

**ANNEX 1 (ESF-1)**  
**TRANSPORTATION SERVICES**

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**PRIMARY:** SC Department of Transportation (SCDOT)

**SUPPORT:** As directed within the SCEOP, each supporting agency will respond to coordinate the emergency activities of its department for a declared earthquake disaster. Selected state agencies or other organizations, as noted in this annex, are assigned additional hazard specific responsibilities for earthquake response.

SC Department of Public Safety (SCDPS), SC Law Enforcement Division (SLED), and Division of Aeronautics

**I. INTRODUCTION**

- A. The State's transportation system is comprised of:
  - 1. Ground (roads and railroads)
  - 2. Air (commercial, military, and private airports)
  - 3. Water (navigable waterways, terminals, and ports)
  
- B. A Charleston area earthquake similar to the 1886 magnitude event will structurally affect potentially 587 bridges in the State. Of these bridges, 445 (85%) are in Berkeley, Charleston, and Dorchester counties. Access to this tri-county region through the roadway system will remain non-existent for an extended period. Area ports/terminals will close pending damage assessment and channel inspection. Area airports will close pending damage assessment of the runways and facilities. The planning and work to restore the roadway, waterway, and airport transportation systems will begin immediately.
  
- C. ESF-1 will prepare for disaster response using the Operational Area Concept and worst case loss estimation data in Attachment C to the Basic Plan.

**II. MISSION**

ESF-1 will coordinate the transportation assets needed and the infrastructure essential to support earthquake response, and will provide recommendations on the safety of the transportation infrastructure (roadways, waterways, and airports) within the disaster area.

### III. CONCEPT OF OPERATIONS

- A. Hazard analysis indicates an earthquake will disrupt the transportation network into and within the Operational Areas and the surrounding areas. Transportation into and within Operational Areas will be challenging. Transporting heavy equipment and other resources will require unique solutions. Although the primary attention will focus on the road networks, SERT should initially anticipate access only by air or by water into the disaster areas.
- B. Response operations will use an Earthquake Checklist that will be executed following a strong earthquake. Activities in the Earthquake Checklist do not replace required activities normally assigned to ESF in the SCEOP and supporting ESF SOP. The Checklist activities are to ensure that critical actions are completed or continuing at the appropriate time during an earthquake response. See Attachment A to this Annex for Checklist.
- C. ESF-1 functions include but are not limited to:
  - 1. Immediately recommending the closure of all ground, water, and air transportation routes into the impacted areas until engineers and/or inspectors complete:
    - a. Assessment, clearance, and structural evaluation of the roads and bridges for use by emergency and resource vehicles to include load limitations. Priorities for bridges and roads assessments are for lifeline routes. Primary/Alternate Lifeline Routes will consist of:
      - (1) Interstate highways
      - (2) Primary roads
      - (3) Secondary roads
      - (4) Major routes to hospitals and other critical facilities as prioritized by SERT Executive Group.
    - b. Assessment and clearance of ports, terminals and waterways for use. NOTE: The US Coast Guard (USCG), the SC Ports Authority, US Army Corp Engineers (USCOE), National Oceanic and Atmospheric Administration (NOAA) and the SC Department of Natural Resources (SCDNR) will evaluate waterways in anticipation of using rivers and streams to provide access.

- c. Assessment and structural evaluation and clearance of airport runways and facilities for use, including commercial and military airports, to determine the use of large aircraft.
  - d. Coordination with the rail industry to assess railway damage into and within the disaster area.
2. In coordination with ESF-16 and ESF-13, recommend the limitation and restriction of all transportation routes into and out of the stricken area(s) for emergency response use only. SCDOT will advise local authorities to limit the use of all roadways within the stricken area to emergency response use only.
3. Coordinate with the other ESFs to prepare a Transportation Plan. The Plan will include the strategy to provide the transportation assets that meet the needs and requirements for each Operational Area.
4. Coordinate with the State Ports Authority for port/terminal closures.
5. Coordinate with the USCG for waterway controls and closures.
6. Coordinate with ESF-16 to close roads (see III.A.1) leading into and out of the disaster areas.
7. Coordinate with ESF-16 to identify routes and entry points for:
  - a. Primary and Alternate Inspection Routes– routes pre-identified from the State Emergency Operations Center (SEOC) to the Operational Areas from a strong earthquake. Primary routes will be based on Seismic Response Team expertise and best available HAZUS data. See Attachment A to this Annex.
  - b. Primary and Alternate Lifeline Routes – These routes are identified post-disaster to move resources and emergency vehicles into and within the Operational Areas. The Primary/Alternate Inspection routes could become “Primary/Alternate Lifeline Routes” post-disaster.
  - c. Diversion Routes -These routes are identified post-disaster and intended to move emergency and resource vehicles within the Operational Areas. ESF-16 will coordinate with ESF-1 to identify diversion routes.

