

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

Evacuation Routes

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

TCP Staffing Coordination

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

Traffic Flow Equipment

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

Traffic Management Operations / Evacuation Route Monitoring

- a) *TCP Staffing.* The TCPs will be staffed by designated agencies during evacuation and reentry when requested by the State Emergency Operations Center (SEOC, and will be staffed until traffic resumes normal levels of operation.
- b) *Lane Reversal/Counter Flow Procedures.* The operational decision of when and if to reverse lanes or activate counter flow measures during an evacuation or reentry is covered in the Basic Plan.
- c) *Emergency Access Routes to Coastal Areas.* Eastbound emergency traffic will use the outermost Eastbound, (#2) lane on Highway 278 or Highway 21, as applicable, during counter flow operations.
- d) *Radio Surveillance.* ESF-16 will monitor SCHP radio traffic for potential problems. Local EOCs should likewise monitor local law enforcement channels and report problems to ESF-16.

Bamberg County	
Traffic Control Point Staffing	
(FIPS Code = 9)	
9-1 US 78 & SC 61	Sheriff (2)
9-2 US 78 & US 321	Denmark Police (2)
9-3 US 301 & SC 64	SCHP (2) SCNG (6)
9-4 US 321 & SC 64	SCHP (2) Sheriff (2) SCNG (4) Olar PD(1)
9-5 US 21 & SC 61	SCHP (2) Sheriff (2) SCNG (4)
9-6 US 301 & US 78	Bamberg Police (4)
9-7 US 601 & SC 64	Ehrhardt Police (2) Sheriff (2)

- e) *Video Surveillance.* SCDOT will provide closed-circuit television images of evacuation routes, where available, to the ESF-I (Transportation) and ESF-16 operations personnel.
- f) *Traffic Counter Surveillance.* SCDOT will provide electronic access to counter data to include vehicle count and speed data to the ESF-I and ESF-16.
- g) *Aerial Surveillance.* ESF-16 will utilize State and local aircraft to monitor traffic flow. During air operations, reports will be submitted hourly, or as the situation may require, to ESF-16 and *SCHP District Troop Commanders*. Pilots will report any observed incident that impedes the flow of traffic. ESF-16 will monitor radio traffic, and may periodically request situation reports in areas of evacuation routes not visible by the SCDOT closed-circuit television cameras.
- h) *Monitoring Critical Roadway Segments.* Roadway segments with the highest evacuation vehicles to roadway capacity ratio are considered to be critical links for an efficient evacuation. These congested areas control the flow of evacuation traffic during a hurricane evacuation, and are key areas for traffic control and monitoring. Supporting local law enforcement should pay special attention to these areas.
 - 1) *Beaufort County:* (South of Broad River): US 278 from Cross Island Parkway to SC Highway 170, Cross Island Parkway and William Hilton Parkway interchange, Hilton Head connector 1-95 interchange in Jasper County, and 1-16 westbound on ramp from 1-95 (in Savannah).
 - 2) *Beaufort County:* (North of Broad River): US 21 and Lady's Island Drive, US 21 and US 17 intersections at Gardens Comer, US 21 through Beaufort, and US 21 and SC 280 intersection.
 - 3) *Jasper County:* Hilton Head connector 1-95 interchange, US 278 through Ridgeland, and US 17-1-95 interchange.
 - 4) *Colleton County:* Alt 17 through Walterboro, SC 64 through Walterboro, and SC 174 and US 17 intersection (in Charleston County) 5. Inland Counties: US 278 through Hampton (in Hampton County), US 278 and SC 64 intersection in Barnwell (in Barnwell County), US 21 through Orangeburg (in Orangeburg County), US 301 and US 278 intersection (in Allendale County), and SC 68 and US 278 intersection (in Hampton County).
 - 5) *Comfort Stations.* Not applicable to the *Southern Conglomerate*.
- i) *Highway Advisory Radios (HARs).* HARs are used to disseminate information to the public during emergency conditions. SCDOT presently has 12 HARs in their inventory that will be used in critical areas identified by ESF-16.