (Bloomingdale) 8. State Route 21 at State Route 30 (Port Wentworth) 9. State Route 307 at State Route 21
Effingham County	1. State Route 21 at State Route 119 (Springfield) 2. U.S. Route 80 at State Route 17
Bulloch County	1. U.S. Route 80 at State Route 119 (N of Blitchton) 2. U.S. Route 80 at U.S. Route 301 By-pass 3. I-16 at State Route 119 4. I-16 at Ash Branch Church Road 5. I-16 at State Route 67 6. I-16 at U.S. Route 301 7. State Route 67 at State Route 46 8. U.S. Route 301 at State Route 46 9. U.S. Route 301 at U.S. Route 301 By-pass 10. U.S. Route 25 at U.S. Route 67 By-pass
Evans County	1. U.S. Route 301 at U.S. Route 280 2. U.S. Route 280 at State Route 292
Liberty County	1. U.S. Route 84 at U.S. Route 17 (Midway) 2. U.S. Route 84 at State Route 196 3. U.S. Route 84 at State Route 199 (Hinesville) 4. State Route 144 at State Route 119

Tattnall County	1. U.S. Route 280 at State Route 23 (Reidsville) 2. U.S. Route 301 at State Route 23/57 (Glennville) 3. U.S. Route 280 at State Route 56
Long County	1. U.S. Route 301 at State Route 57 (Ludowici)
McIntosh County	1. State Route 57at State Route 251 2. U.S. Route 17 at State Route 99 3. I-95 at State Route 57 4. I-95 at State Route 251
Wayne County	1. U.S. Route 341 at U.S. Route 301 2. U.S. Route 341 at U.S. Route 84
Glynn County	1. U.S. Route 341 at State Route 32/99 2. I-95 at U.S. Route 341 3. I-95 at U.S. Route 17/82 4. U.S. Route 17 at Torras Causeway 5. State Route 32 at State Route 99 6. U.S. Route 341 at State Route 303 7. U.S. Route 17 at U.S. Route 82/State Route 520
Camden County	1. I-95 at State Route 40 2. I-95 at Colerain Road 3. I-95 at Harrietts Bluff Road 4. State Route 40 at U.S. Route 17 (Kingsland) 5. State Route 40 at State Route 110 (East of Kingsland)
Charlton County	1. State Route 40 at U.S. Route 301 2. U.S. Route 301 at U.S. Route 1
Brantley County	1. U.S. Route 301 at U.S. Route 82
Pierce County	1. U.S. Route 84 at State Route 32 2. U.S. Route 84 at State Route 15
Ware County	1. U.S. Route 82 at U.S. Route 1 2. U.S. Route 1 at U.S. Route 84 3. U.S. Route 82 at U.S. Route 84

District 5 Evacuation Routes



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District 5 Evacuation Routes

Leaving Chatham County and the City of Savannah

- Take U.S. Route 80 away from the coast towards Statesboro and continue northwest.
- Take westbound State Route 204 to U.S. Route 280 towards Claxton and points continue westward.
- Take northbound State Route 21 across I-95 towards Sylvania.
- Take westbound I-16 towards Macon.

Leaving Bryan County

- Take westbound State Route 144 across I-95 towards Glennville.

Leaving Liberty County

- Take westbound U.S. Route 84 to westbound State Route 196 towards Glennville and continue westward.

Leaving McIntosh County

- Take westbound State Route 57 to Ludowici to U.S. Route 301/U.S. Route 25 to Glennville.
- Continue on State Route 57 to Reidsville, then take U.S. Route 280 towards Lyons.

Leaving Glynn County and Brunswick

- Take northbound U.S. Route 341 through Jesup and continue northwest to Baxley and Hazlehurst.
- Take westbound State Route 32 through Alma and on to Douglas.
- Take U.S. Route 82/State Route 520 through Waycross continuing west towards Tifton.

Leaving Camden County and the St Mary's area

- Take westbound State Route 40 to Folkston.
- Then northbound U.S. Route 1/U.S. Route 23 towards Waycross.

District 4 Evacuation

Traffic Control Points

District 4 evacuations produce traffic volumes that surface roads and interstates were not designed to support. The HES, through an extensive transportation analysis, has identified particular locations that may become bottlenecks during the evacuation process. To address this issue, Traffic Control Points (TCPs) have been established where designated traffic operators can mitigate congestion through manual traffic control. These TCPs will also be monitored by Traffic Operations and the TMC to assist with signal timing and reduce traffic impacts in coordination with the Districts and Emergency Operations. An exhaustive U.S. Route list of TCPs for coastal Georgia evacuations is shown below. An exhaustive list of TCPs for District 4 evacuations is shown below.

Traffic Control Points for Southwest Region

County (City)	Intersection	County (City)	Intersection
Atkinson County (Pearson)	State Route 31 at State Route 520	Lowndes County (Lake Park)	State Route 7 at State Route 376
Atkinson County (Pearson)	State Route 31 at Lott Avenue	Lowndes County (Lake Park)	State Route 376 at Zeigler Road
Brooks County (Quitman)	State Route 38 at State Route 333/Court Street	Lowndes County (Lake Park)	State Route 376 at State Route 401 N.B.R

Brooks County (Quitman)	State Route 38 at State Route 76/333	Miller County (Colquitt)	State Route 1 at State Route 45
Coffee County (Douglas)	State Route 31 at State Route 135	Mitchell County (Camilla)	State Route 300 at State Route 112
Colquitt County	State Route 35 at Pavo Road/State Route 33	Mitchell County	State Route 300 at Cagle
Colquitt County	State Route 35 at Tallokas Road	Thomas County	State Route 35 at Metcalf Road
Colquitt County	State Route 35 at Magnolia Lane	Thomas County	State Route 35 at Pinetree Boulevard
Colquitt County (Moultrie)	State Route 35 at 5th Street	Thomas County	State Route 35 at Campbell
Colquitt County (Moultrie	State Route 35 at SpenceField/State Route 133	Thomas County	State Route 35 at Cairo Road
Colquitt County (Moultrie)	State Route 35 at Adel Road/State Route 37	Thomas County	State Route 35 at State Route 38
Colquitt County (Moultrie)	State Route 35 at Rowland Drive	Thomas County	State Route 35 at State Route 3 Alt
Colquitt County (Moultrie)	State Route 35/ State Route 33 at Tifton Road/State Route35	Thomas County	State Route 35 at County Line Road
Dougherty County	State Route 300 at Holly Drive	Thomas County	State Route 38 at State Route 3/U.S. Route 19
Dougherty County	State Route 300 at Worth Street/P&G	Thomas County	State Route 35 at State Route 188
Dougherty County	State Route 300/520 at Turner Field	Thomas County	State Route 300 at Williamsburg Avenue
Dougherty County	State Route 300 at Clark Avenue Ext/ State Route 520	Thomas County (Thomasville)	State Route 300 at State Route 122
Early County (Blakely)	State Route 1 Bus. at State Route 39	Thomas County (Thomasville)	State Route 300 at State Route 35 Bus.
Echols County (Statenville)	State Route 11 at State Route 94	Thomas County	State Route 300 at State Route 38
Grady County (Cairo)	State Route 93 at State Route 111	Tift County (Omega)	State Route 35 at Oak Street
Grady County (Cairo)	State Route 93/111 at MLK	Tift County (Tifton)	State Route 520 at Virginia Avenue/ State Route 35
Grady County (Cairo)	State Route 93/111 at 1st SW	Tift County (Tifton)	State Route 520 at State Route 401 N.B.Ramps
Grady County (Cairo)	State Route 93/111 at State Route 38Spur	Seminole County (Donalsonville)	State Route 38 at State Route 91
Grady County (Cairo)	State Route 93/111 at 3rd Avenue	Seminole County (Donalsonville)	State Route 38 at State Route 91Alt.
Grady County (Cairo)	State Route 93/111 at State Route 38	Lee County	State Route 520 at Cookville Road
Lee County	State Route 520 at Fussell Road		