- d. Transportation Entry Points. Pre-identified locations in an Operational Area where resources (equipment, supplies, personnel, etc.) will be received and later deployed within the area. The transportation entry points could be roadways, waterways, airports, and heliports within the operational area. These points of entry are situation dependent and could change due to the severity of the earthquake. See Annex 1, Attachment C, for a list of transportation entry point locations.
  - e. Immediately after the earthquake, SCDOT will immediately deploy its Seismic Response Teams (SRT) to establish lifeline routes into the impacted area. There are currently 11 SRT teams. See Attachment B to this Annex for more information on SRT Teams. Initially the SRT will use the pre-planned Primary/Alternate Inspection Routes list to begin the establishment of lifelines into the disaster areas; but lifeline routes designation are situation dependent.
8. Representatives from SCDPS and SLED will become members of the SRT as lifeline routes are established. SCDPS and SLED support to the SRT Team is to assist in identifying transportation lifelines and help to maintain law and order during the evaluation and inspection of bridges.
- D. ESF-1 will coordinate and provide transportation within the categories noted below:
1. Waterways:
    1. Coordinate the need and use of barges from the Army Corps of Engineers.
    2. Request the USCG to control boat traffic into the ports and surrounding waterways.
  2. Ground:

Coordinate the need and use of long-haul trailers, buses, vans, four-wheel drive vehicles, tractors, and railroad transport (flatbeds, boxcars, etc) to transport equipment, food, supplies, and emergency workers with ESF-7 and other ESFs.

3. Air:

Aerial resources will provide visible damage information by the use of photographs or video transmitted to the SEOC and/or verbally communicating observations to the SEOC to quickly assess the situation to determine:

- a. The extent and nature of the disaster's effects.
- b. The general condition of lifelines and critical facilities.
- c. The Air Branch section of ESF-1 will provide coordination of air assets and airspace, and effectively plan and manage all flight operations in support to the SEOC.

4. Aerial Reconnaissance:

- a. Aerial reconnaissance will involve collecting observed damaged information needed for bridge engineering inspections, input for ingress and egress analysis, medical, and public safety. SERT Operations Groups will review the entry point locations, transportation routes, and critical facilities identified in Attachment C to this Annex.
- b. Upon identification of reconnaissance locations, the Chief of Operations will request aerial reconnaissance of these locations through the Operations Tasking Group (OTG) to ESF-1 Air Branch Operations to determine damage information.
- c. Flight schedules and status of operations to conduct aerial assessments of the transportation routes and entry points into the disaster areas will be in accordance with Air Branch Plan.
- d. In most cases, air missions will require a flight in and return due to refueling needs.
- e. Based on number of flights, a shortfall may exist in which an aircraft may fly several missions. ESF-1 Air Branch will identify the shortfall and coordinate with other federal and state sources and private contractors to maintain a listing of potential sources for aerial support.

5. Reporting Systems

The information from the aerial reconnaissance will be sent to the SEOC through ESF-1 Air Branch as soon as possible. The information will be provided through the best available means. Some examples are:

- a. Digital photos.
- b. Voice transmission using VHF radios as fly-over occurs.
- c. UHF radios and 800 Mhz radios upon return from mission.
- d. Hand delivering reports and maps back to SEOC after the team completes the mission.
- e. Slow Scan TV (SSTV) to transmit video images from an aerial platform.
- f. Satellite Digital Imaging System (SDIS) to transmit digital images via satellite phone to the Internet.

#### IV. ESF ACTIONS

The emergency operations necessary for the performance of this function include but are not limited to:

##### A. Preparedness

1. Prepare a Transportation Plan for the Operational Areas. The Transportation Plan shall include but not be limited to:
  - a. Road closures.
  - b. Primary/Alternate Inspection Routes to Operational Areas.
  - c. Transportation utilization to move resources into an Operational Area (land, water, and air).
  - d. Develop strategies for the prioritization of requested land, water, and air resources.
  - e. Identify and maintain a list of ESFs transportation needs in terms of quantity in freight carloads (number of) or truckloads (number of) in cubic feet or tons.
  - f. Identify and maintain a listing of potential transportation shortfalls by Operational Area.



10. Coordinate with ESF-16 to confirm diversion routes within Operational Areas.
11. Implement Air Branch Plan and execute flight missions for an earthquake response.
12. Validate resource shortfalls and obtain necessary resources.

C. Recovery

See SCEOP, Annex 1 (ESF-1), Section IV.C.

D. Mitigation

See SCEOP, Annex 1, (ESF-1), Section IV.D.

