



TAB C
DEBRIS COLLECTION AND REMOVAL



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I. CONCEPT OF OPERATIONS

- A. Pre-Event Planning Coordination – Normal Operations: Pre-event County-wide debris management planning coordination is accomplished through the County Debris Management Workgroup (DMW). Normal Operations is the period of time when the County is not in any serious threat of a disaster event. It is imperative to maintain a constant state of preparedness throughout Normal Operations by reviewing and updating this Tab.
- B. The purpose of the review is to ensure all partners with debris responsibilities maintain the capacity to fulfill their obligations in a timely and effective manner should a disaster strike the County. Once roles and responsibilities have been reviewed, updates to this Tab will be posted prior to hurricane season. The annual review/update of this Tab will include at a minimum:
 - 1. Review Debris Guidance from GEMA and FEMA: Rules and regulations dictating operational procedures change periodically; the information in the Tab should be updated annually to reflect such changes.
 - 2. Update Primary Debris Contact Lists: The list of Primary Debris Contacts from County jurisdictions should be updated as required to reflect changes in personnel or contact information.
 - 3. Review County Priorities
 - a. Road Clearing Priorities: Changes or updates relating to road segments and applicable maintenance responsibility among local, State and Federal agencies are critical for reimbursement through the PA Program and the Federal Highway Administration (FHWA) Emergency Response Program. It is critical County jurisdictions review and update priority road clearing lists and maps annually. Updated and accurate priority road clearing lists and maps will assist in documenting debris clearing/removal operations and thereby assist County jurisdictions during the reimbursement process.
 - b. Critical Facility Restoration Priorities: Changes or updates relating to Critical Facilities identified by County jurisdictions are critical for reimbursement through the PA Program. Updated and accurate Critical Facilities lists and maps will assist in documenting debris clearing/removal operations



and thereby assist County jurisdictions during the reimbursement process.

- c. Review Pre-Position Debris Management Contracts: During times of normalcy, County jurisdictions should establish and maintain pre-position contracts for debris monitoring and debris removal services. The procurement of such services should be compliant with County jurisdictional procurement practices, and the procurement competition requirements specified in Code of Federal Regulations, Title 44, Emergency Management and Assistance (44 CFR), Part 13.36. For additional guidelines regarding procurement, see FEMA Fact Sheet RP9580.201, Debris Contracting Guidance.

4. Review Debris Management Site (DMS) Locations: Locations identified to serve as DMS following a debris-generating event should be approved by the local jurisdiction to ensure compliance with DMS location standards and local zoning laws. These sites should be reviewed annually to ensure they remain viable options for DMS operations. Likewise, additional DMS locations may be identified as the development and landscape of the County progresses over time.
5. Coordinate with local landfill operators to ensure they will be in operations following a disaster and to ensure capacity for debris from a large scale event.
6. Review/update County jurisdictional Debris Forecasts as required.

C. Debris Collection Strategy

1. General: Debris management operations are generally divided into two phases, Response and Recovery. In order to develop effective and efficient management strategies for each phase, County jurisdictional debris planners must consider several variables which include but are not limited to:
 - a. Amount and type of forecasted debris;
 - b. Employee labor resources;
 - c. Available equipment;
 - d. Urgency of the debris operations;
 - e. Damage to priority infrastructure; and



- f. Limitations of forces and skills for specialized debris issues
- 2. Response Phase: County jurisdictions begin the Response Phase sometimes during but always immediately after an event in order to gain access into the affected area. Actions required during the response phase are usually completed within a matter of days following a disaster event. The primary goals of debris operations during the Response Phase include but are not limited to: Emergency Roadway Clearing, Damage Assessment, and Estimating the Amount of Debris.
 - a. Emergency Roadway Clearing
 - 1) Objective: The objective of Emergency Roadway Clearing (sometimes referred to as the “Initial Push”) is to provide for the safe movement of emergency and support vehicles into and out of the disaster area to facilitate search and rescue efforts, allow access to critical facilities, and prevent further damage to critical infrastructure. This is accomplished by pushing debris off of the roadway onto the shoulder and away from overhead power lines, primarily onto the public right-of-ways (ROW). There is little time or concern for sorting debris at that time, therefore there is no attempt during this phase to physically remove or dispose of the debris, unless life-safety issues warrant. Debris that is moved or relocated during the Initial Push should be placed as close as possible to the edge of the roadway. Driveway cutouts, fire hydrants, valves, and storm-water inlets will be left unobstructed.
 - 2) The type of debris encountered during the Initial Push will most likely include, but may not be limited to: trees blown down and broken limbs; yard trash such as outdoor furniture, trash cans, utility poles, power-telephone-cable TV lines, transformers and other electrical devices; building debris such as roofs, sheds, and signs; and personal property such as clothing, appliances, boats, cars, trucks and trailers.
 - 3) Priorities:
 - a) Priority Roadways: Response Phase operations primarily focus on emergency access routes and main arterials. County



jurisdictions have designated priority roadways for initial debris clearing based on its particular situation. The Georgia Department of Transportation (GDOT) will be contacted to coordinate priorities for clearance on State roads.

- b) Access to Critical Facilities: County jurisdictions have also defined priority routes to gain access to critical community facilities, such as: municipal buildings, water treatment plants, wastewater treatment plants, power generation units, and airports.
 - c) Note: 9-1-1 emergency calls will take priority of road clearing debris removal crews and resources at all times to ensure access for emergency vehicles and resources into the impacted area to protect public health and safety following a major disaster or catastrophic event.
- 4) Resources
- a) Render Safe Team (RST): RSTs are jurisdiction based teams organized and equipped to initiate immediate re-entry back into the County from defined Critical Work Force (CWF) Shelter locations. Each RST has pre-defined re-entry routes, destinations, and priorities designed to ensure debris is initially pushed from critical transportation routes and priority critical facilities are assessed. County jurisdictions initially utilize their own labor force and equipment to staff RSTs during re-entry. It is plausible to expect jurisdictional RSTs to cross jurisdiction boundaries in support of a mission to ensure efficient and expeditious re-entry. In circumstances when the existing labor force is not sufficient, or when specialized services are required, work efforts may be supplemented by activating mutual aid agreements or by awarding short-term debris removal contracts for specific work.