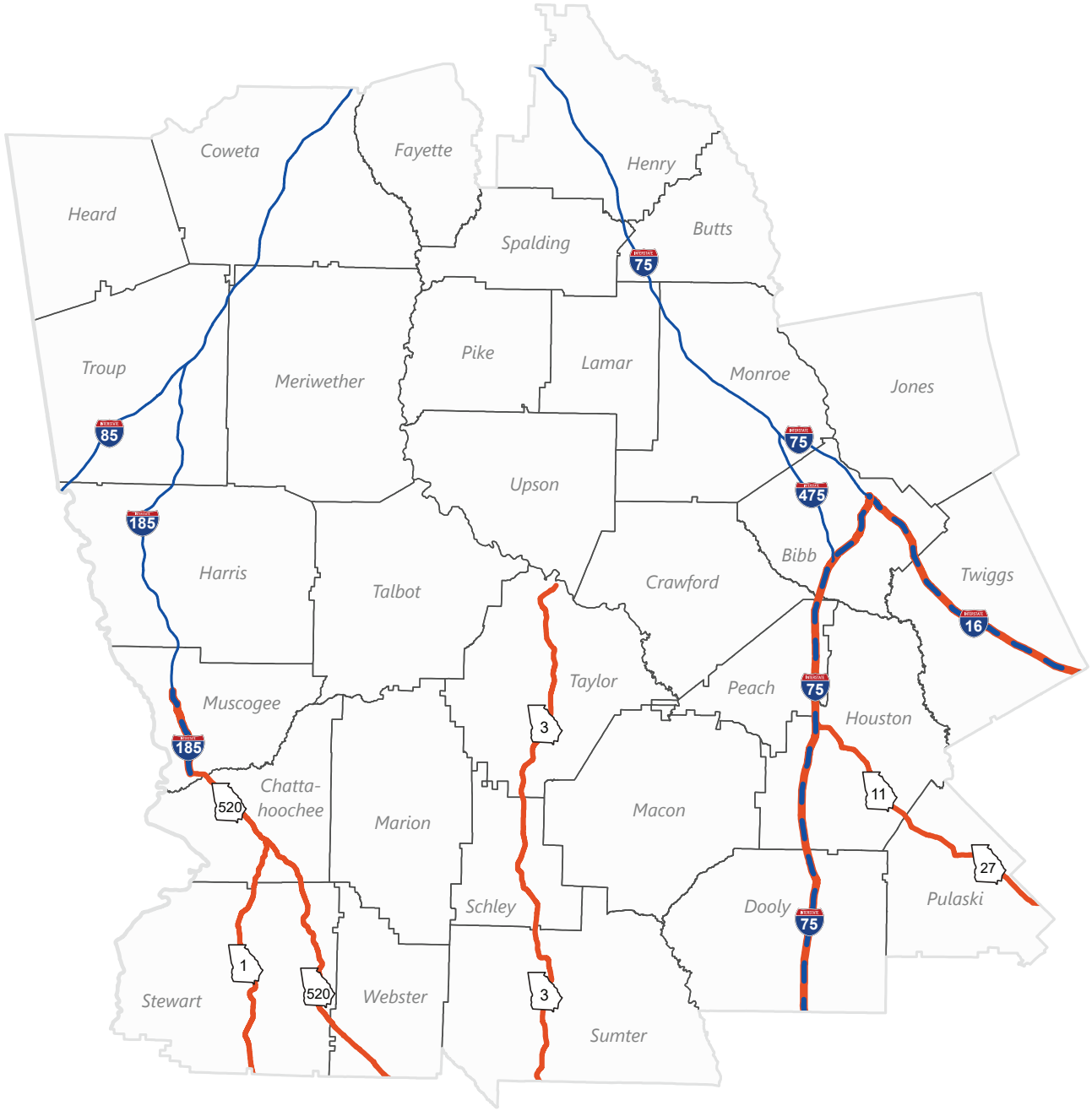
Critical Roadway Segments & Intersections

The transportation analysis in the HES has identified "critical roadway segments;" during an evacuation, the level of congestion on these segments will have a significant effect on the flow of traffic within the region. These critical roadway segments may experience congestion, creating "bottlenecks" in the evacuation process. These Critical Roadway Segments & Intersections will also be monitored by Traffic Operations and the TMC to assist with signal timing and reduce traffic impacts in coordination with the Districts and Emergency Operations