**V. RESPONSIBILITIES**

A. SCDOT

1. Prepare a Transportation Plan. (See IV.A.1.)
2. Review and update as necessary the Earthquake Checklist for ESF-1.
3. Plan and prepare for those estimated damages expected from an earthquake and its impact on the State transportation infrastructure.
4. Assign SRT to Operational Areas and coordinate with state, federal, and private contractors to make up for Team shortfalls.
5. Coordinate with ESF-16 and ESF-13 to identify primary and alternate inspection routes into Operational Areas.

B. Department of Commerce, Division of Aeronautics (DOA)

1. Coordinate with Civil Air Patrol (CAP) to review seismic transportation routes and entry points to effectively plan and manage all flight operations in support of an earthquake response. See Attachment C for the Operational Area Seismic Reconnaissance List.
2. Prepare flight plans to conduct reconnaissance of the transportation entry points and routes into the disaster areas.

3. Identify aerial shortfall and coordinate with other federal and state sources and private contractors to maintain a list of potential sources for aerial support.

C. Civil Air Patrol (CAP)

Coordinate with division of aeronautics to review seismic aerial reconnaissance list to effectively plan and manage all flight operations in support of an earthquake response. See for operational area seismic reconnaissance list.

D. SCDPS

1. Coordinate with ESF-1 and local emergency managers to identify roads that are critical to remain open in each Operational Area.
2. Annually review procedures to support ESF-1 SRT.

E. SLED

Annually review procedures to support ESF-1 SRT.

**VI. FEDERAL INTERFACE**

The National Response Framework (NRF) ESF-1, Transportation supports this Annex.

**VII. ATTACHMENTS**

Attachment A	ESF-1 Earthquake Checklist
Attachment B	ESF-1 Seismic Response Team
Attachment C	Operational Area Seismic Reconnaissance List (Map and Table)

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**ESF-1 (Transportation)**

Date/Time complete

1. \* \_\_\_\_\_ Implement Transportation Plan for Operational Area planning.
2. \* \_\_\_\_\_ Request an aerial assessment of highway infrastructure.
3. \* \_\_\_\_\_ Conduct ground reconnaissance to begin establishing lifelines into the affected areas.
4. \* \_\_\_\_\_ Activate and mobilize Seismic Response Teams Coordinate with and request ESF-13 and 16 to source and provide personnel to accompany SRT to maintain security.
5. \_\_\_\_\_ Validate transportation requirements of all ESFs.
6. \_\_\_\_\_ Contact airport, seaport, and rail representatives to determine the damage status and the operability of facilities. Discuss with representatives the feasibility of using terminals, ports, other waterways, airports, and rails to transport response resources into the Operational Areas.
7. \_\_\_\_\_ Provide SERT Operations Group with listing of commercial airports that could support large military aircrafts.
8. \_\_\_\_\_ Coordinate with SERT Operations Group to provide route clearance priorities, and ensure they are consistent with the overall response priorities established by SERT Executive Group.
9. \_\_\_\_\_ Coordinate with ESF-16 to establish diversion routes into the damaged areas.
10. \_\_\_\_\_ Coordinate with ESF-3 on route clearance, and provide status reports as soon as possible.
11. \_\_\_\_\_ Coordinate the use of barges to transport heavy equipment and other resources into Operational Areas.
12. \_\_\_\_\_ Immediately report information that may alter priorities and decision-making by SERT Executive Group.

**\*NOTE:** All Checklist activities listed are essential, and should be completed. However, Checklist activities denoted with an asterisk are critical, and should be completed first. Other action items can be executed simultaneously to expedite response actions.

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## ESF-1: SCDOT Seismic Response Team

### I. Purpose

Inspect bridges to determine structural vulnerabilities and damages. Information from SCDOT Seismic Response Team will be used for decision-making on road closures, alternative routes, roads open for emergency vehicles, and prioritization of road repairs.

### II. Organization

Eleven teams consisting of three persons per team: a certified bridge inspector and either a civil or structural engineer. A representative from either ESF-13 or ESF-16 will accompany each team.