- b) Direct Federal Assistance (DFA): In catastrophic events, DFA can be provided by FEMA to support local governments. It is important to remember, the response capabilities of the County jurisdictions and the State must be exceeded before this request is made by CEMA to the SOC. The request is made by GEMA to FEMA if circumstances justify the need for DFA. FEMA Recovery Policy RP9523.9, 100% Funding for Direct Federal Assistance and Grant Assistance has been issued by FEMA to detail the requirements and scope for DFA, including provisions for funding at 100% Federal share for a limited period.
- c) NOTE: FEMA may use its authority under the Stafford Act to mission assign other Federal agencies, such as the U.S. Corps of Engineers (USACE) or the U.S. Coast Guard (USCG), to execute debris removal operations. If FEMA assumes responsibility for County debris removal project(s), the County essentially loses control over these projects and can be required to reimburse a portion of these projects. If assistance is needed by FEMA to provide debris management operations, the following considerations apply:
 - (i) The assistance provided by FEMA is subject to the cost share provisions, including any administrative costs.
 - (ii) DFA for debris operations should only be used for emergency clearance for immediate lifesaving issues. Beyond emergency clearance, debris contracts should be established by the local governments if the need exists.
 - (iii) If the disaster is catastrophic and DFA is needed beyond emergency debris clearance, FEMA may provide the assistance needed, which may be subject to the cost share provisions by GEMA and FEMA.



- b. **Damage Assessment (DA):** As soon as practical following an event, an initial evaluation of the impacted area will be conducted utilizing available state and local assets. The purpose of the evaluation is to provide the EOC and CPG with an initial DA and overall situational awareness information needed to estimate the amount of debris in the affected area and review emergency roadway clearing priorities and objectives.
 - c. **Estimating the Amount of Debris:** Debris estimating is normally used in a post-disaster situation to establish a reasonable estimate of the actual debris quantities and mix. Debris estimates will be used to establish debris removal priorities, DMS and landfill space requirements, and the possible need for contracted, State, and/or Federal resources.
- 3. **Recovery Phase:** The Recovery Phase begins as emergency access routes are cleared and residents are returning to their homes where they begin to bring debris to the public ROW. At this time, County jurisdictions begin to collect, reduce, and dispose of the debris generated during the event utilizing the most cost-effective and environmentally responsible methods available. Depending on the quantity of debris generated by the event, and the complexity of the operations required to mitigate debris issues, debris management operations throughout the County and/or specific County jurisdiction(s) could continue for several months. Debris management activities will be handled at the lowest level possible based on the magnitude of the event. County jurisdictional requests for additional debris management resources (non-contract) will be made through the County EOC.
 - a. **Debris Collection Methods:** A fundamental component of the County's debris management strategy is the collection of debris. The public expects to have debris removed from neighborhoods as soon as possible following a disaster event. The implementation of disaster debris collection as soon as practical after the disaster event assures the public that recovery efforts are in progress and that the community will return to normal quickly.
 - b. Residents are encouraged to keep debris separated to quicken the removal process and to meet local sanitary codes.



- c. During disasters operations, debris management is of critical importance. Independent contractors working for a private entity are encouraged to include contract provisions to deliver the debris directly to a disposal site versus leaving it in the ROW.
- d. County jurisdictions tailor debris collection operations based on the quantities and types of debris generated by the event. The two main methods of debris collection are curbside collection and collection centers or a combination of both.
 - 1) Curbside Collection: Curbside Collection is similar to normal neighborhood garbage and trash collection operations. The initial roadside debris piles created during emergency roadway clearing will quickly become the initial dumping location for residents bringing additional storm-generated debris from their properties to the public ROW. Previous events indicate this typically occurs in three stages, with the type(s) of debris changing during each stage. The three stages are:
 - a) Stage 1: Consists mainly of vegetation (woody debris and yard waste);
 - b) Stage 2: As residents begin to “clean house”, debris on the public ROW changes to household waste including damaged personal goods, white goods, electronic goods, household hazardous waste (HHW), trash and garbage. Residents should not mix garbage with debris. In order to be picked up and disposed of by County jurisdictions, the debris deposited at the curbside must be disaster related. County jurisdictions and private waste management services should resume normal garbage pick-up schedules as soon as possible.
 - c) Stage 3: When residents start the recovery process and initiate repairs, debris accumulated on public ROW begins to include construction and demolition materials removed by homeowners prior to the receipt of insurance and Grants through the FEMA Individual Assistance Program.



- d) NOTE: Construction and demolition materials from minor or major repairs or reconstruction generated by private contractors should not be deposited at the curbside. Contractors should remove and deposit the debris at approved collection locations and/or landfills. Insurance proceeds usually cover the cost for demolition debris removal from private property. It is also important to watch for non-disaster related materials (bagged grass clippings, household garbage, automobile parts etc.). County jurisdictions are eligible for reimbursement for only disaster-related debris removal costs not covered by insurance. County jurisdictions are not required to pick up ineligible items during recovery operations.
- e) Curbside Collection Methods: County jurisdictional collection plans may be based on collecting Mixed and/or Source-Segregated Debris
 - (i) Mixed Debris: Collecting mixed debris allows for residents to place all debris types in one specified area, usually along the public ROW in front of their residence. While this is the most convenient for the public, it does not facilitate effective recycling and reduction efforts, as the debris will need to be handled multiple times. Therefore, this method prolongs recycling and reduction efforts and increases operational costs.
 - (ii) Source-Segregated Debris: Collecting Source-Segregated Debris requires residents to sort debris by material type and place it at the curb in separate piles. Trucks designated for a particular debris type collect the assigned debris and deliver it to a Collection Center or DMS. The disadvantage of this method is that it requires more trucks to collect the different types of debris; however, this increased equipment cost may be offset



by avoiding the labor cost and time to separate the debris by hand. Collecting Source-Segregated Debris offers the potential of high salvage value and efficient recycling/reduction processing. This method is important when collecting hazardous and environmentally sensitive debris, such as HHW and White Goods.

- 2) Collection Centers: The second collection method is to have residents transport their debris to a common location
 - a) The number of Collection Centers required will depend on the amount and location of debris requiring disposal. Collections centers may be permanent or temporary facilities. Large roll-off bins may be placed on public ROW or public property for the residents to bring their debris for collection. Separate bins can be designated for particular types of debris. The associated costs are generally low since the public essentially accomplishes the material collection and separation themselves. This method is well suited for rural, sparsely populated areas or logistically difficult conditions where curbside collection is not practical.
 - b) Collection Centers require supervision. Jurisdictional debris planners must assign staff to manage the development of the site and oversee the collection operations. Collection Center Staff arrange for empty bins to be brought in to replace full ones, ensure debris materials are placed in the correct bins, and are responsible for making sure the Center does not become a dumping ground for non-disaster-related debris.
 - c) The site selection and set up parameters for a Collection Center are similar to those defined for DMS locations.