Critical Intersections for Gulf Coast Southwest Region Evacuation Routes

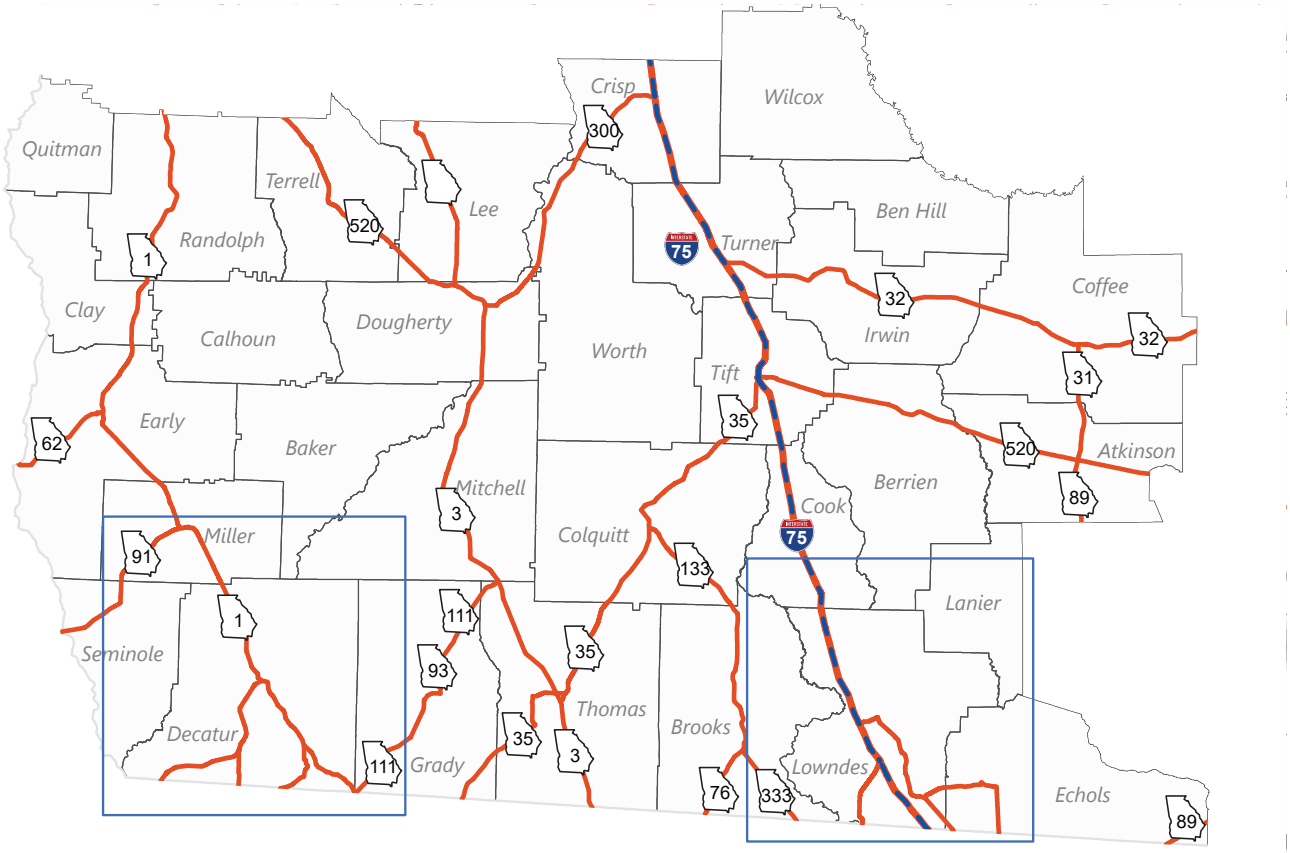
County	Potential Critical Intersection
Atkinson County	1. U.S. Route 82/State Route 520 at U.S. Route 441/State Route 89
Brooks County	1. U.S. Route 221/State Route 76 at State Route 333 2. U.S. Route 84/State Route 38/ at State Route 333
Clinch County	1. U.S. Route 441/State Route 89 at U.S. Route 84 State Route 38 2. U.S. Route 441/State Route 89 at State Route 94
Colquitt County	1. U.S. Route 319/State Route 35 at State Route 133 2. U.S. Route 319/State Route 35 at State Route 37 3. U.S. Route 319/State Route 35 at State Route 33 & State Route 133
Decatur County	1. U.S. Route 27/State Route 1 at State Route 97 2. U.S. Route 27/State Route 1 at U.S. Route 84/State Route38 3. U.S. Route 27/State Route 1 at State Route 241 4. State Route 97 at State Route 302
Dougherty County	1. U.S. Route 19/State Route 3 at State Route 300 2. U.S. Route 82/State Route 520 at State Route 300
Early County	1. U.S. Route 27/State Route 1 at State Route 62
Echols County	1. U.S. Route 129/State Route 11 at State Route 94
Grady County	1. U.S. Route 84/ State Route 38 at State Route 111
Lanier County	1. U.S. Route 129/State Route 11 at U.S. Route 84/State Route 38 2. U.S. Route 129/State Route 11 at U.S. Route 221 & State Route 135
Lowndes County	1. U.S. Route 41/State Route 7 at State Route 376
Miller County	1. U.S. Route 27/State Route 1 at State Route 91
Seminole County	1. U.S. Route 84/State Route 38 at State Route 91
Thomas County	1. U.S. Route 19/State Route 3 at U.S. Route 319/State Route 35 2. U.S. Route 19/State Route 3 at State Route 111
Tift County	1. U.S. Route 319/State Route 35 at U.S. Route 82/State Route 520

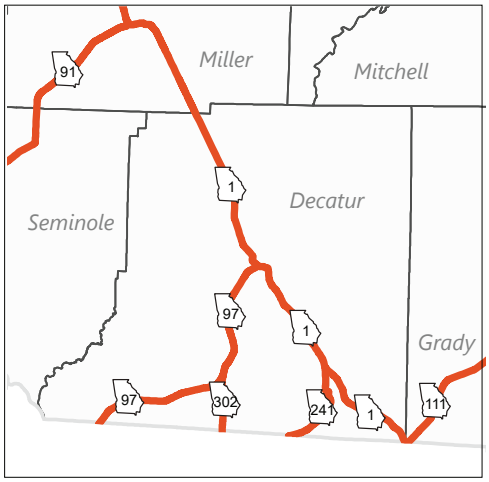
District 3 Evacuation Routes

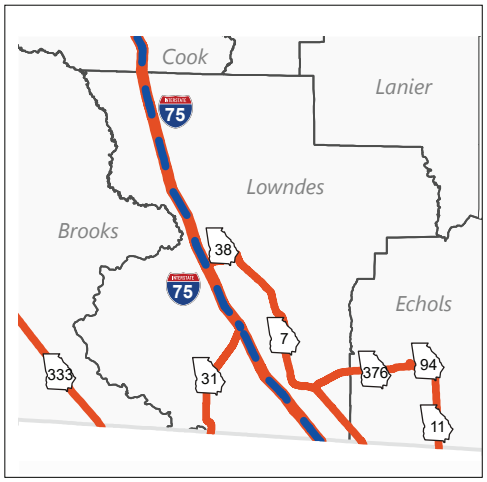


Georgia Department of Transportation

District 4 Evacuation Routes







Interstates

Hurricane Evacuation Routes - Interstates

Hurricane Evacuation Routes

Georgia Counties

0 5 10 20 30 40 50 Miles

N W E S

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District 4 Evacuation Routes

Entering Georgia on northbound I-75 (from Florida)

- Take northbound I-75 north through Valdosta and Tifton to Cordele and continue northward.

Entering Georgia on northbound U.S. Route 319 (from Tallahassee area)

- Take northbound U.S. Route 319 through Thomasville and on to Moultrie, Tifton and continue northward.
- Take northbound U.S. Route 319 to Thomasville and then U.S. Route 19/State Route 3 to Albany and then westbound U.S. Route 82 to Dawson.
- Take northbound U.S. Route 319 to Thomasville and then U.S. Route 19/State Route 3 to Albany and then northbound SR 300 north to Cordele.

Entering Georgia on northbound U.S. Route 27 (from Tallahassee area)

- At the Georgia state line, take State Route 111 through Cairo and on to Meigs. Then take northbound U.S. Route 19/State Route 3 to Albany. Then take northbound State Route 300 to Cordele.
- At the Georgia state line, continue on U.S. Route 27/State Route 1 through Bainbridge, Colquitt, Blakely and on to Cuthbert.