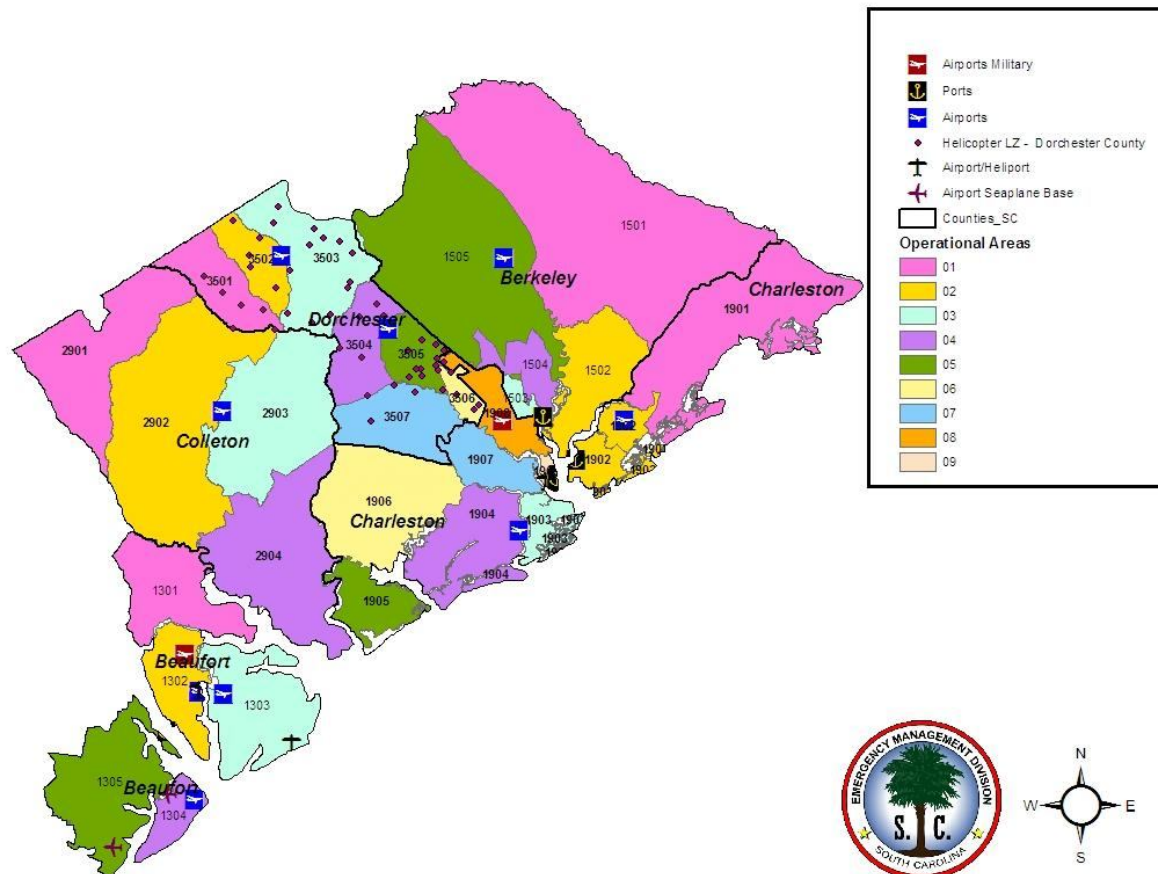
### III. Coordinating Instructions

- A. Transportation: Teams will assemble at their staging areas. After coordination with the SERT Operations Group, the team will deploy using ground and rotary, in the respective priority.
- B. Lodging: If overnight lodging is required, the team leader will coordinate with an ESF-1 representative on lodging availability and reimbursement procedures for each team member before departure.
- C. Communications: Satellite telephone will be the primary choice to communicate, followed by cellular telephones.
- D. Reporting Requirements: Teams will provide a report to ESF-1, who will discuss with SERT Operations Group for processing and decision-making. The initial reports from the field will provide information on the structure to handle normal weight loads, restricted loads, or closed bridge or road. Detailed inspection reports will be sent in at the end of the day.

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**OPERATIONAL AREA TRANSPORTATION ENTRY / RE-ENTRY POINTS  
MAP**

The Operational Area Transportation Entry/Re-entry Points are pre-identified locations. These entry points are the locations where resources (equipment, supplies, personnel, etc.) will be received and later deployed within the operational areas. The transportation entry/re-entry points could be roadways, waterways, airports, and heliports within the operational area. These points of entry are situation dependent and could change due to the severity of the earthquake.