- d) Collecting HHW: Items classified as HHW must be separated and WILL NOT be collected with other debris. County jurisdictions may send HHW response teams ahead of the general collection effort to identify and remove HHW. Otherwise, County jurisdictions will refer individuals with material of this nature to the appropriate government agency and/or to qualified Hazardous Materials (HAZMAT) contractors.
- D. Debris Removal from Area Waterways: County jurisdictions may be required to coordinate with State and/or Federal agencies to ensure debris (including floundered watercraft) is removed from area waterways not within their authority, such as:
 - 1. Georgia Department of Natural Resources (GADNR) for streams and waterways (non-navigable);
 - 2. USCG for all navigable waterways; and
 - 3. USACE for flood control debris issues.
- E. Final Disposition: County jurisdictional debris plans must include final disposition sites of their whole, reduced, and/or recycled debris. The most cost-efficient measure is usually to make use current approved landfills within the jurisdiction. Available remaining space at these established landfills may not be adequate and other disposal locations will have to be located.

II. ROLES AND RESPONSIBILITIES

- A. County Jurisdictions
 - 1. County Jurisdictions are responsible for their own public works and infrastructures, and have primary responsibility for debris planning, response and recovery within their respective jurisdiction. County jurisdictional debris plans should be prepared to account for jurisdictional characteristics, such as landfill capacity, availability of equipment and experience of contractors, environmental characteristics, types of debris, etc.
 - 2. County jurisdictional Finance Officers are responsible for ensuring their respective governments comply with State and Federal laws regarding disaster financial accounting. This requires instituting local financial principles, policies, regulations and management



controls to ensure proper accountability of funds and provides financial management support to Incidents of Critical Significance.

B. Chatham County Emergency Management Agency (CEMA).

1. Pre-event Debris Planning Coordination

- a. CEMA supports pre-event debris planning by providing advice and assistance to the DMW regarding County-wide Debris Management Goals, including but not limited to coordinating policies, procedures, and resources.
- b. CEMA coordinates annual reviews and updates of County jurisdictional emergency information including but not limited to:
 - 1) NIMS Compliance;
 - 2) Debris Points of Contact (POC);
 - 3) Critical Workforce (CWF);
 - 4) Render Safe Teams (RST);
 - 5) Priority Roadways; and
 - 6) Critical Facilities
- c. CEMA contacts Federal agencies as required on behalf of the DMW to coordinate and/or deconflict debris removal activities that fall under the Federal agencies' respective authorities, such as GADNR for streams and waterways; USACE for flood control works; USCG for navigable waterways, and/or GDOT for roadways.

2. Post-Event Debris Management Operations Coordination: CEMA coordinates activation and operation of the County's EOC. When required, the following EOC functions support Debris Management Coordination County-wide:

- a. EOC Manager: The EOC Manager oversees the progress of debris operations County-wide and advises the CPG on recommended adjustments to pre-established tasks. The EOC Manager institutes the CPG's objectives for each operational period.



- b. EOC Planning Section Chief: The EOC Planning Section Chief is responsible for coordinating the overall CWF Re-entry Plan and is the EOC Manager's primary POC for all re-entry planning issues. The Planning Section receives, tracks and analyses damage reports all available resources and maintains overall situational awareness.
- c. EOC Operations Section Chief: The EOC Operations Section Chief is responsible for executing the County's overall Re-entry Plan; serves as the primary coordinator for the CWF RST program; and is the EOC Manager's primary POC for all re-entry operational issues. Re-entry operations (including debris management coordination) are executed through the EOC Operations Section.
- d. EOC Infrastructure Branch Director:
 - 1) Coordinates the restoration of essential public services;
 - 2) Provides the ESF-3 Group Supervisor with guidance and direction on problems, procedures, and policies pertaining to debris operations;
 - 3) The Operations Section Chief is the primary POC for all infrastructure issues, and the primary contact in the EOC regarding actual and/or potential debris issues;
 - 4) Approves all requests for debris related assistance made to GEMA.
- e. ESF-3, Public Works and Engineering Group Supervisor:
 - 1) Responsible for coordinating pre-event debris planning through the DMW;
 - 2) Coordinates overall re-entry tasks and priorities, and maintains status of RSTs;
 - 3) Coordinates with State and local agencies to effect repairs of damaged infrastructure throughout the County;
 - 4) Identifies major debris issues and potential problems based on available DA information;



- 5) Ensures County-wide debris management coordination through the County Debris Task Force;
 - 6) Secures sufficient staffing resources to assist coordinating debris management operations through the CDTF;
 - 7) Provides the CDTF Leader with guidance and direction on problems, procedures, and policies pertaining to debris operations;
 - 8) Helps coordinate debris-related mission assignments County-wide; and
 - 9) Advises the Infrastructure Branch Director on actual and/or potential debris issues.
 - 10) NOTE: The EOC Infrastructure Branch maintains contact with Federal agencies as required to coordinate debris removal activities that fall within Federal jurisdictions.
- f. Debris Management Workgroup (DMW): The DMW is the primary organization conducting pre-event debris planning and coordination for the County. The DMW is made up of representatives with debris responsibilities from the various County jurisdictions. The DMW:
- 1) Recommends and coordinates changes to the County-wide Debris Management Goals;
 - 2) Provides County jurisdictions with advice and assistance to develop and/or update and coordinate their local debris plans;
 - 3) Assists with planning, coordination, and execution of debris management training and exercises for County jurisdictions.
- g. County Debris Task Force (CDTF): The CDTF is the primary organization coordinating post-event debris management operations. When activated, the staffing level of the CDTF depends on the size and severity of the event.
- C. Georgia Emergency Management Agency (GEMA).



1. Once the disaster has been declared by the President, and eligible County jurisdictions are established, then Applicant Briefings will be conducted, as well as Kick-Off meetings regarding the specifics of the event. At this time, debris planning teams will be established which will be comprised of local, State and Federal representatives. The teams will primarily be located in the Joint Field Office and will deploy to County jurisdictions as the need arises. The debris teams will assist County jurisdictions with activities ranging from establishing eligibility guidelines to assisting in the completion of project worksheets. Depending on the severity of the disaster, other State and/or Federal agencies will recommend actions pertaining to debris management and removal operations.
2. In addition, GEMA may contract for management services to assist County jurisdictions in the administration of the PA Program. The scope of services needed will be determined at the time of the disaster. The scope may range from debris specialist in the field to overall management of debris removal operations. The contract for assistance must be consistent with FEMA Policy 9525.11, Payment of Contractors for Grant Management Tasks.