Entering Georgia on State Route 302 (via Florida's State Route 267/Quincy area)

- Take northbound State Route 302 to State Route 97 north to Bainbridge. Then take northbound U.S. Route 27 through Colquitt and Blakely.

Entering Georgia on State Route 241 (via Florida's State Route 65/Quincy area)

- Take northbound State Route 241 to Attapulgus. Then take northbound U.S. Route 27 through Bainbridge, Colquitt and Blakely.

Entering Georgia on State Route 97 (from U.S. Route 90 in Florida)

- Take State Route 97 through Faceville and on to Bainbridge. Then take northbound U.S. Route 27 through Colquitt and Blakely.

Entering Georgia on U.S. Route 221/State Route 76 (from Greenville, Florida)

- Take northbound U.S. Route 221 to Quitman. Then take northbound State Route 333 to New Rock Hill. Then take northbound State Route 133 to Moultrie and northbound U.S. Route 319 to Tifton.

Entering Georgia on State Route 333 (from Florida's State Route 53)

- Take northbound State Route 333 to Quitman. Continue on northbound State Route 333 to New Rock Hill. Then take northbound State Route 133 to Moultrie and northbound U.S. Route 319 to Tifton.

Entering Georgia on State Route 31 (from Florida's State Route 145)

- Take northbound State Route 31 to I-75. Then take northbound I-75 to Cordele and continue northward.

Entering Georgia on U.S. Route 441 (from Florida)

- Take northbound U.S. Route 441 through Edith and Homerville and on to Douglas.

Entering Georgia on northbound U.S. Route 129 (from Jasper, Florida)

- Take northbound U.S. Route 129 to Statenville. Then take westbound SR 376 to northbound U.S. Route 41 to northbound I-75.

Entering Georgia on State Route 94 (from Florida's State Route 2)

- Take northbound SR 94 to Edith. Then take northbound U.S. Route 441 to Homerville and on to Douglas.

Entering Georgia on State Route 91 (from Alabama's State Route 2/Malone area)

- Take State Route 91 through Donalsonville to Colquitt. Then take northbound U.S. Route 27 to Blakely and Cuthbert

Entering Georgia on State Route 62 (from Alabama's State Route 52/Dothan area)

- Take State Route 62 to Blakely. Then take northbound U.S. Route 27 towards Cuthbert.

Contraflow Operations for I-16 Districts 5 and 2

Georgia DOT has developed one-way ("contraflow") plans for one major interstate, I-16, to enhance the State's capability to facilitate a major evacuation effort. The contraflow plan for I-16 converts all traffic to westbound travel. One way (contraflow) operations are initiated in Chatham County using one median crossover. This crossover is located at mile marker 157. The contraflow portion of I-16 ends in Laurens County near Dublin, Georgia, where a second median crossover exists immediately east of State Route 338 (mile post 43). All westbound exit ramps remain open and select eastbound on ramps are opened to allow evacuees to exit.

A one way contraflow interstate plan for I-16 has been developed to provide additional roadway capacity during hurricane evacuations. The execution of contraflow operations requires a significant number of resources to implement and support; therefore, this plan is enacted only when necessary to ensure the safety of the evacuating public.

The decision to implement the one way (contraflow) plan for I-16 is made by the Governor in coordination with Incident/Unified Command. This decision will be timed in coordination with evacuation clearance times so that the evacuating population is safely out of vulnerable areas before the arrival of tropical storm–force winds.

The contraflow operation adds approximately 125 miles of increased roadway capacity for evacuating citizens.

Travelers on the normal westbound lanes of I-16 can access all exits. Travelers on the converted eastbound lanes can access select exits; a list of accessible exits is presented in Table 3. Re entering I-16 is accommodated by on ramps on the westbound side.

Exit Locations on Eastbound Lanes for Contraflow of I-16

County	Exit Number	Route Name
Bryan County	143	State Route 30
Bulloch County	116	U.S. Route 301
Candler County	104	State Route 23 / State Route 121
Emmanuel County	90	U.S. Route 1
Treutlen County	71	State Route 15
Laurens County	67	State Route 29
Laurens County	51	U.S. Route 441

The safety of evacuating citizens is always the highest priority. To ensure safe contraflow operations, all eastbound on-ramps and off-ramps on the contraflow portion of I-16 are equipped with drop gates. The Georgia State Patrol uses these gates as an additional protective measure for officers who provide security during contraflow operations.

During contraflow operations, when eastbound I-16 is not available for eastbound travel, emergency responders and critical workforce personnel may use SR 46 as a designated eastbound emergency access route.

For more in-depth contraflow information see: District 5 Hurricane Plan

Re-Entry Routes

The response actions undertaken during the hours immediately following a hurricane are critical for minimizing loss of life and beginning the recovery process. Georgia uses a phased approach to reentry that does not commence until tropical storm–force winds have subsided.

Phase 1: Render Safe Task Force Team Entry – This is the initial phase of re-entry. During this phase, teams from state and local response agencies, as well as private-sector utility providers, gain access to impacted areas. The primary objective during this phase is to render the area safe for the first responders who will follow to conduct life safety operations.

Phase 2: Emergency Response and Life Safety Workforce Re-Entry – This phase consists of personnel conducting life safety operations in impacted areas.

Phase 3: Essential Public and Private Sector Personnel Re-Entry – This phase consists primarily of individuals in the public and private sectors who can restore essential operations, services, and commerce in support of re-entry by the public.

Phase 4: Residents, Property Owners, and Business Owners – This phase consists of residents and those who own property or businesses in the impacted areas. During Phase 4, access may be limited to certain portions of impacted counties, and restrictions may be in place allowing access only during daylight hours.

Phase 5: Open to Public with Limited Access – Local officials determine that a county or portions of the county are relatively safe for entrance by the public. Restrictions may continue for a period, limiting access to daylight hours.

Georgia employs the use of disaster re-entry permits post-incident. See GEMA/HS's Re-entry Website: GEMA/HS Re-entry for permit information and Standard Operating Procedures.

Re-Entry Routes

The following section presents re-entry routes identified for the northern and southern portions of District 5.