**Attachment C to Annex 1(ESF-1)**  
**Operational Area Reconnaissance List**

<b>OPERATIONAL AREA TRANSPORTATION ENTRY/ RE-ENTRY POINTS (Aerial)</b>						
<b>ENTRY POINT</b>	<b>Function</b>	<b>County</b>	<b>Operational Area</b>	<b>If by Air Fixed/ Rotary/Seaport</b>	<b>Latitude</b>	<b>Longitude</b>
Salty Fare Landing	Seaplane Landing Base	Beaufort	1304	Seaport	32.233889	-80.754167
Melrose Landing	Seaplane Landing Base	Beaufort	1305	Seaport	32.139167	-80.868056
Lady's Island Airport	Airport	Beaufort	1303	Fixed/Rotary	32.411944	-80.634722
Fripps Island	Heliport	Beaufort	1303	Rotary	32.321863	-80.491218
Beaufort MCAS	Airport	Beaufort	1302	Fixed/Rotary	32.483333	-80.716667
Hilton Head	Airport	Beaufort	1304	Fixed/Rotary	32.224167	-80.6975
Berkeley County	Airport	Berkeley	1505	Fixed/Rotary	33.186944	-80.035278
Charleston AFB/INTL	Airport	Charleston	1908	Fixed/Rotary	32.898333	-80.040556
Port Charleston, Columbus Street Terminal (primary)	Terminal	Charleston	1908	Seaport	32.792169	-79.926075
Union Pier	Terminal	Charleston	1908	Seaport	32.785905	-79.924274
Wando Container	Terminal	Charleston	1908	Seaport	32.829593	-79.892448
North Charleston Container	Terminal	Charleston	1908	Seaport	32.898874	-79.963755
Naval Base Complex	Terminal	Charleston	1908	Seaport	32.85278	-79.95028
East Cooper	Airport	Charleston	1902	Fixed/Rotary	32.895556	-79.783333
Charleston Executive	Airport	Charleston	1904	Fixed/Rotary	32.7	-80.008333
Walterboro Municipal	Airport	Colleton	2903	Fixed/Rotary	32.918056	-80.636111
St. Matthews Baptist Church Parking Lot	Landing Zone	Dorchester	3501	Fixed/Rotary	33.096876	-80.54887
St. George Municipal	Airport	Dorchester	3502	Fixed/Rotary	33.194444	-80.508611
Dorchester County	Airport	Dorchester	3505	Fixed/Rotary	33.063889	-80.282778
Hwy 15 at Ediso River	Landing Zone	Dorchester	3502	Rotary	33.064465	-80.61295
HWY 78 AT Durhams Corner Road	Landing Zone	Dorchester	3503	Rotary	33.222727	-80.712541

<b>OPERATIONAL AREA TRANSPORATION ENTRY/ RE-ENTRY POINTS (Aerial)</b>						
ENTRY POINT	Function	County	Operational Area	If by Air Fixed/ Rotary/Seaport	Latitude	Longitude
Alston Middle School	Landing Zone	Dorchester	3505	Rotary	33.03289	-80.18382
Beech Hill Elem School	Landing Zone	Dorchester	3507	Rotary	32.949611	-80.22731
Old Orangeburg Rd at DSS building	Landing Zone	Dorchester	3505	Rotary	32.976697	-80.21319
Dorchester Rd Near 17A	Landing Zone	Dorchester	3505	Rotary	32.976127	-80.24091
Hwy 61 near 17A large open field	Landing Zone	Dorchester	3507	Rotary	32.960972	-80.27141
Wescott Golf Practice Field	Landing Zone	Dorchester	3506	Rotary	32.94474	-80.13892
Grace Church Parking Lot	Landing Zone	Dorchester	3505	Rotary	32.987202	-80.177
Heritage Square Kmart Shopping Center	Landing Zone	Dorchester	3505	Rotary	33.022802	-80.16541
Bilo Shopping Center Dorchester Village	Landing Zone	Dorchester	3505	Rotary	32.95353	-80.16844
Lieber Prison	Landing Zone	Dorchester	3504	Rotary	33.08675	-80.29301
Summerville Galleria	Landing Zone	Dorchester	3505	Rotary	32.996708	-80.18408
Boundary Baseball Field	Landing Zone	Dorchester		Rotary	33.00268	-80.1662
Summer Road at Clubhouse Road	Landing Zone	Dorchester	3507	Rotary	32.897324	-80.32273
Hwy 61 at Hwy 27 Behind Givhans Fire Dept.	Landing Zone	Dorchester	3504	Rotary	33.011641	-80.33923
Hwy 78 near Hwy 178 Oakridge Landfill	Landing Zone	Dorchester	3503	Rotary	33.135972	-80.3691
Ashley Phosphate at Dorchester Rd	Landing Zone	Dorchester	3506	Rotary	32.916111	-80.10261
Orangeburg Rd. Pinewood Prep School	Landing Zone	Dorchester	3505	Rotary	33.023462	-80.24134
Harleyville Fire Dept	Landing Zone	Dorchester	3503	Rotary	33.213129	-80.44876