D. Federal Emergency Management Agency (FEMA).

1. In disasters that present a tremendous impact to the state following a Presidential Declaration, FEMA can provide DFA to support the state and local jurisdictions. DFA can be provided for activities related to debris clearance, removal and disposal. The DFA is limited to emergency work under Sections 402(4), 403 and 407 of the Stafford Act. The assistance provided under DFA will be subject to the cost share requirements found in the FEMA-State Agreement. Refer to FEMA Policy 9525.11, Payment of Contractors for Grant Management Tasks. Should the need arise; FEMA may choose to use its mission assignment authority to allow USACE or another Federal agency to contract for and/or manage the debris clearance and removal operations. The USACE or another Federal agency may also be used as technical advisors to the State or County jurisdiction. FEMA will work directly with USACE and/or other Federal agencies on these assignments and will monitor all task orders based on a defined scope of work. In some cases, FEMA may provide assistance for disaster-related emergency work, such as debris removal, when the other Federal agencies will not.



2. In addition to the above, FEMA can provide technical assistance to the State or County jurisdictions with debris management and removal issues. Such technical assistance may be provided by FEMA staff, mission assigned debris subject-matter experts, or technical assistance contractors. FEMA debris specialists may be assigned to the County or to County jurisdictions requiring significant debris operations to assist with eligibility issues.
 3. FEMA will advise State and County jurisdictions and provide assistance with respect to issues such as demolition of unsafe structures or in connection with replacement of eligible facilities; debris on private property; removal of tree limbs and leaning trees; removal and disposal of hazardous tree stumps and root balls; removal of sediment from engineered channels; removal and disposal of HAZMAT, etc.
 4. FEMA may advise State and County jurisdictions on issues related to compliance with Federal environmental and historical preservation laws, regulations and executive orders, especially when work is in waterways or when dealing with HAZMAT.
- E. Other Agency & Organization Debris Management Partners. It is essential to interface with other agencies (government and private; local, State, and Federal) with debris clearance, removal, and/or disposal capabilities and/or responsibilities. Before the event is the time to get to know who these other agencies are and what resources may be available. Other agencies involved in the pre-event planning process include but not limited to:
1. Private Waste Management Contractors within Chatham County;
 2. Other Debris Management Contractors, Vendors, and Service Providers;
 3. Georgia Department of Defense;
 4. GADNR/EPD;
 5. GDOT; and
 6. Georgia Ports Authority.
- F. Contracted Services: Contracting for labor and equipment may be necessary if the magnitude of the emergency debris clearance, removal and disposal operation is beyond the capabilities of the local force account resources, State resources, mutual aid agreements and volunteer labor and equipment. County jurisdictions must be familiar with contracting



procedures in order to define specific debris removal tasks and recommend specific contract types based on the magnitude of the debris clearance, removal and disposal operation and the site clearance and restoration requirements.



EXHIBIT 1
DEBRIS CONTACTS



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EXHIBIT 1: PRIMARY DEBRIS CONTACTS

COUNTY-WIDE JURISDICTIONAL DEBRIS CONTACTS

BLOOMINGDALE			
Function	Name	Phone	email
Municipal	Ernest Grizzard Furman Tyler	912 748 0268 1 912 313 5459	ernestgrizzard@yahoo.com chiefttyler@bloomingdalefiredept.com
Removal Contactor	Not Identified		
Monitoring Contractor	Not Identified		

CHATHAM COUNTY (UNINCORPORATED)			
Function	Name	Phone	email
County	Robert Drewry Carey Brown	912 661 1352 (c) 912 312 1129 (c)	rwdrewry@chathamcounty.org cwbrown@chathamcounty.org
Removal Contactor	Ashbritt JB Coxwell	Contact via Jurisdictional POC	
Monitoring Contractor	Beck	Contact via Jurisdictional POC	

GARDEN CITY			
Function	Name	Phone	email
Municipal	Benny Googe Mike Godbold	912 629 2296 912 966 7780	bgooge@gardencity-ga.gov mgodbold@gardencity-ga.gov
Removal Contactor	DRC Crowder-Gulf	Contact via Jurisdictional POC	
Monitoring Contractor	Beck	Contact via Jurisdictional POC	

POOLER			
Function	Name	Phone	email
Municipal	Matt Saxon Shawn McNelly	912 748 4800 912 210 1520	msaxon@pooler-ga.gov smcnelly@pooler-ga.gov
Removal Contactor	Ashbritt	Contact via Jurisdictional POC	
Monitoring Contractor	Beck	Contact via Jurisdictional POC	

PORT WENTWORTH			
Function	Name	Phone	email
Municipal	Brian Harvey Mike Godbold	912 964 4379 478 912 966 7780	bharvey@cityofportwentworth.com mgodbold@gardencity-ga.gov
Removal Contactor	DRC Crowder-Gulf	Contact via Jurisdictional POC	
Monitoring Contractor	Beck	Contact via Jurisdictional POC	



SAVANNAH			
Function	Name	Phone	email
Municipal	Gene Prevatt Jimmy Rhodes	912 651 6580 912 651 1967	gprevatt@savannahga.gov
Removal Contactor	Phillips & Jordan DRC Ashbritt	828 479 3371 251 343 3581 407 803 5700	
Monitoring Contractor	Beck	Contact via Jurisdictional POC	

THUNDERBOLT			
Function	Name	Phone	email
Municipal	Shawn Elmore Linton Smith	912 644 7999 912 629 4650	publicworksmgr@thunderboltga.org lsmith@thunderboltga.org
Removal Contactor	Waste Pro Ashbritt	Contact via Jurisdictional POC	
Monitoring Contractor	Beck	Contact via Jurisdictional POC	

TYBEE ISLAND			
Function	Name	Phone	email
Municipal	Joe Wilson Jimmy Brown	912 786 4573 x132 912 844 3503	jwilson@cityoftybee.org jcbrown@cityoftybee.org
Removal Contactor	Phillips & Jordan	Contact via Jurisdictional POC	
Monitoring Contractor	PBSJ	Contact via Jurisdictional POC	



EXHIBIT 2
COUNTY DEBRIS TASK FORCE



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I. ACTIVATION AND ORGANIZATION