The following priority will be given to re-entry routes:

1) Interstate
2) 4-Lane State Routes
3) All other State Routes that allow re-entry to evacuated areas

Re-entry Routes for Northern District 5

Re-Entry Route	Origin/Destination
I-16 to I-95	Metter to Savannah
State Route 129 to U.S. Route 280 to State Route 30/State Route 204	Metter to Claxton to Pembroke to Savannah
State Route 129 to U.S. Route 280 to U.S. Route 301 to State Route 144	Metter to Richmond Hill
State Route 121 to State Route 21	Millen to Savannah
State Route 121 to U.S. Route 80	Metter to Statesboro to Savannah
State Route 129 to U.S. Route 280 to U.S. Route 301 to State Route 57 to I-95	Metter to Claxton to Glenville to Ludowici
State Route 129 to U.S. Route 280 to U.S. Route 301 to State Route 196 to U.S. Route 84 to I-95	Metter to Claxton to Glenville to Hinesville

Re-entry Routes located in Southern District 5

Re-Entry Route	Origin/Destination
State Route 520	Waycross to Brunswick
U.S. Route 1 to U.S. Route 40	Waycross to Folkston to St. Marys
U.S. Route 84 to State Route 32 to State Route 99 to U.S. Route 341	Waycross to Patterson to Sterling to Brunswick
U.S. Route 84 to U.S. Route 341	Waycross to Jesup to Brunswick

Re-entry Routes located in District 4

Re-Entry Route	Origin/Destination
I-75	Valdosta/Atlanta – Florida
U.S. Route 319	Thomasville, Moultrie, Tifton – Tallahassee
U.S. Route 27	Bainbridge – Pandhandle
State Route 302 or State Route 241	Bainbridge – Quincy
State Route 97	Bainbridge – Panhandle
U.S. Route 221/State Route 76	Moultrie – Greenville
State Route 333	Moultrie – Madison
State Route 31	Clyattville – Pinetta
U.S. Route 441	Douglas, Homerville – Lake City, Jacksonville
U.S. Route 129	Statenville – Jasper
State Route 94	Edith – Florida
State Route 91 (Alabama)	Colquitt – Malone
State Route 62 (Alabama)	Blakely – Dothan

Appendix A: Links, Tools, Resources

Georgia DOT 511
Georgia DOT Emergency Operations - Plans, Resources, Templates, Maps
State Route Prioritization Maps
Evacuation Maps
Employee Event guidance and Travel
District Hotel Roster
The National Hurricane Center
The National Weather Service
HurrEvac
GEMA/HS

Situational Awareness Tools

Real-Time Traffic Monitoring

Real-time traffic monitoring allows state and local authorities to mitigate traffic issues in a timely manner. A variety of resources are available to monitor traffic along evacuation routes. Georgia DOT's "NaviGAtor" is an advanced traffic management center headquartered in Atlanta. It features traffic cameras, changeable message signs, ramp meters, and speed sensors to monitor traffic speeds. In addition to providing critical information to local officials, much of this information is accessible to the public via a website (http://www.511ga.org) and by dialing "511" anywhere in Georgia. Other resources for monitoring traffic during evacuations include Georgia DOT's traffic counter network, aerial reconnaissance, and field reports.

Traffic Counter Network

Georgia DOT's traffic counter network allows local officials to monitor the progress of evacuation. Traffic counters have been strategically placed along evacuation routes and major roadways throughout the state. Local officials can compare real-time traffic counts with Georgia DOT's traffic count database to determine the level of congestion along routes and how efficiently the evacuation is progressing. Traffic counters provide situational awareness that enables emergency managers to provide targeted support to segments of the evacuation route where traffic flow may be compromised. They also offer a "big picture" view of evacuation traffic patterns, allowing mass care partners to allocate resources to communities that are sheltering evacuees.

Aerial Reconnaissance

Aerial reconnaissance is valuable because it provides a large-scale, overall picture of the progress of the evacuation. This tool allows local officials to quickly identify bottlenecks and direct resources to those locations. It is especially useful for roadway segments that may lack traffic counters to determine traffic volume. ESF 13 coordinates aerial reconnaissance missions using state and local assets. Aerial reconnaissance is also utilized after the storm passes to assess the level and extent of damage in impacted areas. Drone flights will also be coordinated through the AirOps Branch.

Field Reports

Field reports on the progress of an evacuation are a valuable source of ground-truth information. These reports may be provided by HEROs, law enforcement personnel, GEMA/HS Field Coordinators, or other response personnel. The ERB will coordinate the collection of this information and forward it to the appropriate parties in the SOC.

Communicating with the Public

511GA

By dialing 511 anywhere in Georgia, citizens can access real-time traffic information and request motor vehicle assistance 24 hours a day. Much of the information from the Georgia Navigator system is available through 511GA Portable Variable Message Boards, including information on trip times, route - specific congestion and incidents, and current and planned lane and road construction.

When evacuation orders are issued, Georgia DOT will place portable variable message boards in strategic locations along evacuation routes to provide targeted information to evacuees. Information displayed on these boards will include exit details for contraflow operations, shelter availability, radio station listings, and other pertinent infomation.

Television

Television is widely utilized to convey and receive critical information on emergency information. Emergency response partners, through coordination with the JIC, will provide accurate information to the media on the evacuation progress and any pertinent updates. During emergencies, emergency management personnel and elected officials hold televised briefings from the SOC. All television briefings and interviews are coordinated by S-JIC.

Social Media Networking

Social networking is an emerging and increasingly popular method for sharing and receiving information. Using Real Simple Syndication (RSS) data feeds, and other outlets such as Twitter and Facebook, GEMA/HS and emergency response partners can provide accurate and timely information about evacuation and other preparedness measures to the public.

RSS feeds from GEMA/HS include press releases and a Daily Media Summary. The GEMA/HS Facebook page provides prompt updates on emergency information to those that "like" the page. Likewise, the GEMA/HS Twitter feed provides emergency information updates to the page's "followers."

Public Radio

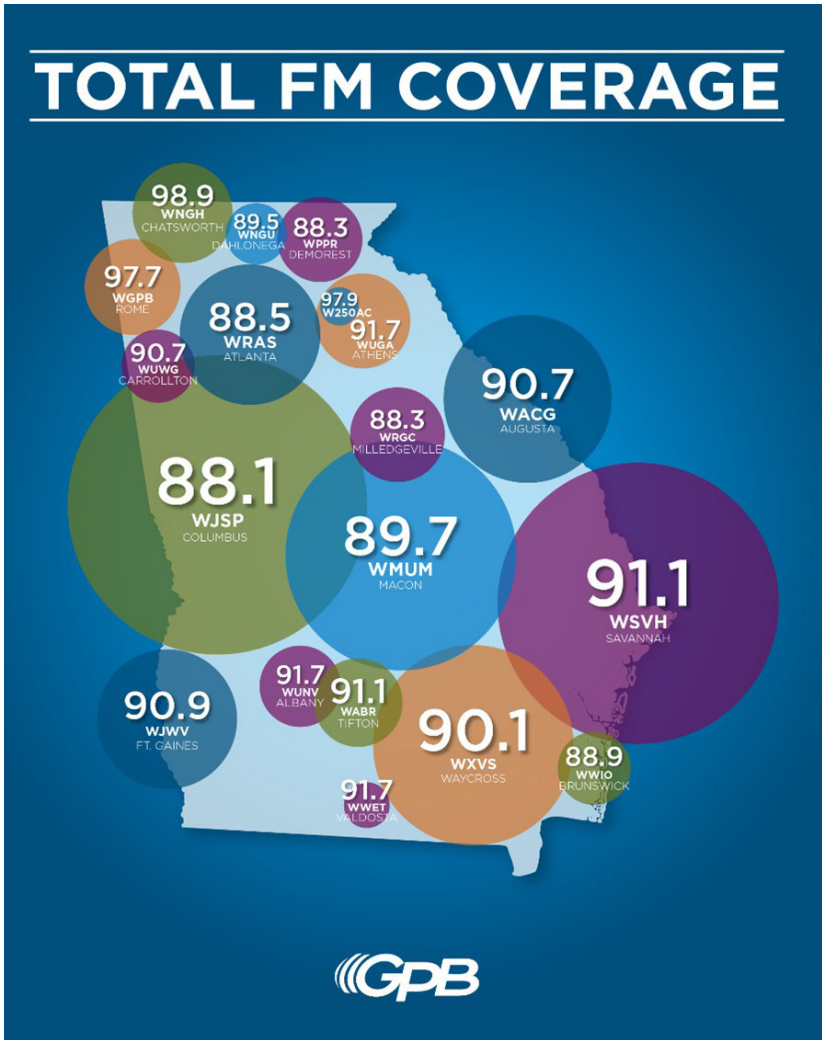
The advantage of public radio is that it is widely available to evacuating citizens' vehicles, making it a prime outlet for outreach. Most areas receive broadcast signals from AM and FM radio; local stations will very likely provide coverage of the approaching storm and details on the ongoing evacuation.