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<b>ENTRY POINT</b>	<b>Function</b>	<b>County</b>	<b>Operational Area</b>	<b>If by Air Fixed/ Rotary/Seaport</b>	<b>Latitude</b>	<b>Longitude</b>
Judge St Cement Plan	Landing Zone	Dorchester	3503	Rotary	33.241458	-80.43922
Hwy 15 at 1-26 Gas Station	Landing Zone	Dorchester	3503	Rotary	33.282663	-80.51539
Ridgeville Fire Dept	Landing Zone	Dorchester	3504	Rotary	33.085137	-80.345646
Coastal Center	Landing Zone	Dorchester	3505	Rotary	32.982958	-80.15076
Hwy 15 S Grover Fire Dept	Landing Zone	Dorchester	3501	Rotary	33.10493	-80.59566
St. George Middle School	Landing Zone	Dorchester	3502	Rotary	33.195986	-80.57805
Cathedral of Praise	Landing Zone	Dorchester	3506	Rotary	32.924216	-80.09373
Deming Way Judicial Complex	Landing Zone	Dorchester	3505	Rotary	33.041422	-80.21143
Summerville HS	Landing Zone	Dorchester	3505	Rotary	32.990891	-80.214388
Givhans State Park	Landing Zone	Dorchester	3504	Rotary	33.028822	-80.38691
Hwy 17A at Clubhouse Rd	Landing Zone	Dorchester	3504	Rotary	32.943443	-80.32732
Bethel United Methodist Church	Landing Zone	Dorchester	3503	Rotary	33.199183	-80.357525
Limestone Rd @Hwy 178	Landing Zone	Dorchester	3503	Rotary	33.147319	-80.363077
Horse Trail Rd at Quarter Horse Rd	Landing Zone	Dorchester	3502	Rotary	33.225177	-80.5547
Zion Rd at Horseford Rd	Landing Zone	Dorchester	3503	Rotary	33.088666	-80.40574
Zion Rd at Wire Rd	Landing Zone	Dorchester	3503	Rotary	33.075097	-80.44507
Wire Rd at Sandridge Rd	Landing Zone	Dorchester	3503	Rotary	33.091522	-80.49713
1st Bend Rd at Paradise Pond Rd	Landing Zone	Dorchester	3503	Rotary	33.226252	-80.42107
1st Bend Rd at 2nd Bend Rd	Landing Zone	Dorchester	3503	Rotary	33.219858	-80.38566
Hwy 15 @Hwy 178	Landing Zone	Dorchester	3503	Rotary	33.253491	-80.52684
St. George National Guard Armory	Landing Zone	Dorchester	3502	Rotary	33.173897	-80.57468
Gunbranch Rd at Sugarhill Rd	Landing Zone	Dorchester	3502	Rotary	33.13659	-80.52081
Stokes Bridge Rd	Landing Zone	Dorchester	3502	Rotary	33.061624	-80.52433
Hwy 15 @ Edisto River	Landing Zone	Dorchester	3502	Rotary	33.064465	-80.61295

SC Earthquake Plan

February 2009

<b>OPERATIONAL AREA TRANSPORATION ENTRY/ RE-ENTRY POINTS (Aerial)</b>						
ENTRY POINT	Function	County	Operational Area	If by Air Fixed/ Rotary/Seaport	Latitude	Longitude
Wire Rd at Quaker Rd	Landing Zone	Dorchester	3501	Rotary	33.129269	-80.63545
New Grace Church Maple Branch Independent School	Landing Zone	Dorchester	3501	Rotary	33.158357	-80.67354
1528 St Mark Bowman Rd	Landing Zone	Dorchester	3502	Rotary	33.256686	-80.61129
Woodland HS	Landing Zone	Dorchester	3503	Rotary	33.166896	-80.491855
Summerville High Stadium	Landing Zone	Dorchester	3505	Rotary	33.008309	-80.181407
Randolph Trucking Co.	Landing Zone	Dorchester	3504	Rotary	33.106355	-80.307401
Orangeburg Rd. Hwy 17A	Landing Zone	Dorchester	3505	Rotary	33.989481	-80.224439
Andrews Municipal	Airport	Georgetown	4304	Fixed/Rotary	33.451389	-79.526667
Port of Georgetown	Terminal	Georgetown	4304	Seaport	33.35889	-79.28972
Georgetown County	Airport	Georgetown	4304	Fixed/Rotary	33.313056	-79.318333

**Attachment C to Annex 1(ESF-1)  
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<b>OPERATIONAL AREA TRANSPORTATION GROUND ROUTES</b>						
<b>Name</b>	<b>Function</b>	<b>State / County</b>	<b>Operational Area</b>	<b>Route</b>	<b>Latitude</b>	<b>Longitude</b>
I-26 in Columbia to I-526 Mark Clark Express	Inspection Route	State	NA	I-26 to I-526	NA	NA
I-26	Inspection Route	State	N/A	I I-26 to I-95S then S to SC-61 to Mark Clark	N/A	N/A
US-52 E	Inspection Route	Charleston	N/A	US-52 E to Mark Clark Expressway	N/A	N/A
SC-527	Inspection Route	Charleston	N/A	SC-527S to SC-41 to US-17 AS to SC-45S to US-17S	N/A	N/A
I-26	Inspection Route	State	N/A	SC I-26 to I-95 to SC-64 E to US-17N (US-17A N if needed) to Mark Clark Expressway	N/A	N/A
SC 453 N	Alternate Inspection Route	Orangeburg County	N/A	SC 453 N to US 176 in Orangeburg Co. Continues on US 176 into Berkeley County to US-52 W to Summerville or Charleston	N/A	N/A
SC-61	Alternate Inspection Route	Colleton County	N/A	SC-61 from I-95 S in Colleton County, continue on SC-61 through Dorchester County into Charleston County to I-526	N/A	N/A
SC-527	Inspection Route	Charleston	N/A	SC-527S to SC-41 to US-17 AS to SC-45S to US-17S	N/A	N/A
I-26	Inspection Route	State	N/A	SC I-26 to I-95 to SC-64 E to US-17N (US-17A N if needed) to Mark Clark Expressway	N/A	N/A