- A. Activation. Other than the County Debris Management Workgroup (DMW), pre-disaster planning and staffing efforts dedicated to debris issues may be limited. However, following a major disaster or event, additional debris management resources may be required in order to provide a dedicated staff to manage debris clearing, removal, and disposal activities. When required, Chatham County Emergency Management Agency (CEMA) will coordinate the activation and staffing of a County Debris Task Force (CDTF).
- B. Organizational Structure. The CDTF will be activated as part of the Public Works and Engineering Emergency Support Function (ESF-3), which is a Group within the Infrastructure Branch of the Emergency Operations Center's Operations Section. Support to the CDTF from the EOC staff includes but may not be limited to:
 - 1. EOC Infrastructure Branch Director Support:
 - a. Coordinates the restoration of essential public services;
 - b. Provides the ESF-3 Group Supervisor with guidance and direction on problems, procedures, and policies pertaining to debris operations;
 - c. Advises the Operations Section Chief on potential debris issues; and
 - d. Approves all requests for debris related assistance made to GEMA.
 - 2. Public Works & Engineering Group (ESF-3) Support:
 - a. Identifies major debris issues and potential problems based on the available Damage Assessment (DA) information;
 - b. Identifies sufficient staffing resources to assist in managing debris operations;
 - c. Provides the County Debris Task Force (CDTF) Leader with guidance and direction on problems, procedures, and policies pertaining to debris operations;
 - d. Helps coordinate debris-related mission assignments within the County; and



- e. Advises the Infrastructure Branch Director on potential debris issues.
- 3. EOC Planning Section Support. The Planning Section provides Damage Assessment (DA) information and Geographic Information Systems (GIS) to the CDTF.
 - a. Damage Assessment (DA). DA information provided by the Planning Section DA Team will be used to establish debris management goals and objectives for the Incident Action Plan; and to develop preliminary FEMA Project Worksheets. At a minimum, DA Teams from the EOC PLANS provide the CDTF Engineering and Planning Section with DA information regarding:
 - 1) Roads, streets, bridges;
 - 2) Public/Government Buildings and equipment;
 - 3) Public utilities;
 - 4) Water control/drainage facilities;
 - 5) Parks and recreational sites;
 - 6) Schools; and
 - 7) Neighborhoods.
 - b. Geographic Information Systems (GIS). The Planning Section's GIS Team coordinates and provides maps for debris management activities. The information provided by these maps includes but is not limited to:
 - 1) Real time progress of the County's debris operations;
 - 2) Updated street centerline information to establish clearing priorities;
 - 3) Parcel maps for each property in Chatham County (to be used to initiate the private property vegetative debris Right-of-Entry cleanup); and
 - 4) Locations of Debris Management Sites (DMS) throughout Chatham County.



- C. Size and Composition. The size and composition of the CDTF will depend on the magnitude of the disaster, the number of jurisdictions affected, and the resources available/required to coordinate the resulting debris clearance, removal, and final disposal issues. For purposes of this document, refer to the attached CDTF Organization/Functions Chart.

II. CDTF OPERATIONAL OBJECTIVES.

- A. Debris Management Operations are normally broken into two phases: Response and Recovery. The CDTF expands its functional capabilities as required to serve as the primary EOC organization coordinating County-wide debris management incident objectives identified in the Event's Incident Action Plan.
- B. Debris Response Operations (Initial Debris Clearing and Damage Assessment). Debris management activities during the first 70 hours following an event (referred to as the "Initial Push"), concentrates efforts on actions required to clear debris from pre-designated roadways in order to facilitate initial search and rescue efforts; and to clear and/or gain access to pre-designated critical facilities. These first hours also provide emergency planners with initial "ground truth" regarding the scope of damages within the impact area.
- C. Debris Recovery Operations (Debris Removal and Disposal). As the initial 70-hour debris push and activities to mitigate life-safety issues are completed, the focus of debris management transitions to supporting recovery operations including the removal, and disposal of the various types of debris generated by the event. Debris generated by natural and/or man-made disasters will include but may not be limited to trees/vegetation, soils/sediments, vehicles/ vessels, hazardous wastes (including chemical spills and bio-hazards), construction/demolition materials, and other assorted personal property. This transition may require expanding debris management coordination efforts County-wide.

III. CDTF FUNCTIONAL RESPONSIBILITIES.

- A. Regardless of the Operational Phase, CDTF functional responsibilities may include but not be limited to:
- B. CDTF Leader. The CDTF Leader serves as the lead debris coordinator in the EOC and is designated the County Debris Manager when required. Responsibilities include but may not be limited to:
 - 1. Coordinates County debris operations under the direction of the ESF-3 Group Supervisor;



2. Ensures the County's Debris Operations Strategy is implemented;
 3. Ensures CDTF staff provides jurisdictions with technical advice and assistance;
 4. Coordinates all debris-related Mission Assignments within the County; and
 5. Provides a degree of oversight and coordination for debris management activities throughout the County.
- C. Debris Administration. CDTF Administration is the primary point of contact for those activities needed to support debris operations. These activities include but are not limited to:
1. Documentation & Records Management. In conjunction with the Public Assistance Coordinator (Finance) establishes a records management system required to collect and keep all documentation that may be required for available Public Assistance(PA) grants. Documentation may include, but is not limited to:
Personnel policies;
 - a. Labor and equipment timesheets and summaries;
 - b. Safety procedures;
 - c. Contracting and Procurement Procedures;
 - d. Billing and invoices, including debris hauler load tickets;
 - e. Environmental permits;
 - f. Right of entry and hold harmless agreements for private property debris removal and 8) demolition, when applicable;
 - g. Public information announcements; and
 - h. Debris salvage value information.
 2. Contracting and Procurement. The primary responsibility of Contracting and Procurement (EOC Finance Section) is to work with the Engineering and Planning to develop accurate Requests For Proposals (RFP) for debris removal and monitoring contracts. Their expertise is necessary to ensure that the RFP abides by all local and state requirements. Purchasing is responsible for the development of all forms and standard contractual language, the advertisement and notification to prospective contractors, pre-bid



meetings, and contract negotiations. Contracting and Procurement planning includes establishing post event contracting procedure if necessary that include:

- a. Contract requirements;
 - b. Contractor qualifications;
 - c. Instructions to bidders;
 - d. Advertising of bids;
 - e. Establishing pre-qualified contractors;
 - f. Managing the contracted scope of work; and
 - g. Establishing a post-disaster contracting procedure if necessary.
3. Public Assistance (PA). The PA Coordinator is the CDTF's primary County contact for all PA Issues; and coordinates directly with debris staff on PA Program Issues.
4. Public Information. After a disaster, residents want answers regarding recovery operations. The goal of the debris public information strategy is to ensure residents are given accurate and timely information for their use and own individual planning purposes. If information is not distributed quickly, rumors and misinformation spread and erode confidence in applicant management of the recovery operations. A Joint Information Center, and/or temporary Debris Information Center may be established to address concerns, complaints, and answer questions not included in the public information campaign at large. It is important to address the residents' concerns, complaints, and questions in a timely and efficient. Information provided to the public may include but not be limited to:
- a. Debris pickup schedules;
 - b. Disposal methods and ongoing actions to comply with local, State, and Federal environmental regulations;
 - c. Disposal procedures for self-help and independent contractors;
 - d. Restrictions and penalties for creating illegal dumps;