Georgia Public Broadcasting Radio Station List

Radio Station	Frequency	Broadcast City
WUNV	91.7 FM	Albany
WUGA	91.7 / 97.9 FM	Athens
WACG	90.7 FM	Augusta
WWIO	88.9 FM	Brunswick
WUWG	90.7 FM	Carrollton
WNGH	98.9 FM	Chatsworth
WJSP	88.1 FM	Columbus
WPPR	88.3 FM	Demorest
WNGU	89.5 FM	Dahlonega
WJWV	90.9 FM	Fort Gaines
WDCO	89.7 FM	Macon
WGPB	97.7 FM	Rome
WSVH	91.1 FM	Savannah
WWIO	1190 AM	St. Mary's
WABR	91.1 FM	Tifton
WWET	91.7 FM	Valdosta
WXVS	90.1 FM	Waycross

During an evacuation, the Georgia Public Broadcast (GPB) radio network's 15 radio stations will broadcast information to evacuees concerning traffic conditions along evacuation routes, hotel and motel availability, any fuel shortages, and the locations and availability of public shelters. The radio stations in GPB's network are strategically located such that there is coverage along all evacuation routes. To inform evacuees of this source of information, signs along evacuation routes display the pertinent radio station for that area. A list and map of these radio stations follow.

The heat map shows the



listener coverage areas based on the regions of the state for the Georgia Public Radio stations listed.

Intelligent Systems

Efficient transportation networks and effective traffic management are essential to safety, high living standards, economic development, and innovative technology is at the center of Georgia DOT's strategy to keep traffic moving smoothly throughout the state – and especially in densely populated metropolitan areas – regardless of whatever situation arises.

Georgia DOT has deployed an array of impressive technologies that enable teams to:

- Quickly identify and respond to routine, daily problems and life-threatening emergencies
- Prepare for and respond to weather emergencies such as hurricanes
- Easily share real-time information with other responders at the state, local, and federal levels, and news media
- Pro-actively collect and analyze data to support decisions for improving daily operations and strategic planning for future enhancements.

ArcGIS

ArcGIS is an online routing service providing driving directions, service areas and routes to closest facilities.

Equipment Tracking

The Verizon Fleet Network allows users to transmit information that provides crucial data to assist with deployment and coverage.

WebEOC (Emergency Operations Center)

The Web Emergency Operations Center (WebEOC) is a web-based incident management system. WebEOC enables state and local responders to communicate requests for assistance and share information for situational awareness.

GEMA/HS and Georgia DOT have separate WebEOC systems that can be fused together to operate during a disaster. Georgia DOT shares information such as road closures, significant events, and resources with GEMA/HS.

Georgia DOT uses WebEOC to create and update all weather-related incidents during Georgia DOT emergency operation events. When a responder is dispatched, the geolocation information is taken from the responder's smartphone GPS application and Georgia DOT's data warehouse. Information includes the name and route number and more precise measures of the incident's location based on highway mileposts. This real-time information will be available in the Current Status Map on WebEOC. Responders do not have to manually enter information. This information can be sent to GEMA/HS.

The WebEOC application provides real-time information to support daily operations and emergency management and is Georgia DOT's cornerstone during inclement weather. The application makes it quick and easy to share documents, upload photographs, and display maps and other GIS information. The result is comprehensive, up-to-the-minute situational awareness not only for Georgia DOT but for any agency with Web EOC access.

Weather Definitions

These weather definitions are used for preparation and decision-making. The definitions include the cascading impacts resulting from hurricanes.

Tropical Cyclones

Tropical cyclones are referred to in a multitude of ways across the globe from Hurricanes in the Atlantic Ocean, Typhoons in the Pacific Ocean, and more generically Tropical Cyclones in the southwest Indian Ocean.

Tropical Cyclone: A tropical cyclone is a generic term used by meteorologists to describe a rotating, organized system of clouds and thunderstorms that originates over tropical or subtropical waters and has closed, low-level circulation (https://www.nhc.noaa.gov/climo/).

Tropical Disturbance: A discrete tropical weather system of apparently organized thunderstorms - generally 100 to 300 nautical miles in diameter - originating in the tropics or subtropics and maintaining its identity for 24 hours or more.

Tropical Depression: An organized system of clouds and thunderstorms with a defined circulation and maximum maximum sustained winds of 38 mph (33 knots) or less.

Tropical Storm: An organized system of strong thunderstorms with a defined circulation and maximum sustained winds of 39 mph to 73 mph (34-63 knots).

Hurricane: An intense tropical weather system with a well-defined circulation, producing maximum sustained winds of 74 mph (64 knots) or greater.

Key Terms & Definitions

One of the principles of the National Incident Management System (NIMS) is that of common terminology. Key terms and definitions associated with tropical cyclones, as given by the National Hurricane Center, are presented here.

TROPICAL STORM WATCH: A tropical storm watch is issued when tropical storm conditions, including winds from 39 to 73 miles per hour (mph), pose a possible threat to a specified coastal area within 36 hours.

TROPICAL STORM WARNING: A tropical storm warning is issued when tropical storm conditions, including winds from 39 to 73 mph, are expected in a specified coastal area within 24 hours or less.

HURRICANE WATCH: A hurricane watch is issued for a specified coastal area for which a hurricane or a hurricane-related hazard is a possible threat within 36 hours.

HURRICANE WARNING: A hurricane warning is issued when a hurricane with sustained winds of 74 mph or higher is expected in a specified coastal area in 24 hours or less. A hurricane warning can remain in effect when dangerously high water or a combination of dangerously high water and exceptionally high waves continues, even though the winds may have subsided below hurricane intensity.

INLAND TROPICAL STORM WATCH: Issued for interior counties when sustained winds of 39 to 73 mph associated with a tropical storm are possible within 36 hours.

INLAND TROPICAL STORM WARNING: Issued for interior counties when sustained winds of 39 to 73 mph associated with a tropical storm are expected within 24 hours.