<b>OPERATIONAL AREA TRANSPORATION GROUND ROUTES</b>						
Name	Function	State / County	Operational Area	Route	Latitude	Longitude
SC 453 N	Alternate Inspection Route	Orangeburg County	N/A	SC 453 N to US 176 in Orangeburg Co. Continues on US 176 into Berkeley County to US-52 W to Summerville or Charleston	N/A	N/A
SC-61	Alternate Inspection Route	Colleton County	N/A	SC-61 from I-95 S in Colleton County, continue on SC-61 through Dorchester County into Charleston County to I-526	N/A	N/A
I-26	Inspection Route	State	N/A	I I-26 to I-95S then S to SC-61 to Mark Clark	N/A	N/A
US-52 E	Inspection Route	Charleston	N/A	US-52 E to Mark Clark Expressway	N/A	N/A
US-17	Alternate Inspection Route	Beaufort County	N/A	In Beaufort County take US-17 from I-95 N left on S-7-48, onto S-7-21, to US-17 across Combahee River to Mark Clark Expressway	N/A	N/A
US-21	Alternate Inspection Route	Beaufort County	N/A	In Beaufort County take US 21N to US-17 N across Combahee River into Charleston County to Mark Clark	N/A	N/A

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<b>Name</b>	<b>Function</b>	<b>State / County</b>	<b>Operational Area</b>	<b>Route</b>	<b>Latitude</b>	<b>Longitude</b>
SC-64	Alternate Inspection Route	Colleton County	N/A	Take SC 64 E from I-95 to US-17A onto S-15-21 onto SC 61 to Mark Clark Express	N/A	N/A
I-26	Alternate Inspection Route	Dorchester	N/A	I-26 E to SC453 to Harleyville to 178E to US-78 to Summerville	N/A	N/A
US-17N	Alternate Inspection Route	Berkeley County	N/A	US-17 N to US-52 to SC-402 to SC-41 S to I-526	N/A	N/A
I-26 E to I-95 S	Interstate	State	N/A	I-26 & I-95	N/A	N/A
I-20 E to I-95 S	Interstate	State	N/A	I-20 & I-95	N/A	N/A
I-526	Interstate	State	NA	I-26 Corridor	NA	NA
RAMP TO I-26EB FR I526EB	Ramp	State	NA	I-26 Corridor	NA	NA
SC 31-MARK CLARK EXPWY	Bridge	Charleston	N/A	I-26 Corridor	N/A	N/A
US 176E from Columbia to Charleston	Interstate	State	N/A	Parallel route to I-26	N/A	N/A
US 321 S from Columbia to US 78 E (Denmark) to St. George	Interstate	State	N/A	Parallel route to I-26	N/A	N/A
US 378 E to US 52 (Lake City) South to E 17A (Moncks Corner)	Interstate	State	N/A	Alternative routes	N/A	N/A
US 526 (Mark Clark Express) Charleston & Berkeley County	Interstate/ Bridge	Charleston/ Berkeley	N/A	Connects Charleston and Berkeley counties Crosses Cooper River	N/A	N/A
SC41 to Mark Clark Express	Interstate/Bridge	Berkeley	N/A	Berkeley County	N/A	N/A