- e. Curbside debris segregation instructions;
 - f. Public drop-off locations for all debris types; and
 - g. Process for answering the public's questions concerning debris removal.
 - 5. Legal. The Legal Staff provides advice to the CDTF by reviewing all legal matters during the debris management planning process. These matters include but may not be limited to:
 - a. Review of Debris Management contracts;
 - b. Review and/or establish land acquisition processes for temporary debris management sites;
 - c. Review insurance policies;
 - d. Ensure environmental and historic preservation compliance before, during, and after operations;
 - e. Ensure site restoration and closure requirements are fulfilled;
 - f. Review and/or establish building condemnation processes;
 - g. Review and/or establish legal processes for private property demolition and debris removal; and
 - h. Review right-of-entry and hold harmless agreements.
 - 6. Health and Safety. Debris Health and Safety procedures are included in the event IAP and monitored/coordinated through the event Safety Officer.
- D. Debris Engineering and Planning. CDTF Engineering and Planning maintains a high degree of situational awareness regarding the status of debris operations throughout the County. This information is needed to understand the current debris situation, predict probable courses of incident events, prepare alternative strategies, and coordinate the mobilization of available resources. Consequently, CDTF Engineering and Planning is the primary source of debris related information for emergency planners.
- 1. Debris Engineering and Planning Leader. Engineering / Planning Unit Leader. The Debris Engineering and Planning Leader serves as the primary single point coordinator (technical and/or administrative) for all government/non-government



agencies/organizations supporting debris operations within the County. The Debris Planning Unit Leader:

- a. Coordinates with other local and State jurisdictions for road clearance and operations;
 - b. Develops an estimating strategy and forecasts debris volume based on post disaster conditions;
 - c. Monitors the progress and recommends modifications to the County's Debris Management Strategy;
 - d. Assesses available landfill space and determines if additional space is needed;
 - e. Makes recommendations for the locations and layouts of additional debris management sites;
 - f. Strategizes and maps potential debris haul routes;
 - g. Recommends reduction and recycling means and methods;
 - h. Identifies and coordinates efforts to address environmental issues; and
 - i. Coordinates with the event Safety Officer (staff) to ensure debris related Health and Safety issues are included in the Incident Action Plan.
2. Debris Forecasting and Estimating. Forecasting and Estimating functions include but may not be limited to:
- a. Estimating debris quantities;
 - b. Developing the debris collection strategy;
 - c. Determining appropriate reduction and disposal methods;
 - d. Establishing a transportation plan;
 - e. Assessing available landfill space and determine if additional space is needed;
 - f. Assisting with selection of additional DMS locations and design site layouts; and
 - g. Identifying and coordinate mitigation efforts for environmental issues.



3. Demolition and Permitting. When required, Debris Engineering and Planning coordinates policies and procedures for the demolition of condemned structures. This coordination may include but not be limited to:
 - a. Creating a demolition strategy for structures;
 - b. Researching legal requirements; and
 - c. Obtaining required permitting and other documentation.
- E. Debris Operations. CDTF Debris Operations is the primary point of contact in the EOC for jurisdictional and other agency/ organization liaisons (local, state, and federal) for coordinating debris operations and the resources required to meet the jurisdictional and County-wide post disaster objectives established in the Disaster Recovery Plan. CDTF Debris Operations may assist and coordinate activation of existing mutual aid agreements as well as other requests for additional debris removal resources. During recovery operations, Debris Operations becomes the primary single point EOC coordinator for all government/non-government agencies and organizations supporting debris operations within the County. CDTF Debris Operations Functions include but may not be limited to:
 1. Debris Operations Leader. The Debris Operations Leader is responsible for coordinating and monitoring debris collection, reduction, and final disposal operations throughout the County. The Debris Operations Leader:
 - a. Coordinate communication, facilities, services, equipment, and other available resources required to meet the County's Debris Management Strategy;
 - b. Makes recommendations to the CDTF Leader regarding eligibility of debris projects under FEMA's Public Assistance Program;
 - c. Provides debris-related reports and progress updates as needed to the CDTF Leader; and
 - d. Informs the CDTF Leader of potential debris issues.
 2. Debris Clearing and Removal.
 - a. Provides advice and assistance to County jurisdictions regarding post disaster debris clearing and removal issues;