INLAND HURRICANE WATCH: Issued for interior counties when sustained winds of 74 mph or greater associated with a hurricane are possible within 36 hours.

INLAND HURRICANE WARNING: Issued for interior counties that sustained winds of 74 mph or greater associated with a hurricane are expected within 24 hours.

TORNADO WATCH: Issued to alert the public that conditions are favorable for the development of tornadoes in and close to the watch area. These watches are issued with information concerning the watch area and the length of time they are in effect.

TORNADO WARNING: Issued by local NWS offices to warn the public that a tornado has been sighted by storm spotters, law enforcement or has been indicated by radar. These warnings are issued with information concerning where the tornado is presently located, and which communities are in the anticipated path of the tornado.

FLASH FLOOD WATCH: A flash flood watch means a flash flood is possible in the area; stay alert.

FLASH FLOOD WARNING: A flash flood warning means a flash flood is imminent and everyone in the area should take immediate action.

SOC Staff Duties

All Employees

- Show up for assigned shift
- Be knowledgeable of Georgia DOT Apps and have access
  - o NaviGAtor
  - o Dronsense
  - o Verizon Fleet
  - o Bridgewatch
- Follows Chain of Command and perform duties as requested by Shift Captain (see below)
- Inform Shift Captain of issues, needs, or other significant information

Shift Captain – rotates daily

- Get boards up and running for the shift and display on the screens.
- Assign specific tasks and duties to SOC Staff including, but not limited to:
  - o Monitoring Georgia DOT Apps (above)
  - o Monitoring WebEOC for Significant Events, Resource Requests, Roads
  - o Monitoring NWS Slack and HurrEvac
- Provide SOC staff roster to Districts
- Approves 204 prior to turn-in
- Report to Georgia DOT EOC Staff
  - o Resource Requests, Significant Activity, Meeting requests
- End of Shift Briefing
  - o With ESF-1 Lead
  - o Replacement Staff

Intel Officer – rotates daily

- Create a SOC/Georgia DOT Actions Timeline
  - o Major activities – contraflow start/end, etc.
- Ensure all documentation is placed in disaster folder – set up by Emergency Staff
- Maintain battle rhythm and conference call schedule in WebEOC and calendars
- Get the District EOC shifts with contact info.
- Monitor the incident board for naming nomenclature
- Pull numbers from EOC board and correlate with District
- Ensure 204 Form is returned to GEMA/HS
  - o Get approved by Shift Captain before turn-in
- Attend all conference calls

Positions and assignments will rotate daily and be assigned by Emergency Operations

Plan Development & Maintenance

These guidelines are intended to contain a comprehensive overview of the hurricane preparedness, response, and initial recovery actions undertaken by Georgia DOT. This plan has been developed with the assistance of federal, state, and local governmental agencies; military partners; volunteer organizations; and private- sector partners.

This plan will be reviewed and updated annually, with lessons learned and the past years innovations in technology, processes, procedures, etc.

To submit corrections, comments, suggestions, or questions pertaining to this plan, please contact Georgia DOT Director of Emergency Operations.