<b>OPERATIONAL AREA TRANSPORATION GROUND ROUTES</b>						
<b>Name</b>	<b>Function</b>	<b>State / County</b>	<b>Operational Area</b>	<b>Route</b>	<b>Latitude</b>	<b>Longitude</b>
US 17 to Mt. Pleasant at I-26 (MM 221) to SR 700 (St Johns Island) to Edisto Island N on SR 174 to US 17 to SR 165 to Summerville	Interstate	Charleston	N/A	Peninsula area, Johns Island, and James Island	N/A	N/A
US 78 W to US 21 N	Interstate	Dorchester	N/A	Alternative routes	N/A	N/A
Cooper River Bridge	Interstate	Charleston	N/A	Cooper River/I-526 in North Charleston	N/A	N/A
Ashley River Bridge	Bridge	Charleston	N/A	Ashley River	N/A	N/A
Stono River Bridge	Bridge	Charleston	N/A	James Island to Johns Island SC 700, 5.0 MI SW CHARLE	N/A	N/A
Stono River Bridge (John P. Limehouse)	Bridge	Charleston	N/A	Johns Island, 9.5 MI W CHAS	N/A	N/A
Sand Creek Bridge on Hwy 174	Bridge	Charleston	N/A	Edisto Island	N/A	N/A
JAMES ISLAND CREEK	Bridge	Charleston	N/A		N/A	N/A
Hwy 45 Bridge between Lake Marion and Lake Moultrie	Bridge	Berkeley	N/A	Diversion Canal	N/A	N/A
Hwy 45, 5.0 MI-NW-ST.STEPHENS	Bridge	Berkley	N/A	Rediversion Canal	N/A	N/A
Tail Race Canal Bridge	Bridge	Berkeley	N/A	If damaged will split county in half. 1 mile N of Moncks Corner.	N/A	N/A
Hwy 52 Bridge, 16.3 MI-NE-MONCKS CORNER	Bridge	Berkeley	N/A	Santee River	N/A	N/A
Hwy 45/17A Bridge to Jamestown	Bridge	Berkeley	N/A	Crosses Santee River	N/A	N/A

Attachment C to Annex 1(ESF-1)  
Operational Area Reconnaissance List

OPERATIONAL AREA TRANSPORTATION GROUND ROUTES						
Name	Function	State / County	Operational Area	Route	Latitude	Longitude
Hwy 41 Bridge	Bridge	Berkeley	N/A	Wando River	N/A	N/A
SR 44, Seaboard Coast Line RR	RR Bridge	Berkeley	N/A	Crosses Santee Cooper East	N/A	N/A
Cypress Bridge	Bridge	Dorchester	N/A	Great Cypress Swamp, 6.9 MI NW SUMMERVILLE	N/A	N/A
Indian Field	Bridge	Dorchester	N/A	3.8 MI NE ST GEORGE	N/A	N/A
Four Hole Swamp	Bridge	Dorchester	N/A		N/A	N/A
Popperdam Creek	Bridge	Dorchester	N/A	In/near N. Charleston	N/A	N/A
Sawmill Creek	Bridge	Dorchester	N/A	2.5 MI SW SUMMERVILLE	N/A	N/A
Tributary to Ashley River	Bridge	Dorchester	N/A	09.5 MI SW SUMMERVILLE	N/A	N/A

OPERATIONAL AREA TRANSPORATION CRITICAL FACILITIES						
Name	Function	County / State	Operational Area	Location	Latitude	Longitude
Roper Hospital, Inc.	Hospital	Charleston	1907	N. Charleston	32.8408900	-79.9727400
Specialty Hospital of South Carolina	Hospital	Charleston	1907	Charleston	32.7823200	-79.9479600
Trident Medical Center	Hospital	Charleston	1908	Charleston	32.9781000	-80.0772000
Palmetto Lowcountry Behavioral	Hospital	Charleston	1908	Charleston	32.8407200	-79.9738200
Roper Hospital North, Inc.	Hospital	Charleston	1907	Charleston	32.7823800	-79.9498800
Bon Secours - St. Francis Xavier	Hospital	Charleston	1907	Charleston	32.8074600	-80.0416300
Charleston Memorial Hospital	Hospital	Charleston	1907	Charleston	32.7824900	-79.9498400
Citadel Infirmary, The	Hospital	Charleston	1907	Charleston	32.7951700	-79.9618200
East Cooper Regional Medical Center	Hospital	Charleston	1902	Mt. Pleasant	32.8151000	-79.8562500
Healthsouth Rehabilitation Hospital	Hospital	Charleston		North Charleston	32.9762300	-80.0702300
MUSC Medical Center	Hospital	Charleston	1907	Charleston	32.7852700	-79.9484900
Veterans Affairs Med Center	Hospital	Charleston		Charleston	32.7792000	-79.9376000
Summerville Medical Center	Hospital	Charleston	3506	ville	32.9651100	-80.1578400
Pinopolis	Dam	Berkeley	1501	Moncks Corner	33.24524 N	-79.99209 W
N. Santee	Dam	Clarendon	TBD	Eadytown	33.49210 N	-80.17728 W
Clearwater Lake	Dam	Aiken	TBD	Clearwater	33.5027	-81.89274
Lake Murray	Dam	Lexington	TBD	Irmo	34.05290	-81.21841W
MacDougall Correctional Inst.	Prison	Berkeley	1501		33°10'06 N	80°17'43W
Lieber Correctional Inst.	Prison	Dorchester	3504		33°05'09N	80°17'41W
Coastal Work Center	Prison	Charleston			35°41'00N	80°01'50'43 W

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