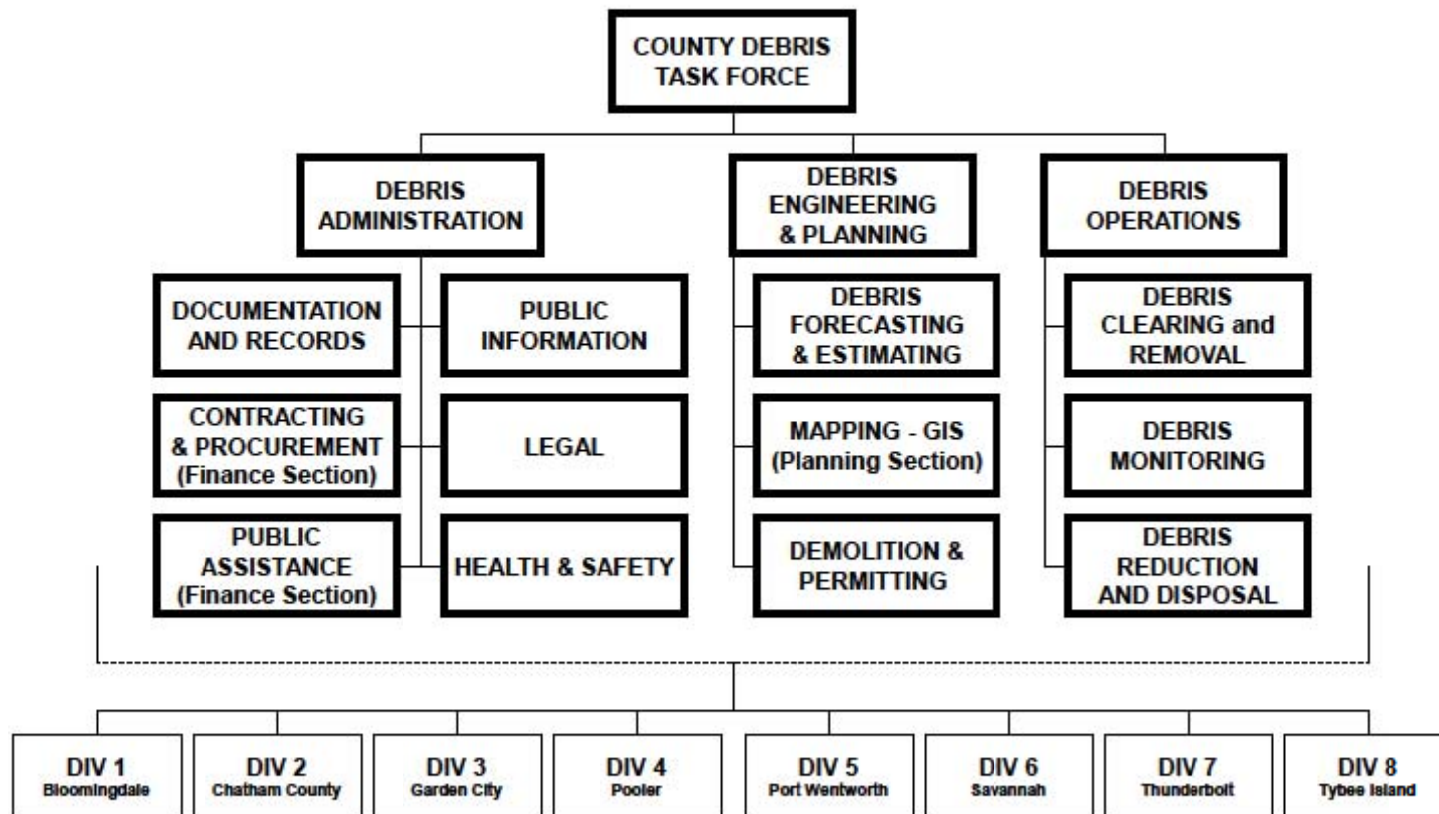
- b. Coordinates inter-jurisdiction collection and sorting operations;
 - c. Identifies and maintains an event roster of available debris contractors including recycling vendors;
 - d. Coordinates jurisdictional requests for debris removal assistance by coordinating equipment and resource mission assignments;
 - e. Coordinates debris collection and sorting strategies between jurisdictions including curb side pickup operations and the establishment of temporary collection centers and DMS locations;
 - f. Provides debris clearing and removal status reports and progress updates to the Debris Operations Leader; and
 - g. Informs the Debris Operations Leader of potential debris issues.
3. Debris Monitoring.
- a. Provides advice and assistance to County jurisdictions regarding post disaster debris monitoring issues;
 - b. Collects monitoring information from the debris monitoring specialists in the field;
 - c. Provides advice and assistance to debris monitoring specialists in the field in order to document eligible quantities and reasonable expenses to ensure that the work is eligible for PA funding; and
 - d. Makes recommendations to the Operations Leader regarding eligibility of debris projects under FEMA's Public Assistance Program
 - e. Informs the Debris Operations Leader of potential debris monitoring issues.
4. Debris Reduction and Disposal.
- a. Provides advice and assistance to County jurisdictions regarding post disaster debris reduction and disposal operations;



- b. Coordinates debris reduction and disposal strategies between jurisdictions (including recycling programs);
 - c. Maintains status and availability of debris collection and DMS locations throughout the County;
 - d. Coordinates debris disposal strategies between jurisdictions including temporary collection centers and DMS locations;
 - e. Assists with coordinating additional DMS locations;
 - f. Provides debris-related reports and progress updates to the CDTF Leader; and
 - g. Informs the Debris Operations Leader of potential debris issues.
- F. Technical Specialists (TS) and/or Subject Matter Experts (SME). The services of TS/SME may be procured as needed to support CDTF Functions. Debris contractors, consultants, and/or other TS/SME may be utilized to provide advice and assistance regarding debris operations that include but may not be limited to making recommendations to improving debris strategies, management planning, coordinating procedures; and issues regarding Federal PA requirements. TS/SME advice and assistance may include but not be limited to:
 - 1. Providing jurisdictions with technical advice and assistance for management issues regarding FEMA's Public Assistance Program;
 - 2. Assisting jurisdictions establish clearing priorities;
 - 3. Advising jurisdictions of potential debris issues;
 - 4. Coordinating with Debris Monitoring Specialists;
 - 5. Estimating quantities of debris;
 - 6. Informing the CDTF Leader of potential debris issues; and
 - 7. Providing debris-related reports and updates to CDTF Leader.
- G. Other Agency and Organization Liaisons. Following a disaster event federal, state, and local, government entities and non-government agencies/organizations will be involved in the debris removal and management process. As debris operations expand, the participation of outside agencies will increase, and there will be an expanded presence of liaison officers in the area.



COUNTY DEBRIS TASK FORCE ORGANIZATION / FUNCTIONS





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EXHIBIT 3
COUNTY RENDER SAFE TEAM