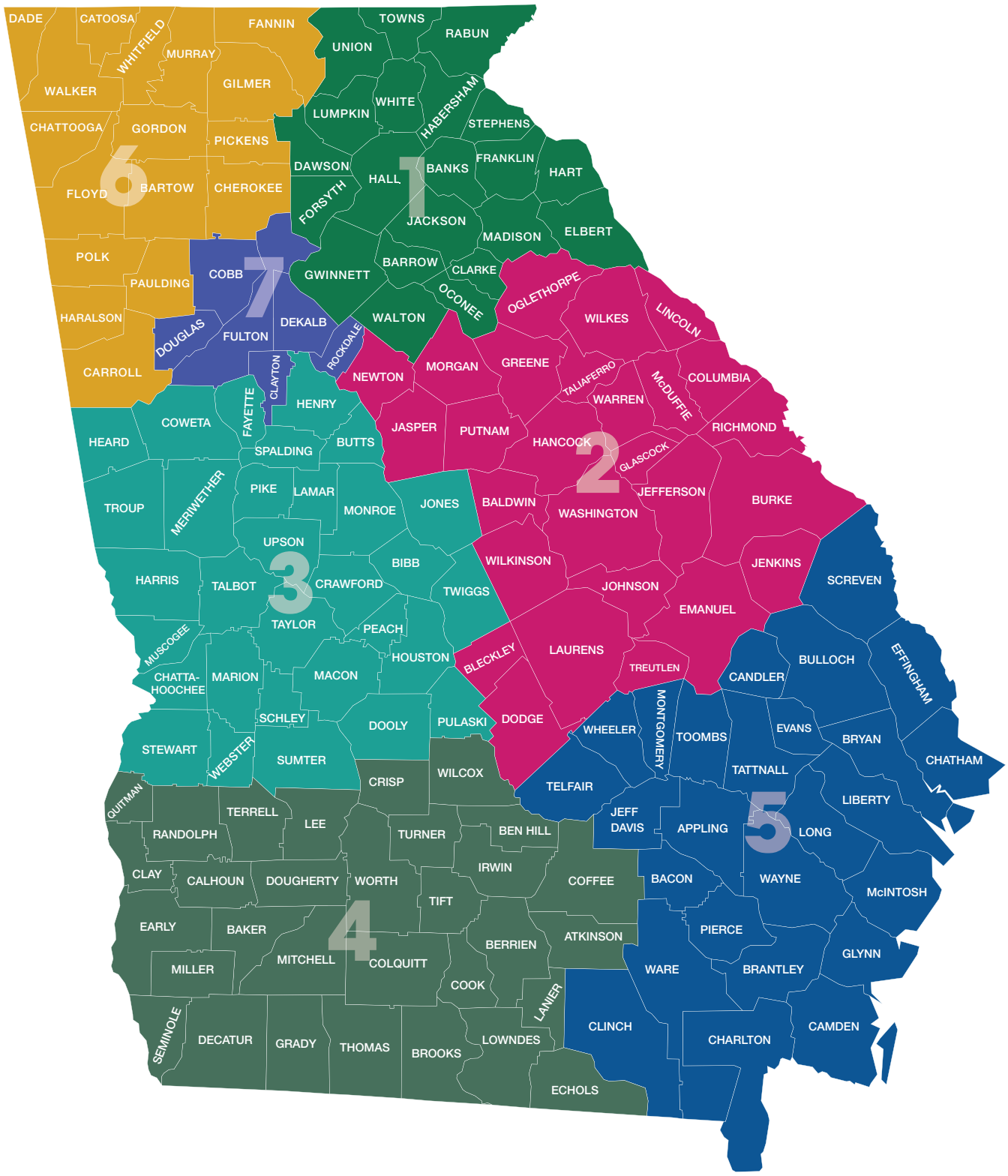
State Synchronization Matrix – ESF 1

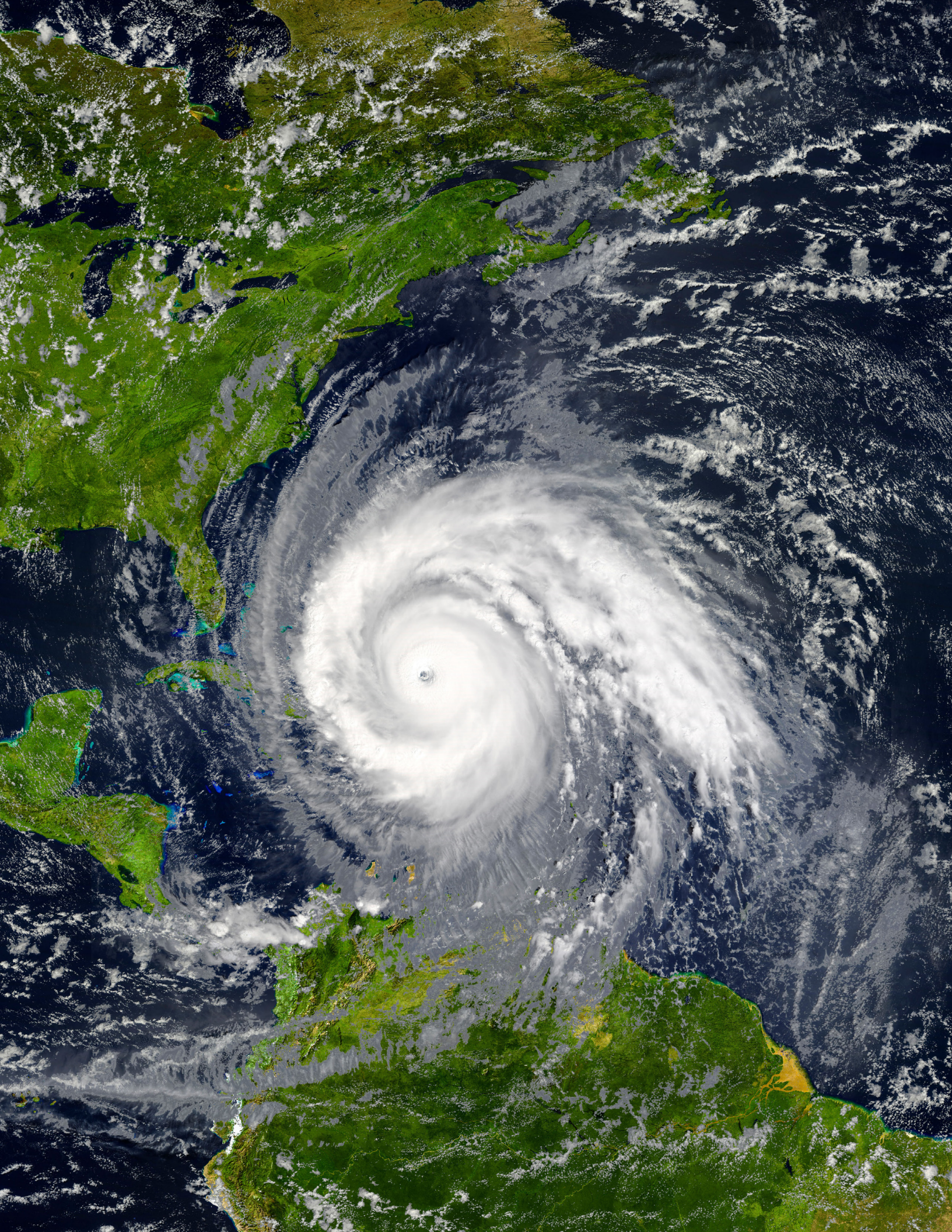
	OPCON 5 Preparedness Activities	OPCON 4 Enhanced Monitoring	OPCON 3 Alerting & Strategic Planning
ESF-1 Transportation	Day-to-day activities	• Develop ESF staffing roster for potential SOC activation • Actively monitor current weather conditions • Continue day-to-day activities • Coordinate and verify that all necessary equipment & resources are available • Review I-16 for any maintenance issues • Conduct tests of all communications equipment & software • Prepare communications equipment for deployment • Determine the status of ongoing construction projects on evacuation routes • Prepare HERO vehicles for evacuation support in anticipation of evacuation • Initiate planning with ESF-13 to support evacuation traffic control missions • Alert pre-identified staff of possible operations • Notify OTD to turn on all Traffic counters	• Actively monitor current weather conditions • Continue day-to-day activities • Request that GDOT cease all construction projects on evacuation routes and provide status updates to Unified Command (ONLY ON EVAC ROUTES D4 OR D5) • Coordinate with GSP/MCCD on the deployment of HERO vehicles and teams to monitor I-16 (IF CONTRAFLOW IS ANTICIPATED) • Determine the need for lane reversal (contraflow) on I-16 (WILL ONLY CONTRAFLOW I-16 – NO OTHER ROUTES) • Monitor traffic counters to determine the impacts of an increase in traffic volume from evacuee movement • Participate in Evacuation Liaison Team (ELT) coordination calls – see GEMA/HS Meteorologist for more information • Notify rest areas of increased staffing

State Synchronization Matrix – ESF 1

OPCON 2 Readiness & Staging	OPCON 1 Final Staging	Response
• Actively monitor current weather conditions • Deploy HERO vehicles and teams to assist distressed evacuees (IF CONTAFLOW OF I-16 IS ANTICIPATED) • In conjunction with ESF-13, deploy personnel to support evacuation traffic control missions – along I-16 IF CONTRAFLOW IS ANTICIPATED • Procure and provide evacuation transportation resources to support local evacuations • If necessary, implement lane reversal (contraflow) on I-16 IF MANDATORY EVACUATION IS ANTICIPATED IN CHATHAM COUNTY • Monitor traffic counters to determine traffic flow increases from evacuees • Participate in Evacuation Liaison Team (ELT) coordination calls – see GEMA/HS Meteorologist for more information • Identify, assess, and respond to evacuation-related issues • Coordinate needs for aerial reconnaissance for evacuation route monitoring	• Actively monitor current weather conditions • Coordinate the cessation of evacuation operations, including the abatement of contraflow • Retract HERO vehicles & forward-deployed evacuation support resources • Monitor traffic counters to determine traffic flow/ evacuation status • Participate in Evacuation Liaison Team (ELT) coordination calls – see GEMA/HS Meteorologist for more information • In conjunction with ESF-13, initiate planning for aerial reconnaissance for post-landfall re-entry route status • In conjunction with ASOC, stage aviation resources at the FSA(s) for post-landfall operations • In conjunction with ESF-3, initiate re-entry planning • Consider closing Eugene Talmadge Bridge and/or Sidney Lanier Bridge • Clear contraflow lanes of GDOT & Law Enforcement • Identifty Brige Inspection Teams & Bridge Priorities	• Refer to Tropical Cyclone Incident Annex Re-Entry section • Refer to GDOT District 5 hurricane plan • Coordinate operation of re-entry staging areas with GEMA/HS • Coordinate re-entry operations with GEMA/HS and Georgia Power

GDOT District Map






EVACUATION
ROUTE