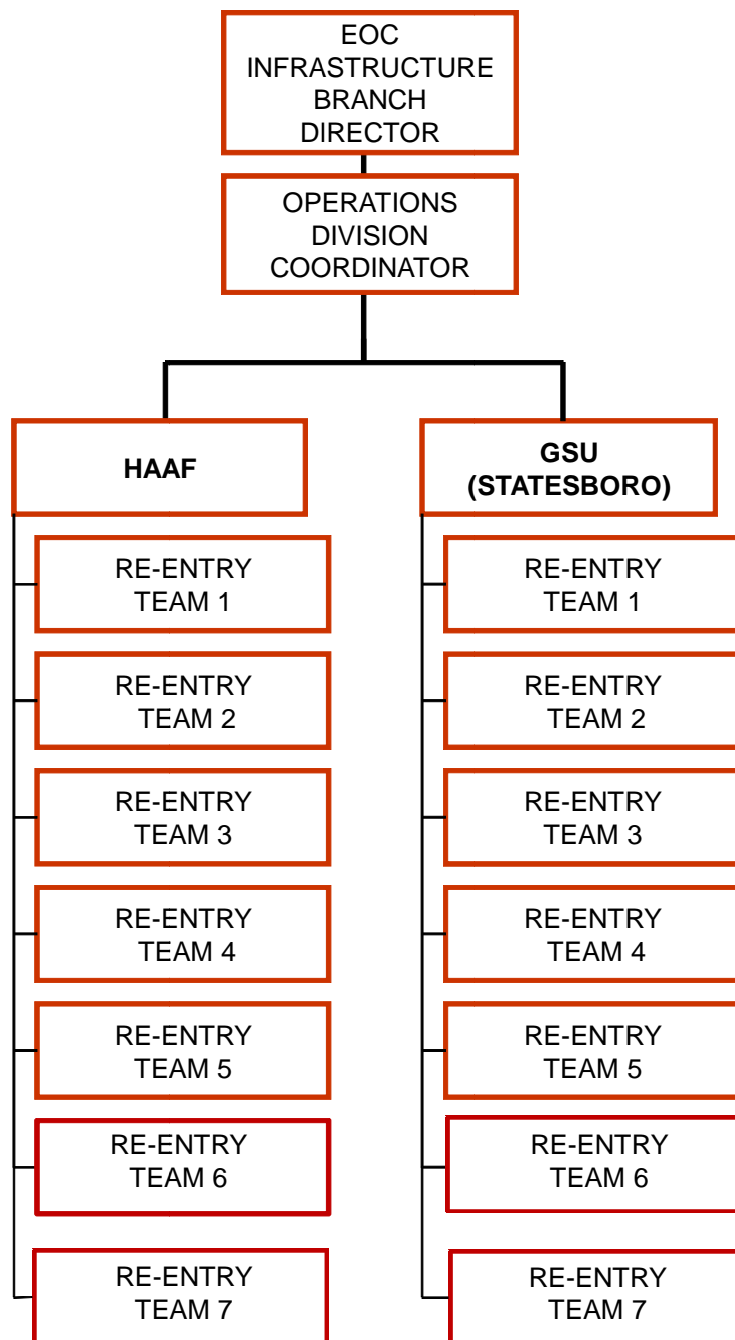
(For detailed County-wide render safe team information refer to Appendix 3-3)



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CHATHAM COUNTY RST ORGANIZATION





CHATHAM COUNTY RST ASSIGNMENTS

CREW 1: HUNTER ARMY AIR FIELD

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Emergency Trailer (Available)(2)
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Fuel Truck (Available)	
	Pick Up Truck (1)	

CREW 2: HUNTER ARMY AIR FIELD

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Emergency Trailer (Available)
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Fuel Truck (Available)	
	Pick Up Truck(1)	

CREW 3: HUNTER ARMY AIR FIELD

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
6	Flatbed Truck	
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Fuel Truck (Available)	
	Pick Up Truck(1)	



CHATHAM COUNTY RST ASSIGNMENTS (CONTINUED)

CREW 4: HUNTER ARMY AIR FIELD

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
6	Flatbed Truck	
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Pick Up Truck(1)	

CREW 5: HUNTER ARMY AIR FIELD

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	
	Crew Truck	
	Front End Loader	
	Pick Up Truck(1)	

CREW 6: HUNTER ARMY AIR FIELD

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Bulldozer (2)	
	LowBoy (2)	
	Pick Up Truck (2)	
	Crew Truck	
	Flat Bed	

CREW 6: HUNTER ARMY AIR FIELD

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Generator (4)	
	Water Buffalo (4)	
	Pick Up Truck (4)	



CHATHAM COUNTY RST ASSIGNMENTS

CREW 1: GSU (STATESBORO)

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Emergency Trailer (Available)(2)
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Fuel Truck (Available)	
	Pick Up Truck (1)	

CREW 2: GSU (STATESBORO)

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	Emergency Trailer (Available)
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Fuel Truck (Available)	
	Pick Up Truck(1)	

CREW 3: GSU (STATESBORO)

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
6	Flatbed Truck	
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Fuel Truck (Available)	
	Pick Up Truck(1)	



CHATHAM COUNTY RST ASSIGNMENTS (CONTINUED)

CREW 4: GSU (STATESBORO)

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
6	Flatbed Truck	
	Crew Truck	
	Front End Loader	
	Knuckle Boom Truck (Available)	
	Pick Up Truck(1)	

CREW 5: GSU (STATESBORO)

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Flatbed Truck	
	Crew Truck	
	Front End Loader	
	Pick Up Truck(1)	

CREW 6: GSU (STATESBORO)

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Bulldozer (2)	
	LowBoy (2)	
	Pick Up Truck (2)	
	Crew Truck	
	Flat Bed	

CREW 7: GSU (STATESBORO)

# OF PERSONNEL	VEHICLES BY TYPE	SPECIAL EQUIPMENT
5	Generator (4)	
	Water Buffalo (4)	
	Pick Up Truck (4)	



CHATHAM COUNTY PRIMARY RENDER SAFE ROUTES AND OBJECTIVES

CREW	POINT OF DEPARTURE	PRIMARY ROUTE(S)	OBJECTIVE
1	HAAF	<ul style="list-style-type: none"> • Rio Road • Abercorn Street • Montgomery Cross Road • Truman Parkway • Whitefield Avenue (State Route 204 Spur) • Diamond Causeway (State Route 204 Spur) 	Burnside and Skidaway Islands
2	HAAF	<ul style="list-style-type: none"> • Montgomery Street • I-516 (Lynes Parkway) • Lathrope Avenue • Derenne Avenue • Truman Parkway • Montgomery Cross Road • Skidaway Road 	Hospitals and Isle of Hope area
3	HAAF	<ul style="list-style-type: none"> • Montgomery Street • DeRenne Avenue • Truman Parkway • President Street • Islands Expressway • U.S. Highway 80 	Downtown; then: Oatland, Whitmarsh, Talahi, Wilmington, and Tybee Islands.
4	HAAF	<ul style="list-style-type: none"> • Montgomery Street • DeRenne Avenue • Truman Parkway • Victory Drive (U.S. Highway 80) 	Isle of Armstrong, Whitmarsh and Wilmington Islands
5	HAAF	<ul style="list-style-type: none"> • Rio Road • Abercorn Extension • King George Blvd • U.S. Highway 17 (Ogeechee Road) • Chatham Parkway • U.S. Highway 80 	Georgetown area and County Line



**CHATHAM COUNTY PRIMARY RENDER SAFE ROUTES AND OBJECTIVES
 (CON'T)**

1	GSU	<ul style="list-style-type: none"> • I-16 • I-516 (Lynes Parkway) • DeRenne Avenue • Waters Avenue • Montgomery Cross Road • Truman Parkway • Whitefield Avenue (State Route 204 Spur) • Diamond Causeway (State Route 204 Spur) 	Burnside and Skidaway Islands
2	GSU	<ul style="list-style-type: none"> • I-16 • I-516 (Lynes Parkway) • Lathrope Avenue • DeRenne Avenue • Truman Parkway • Montgomery Cross Road • Skidaway Road 	Hospitals and Isle of Hope area
3	GSU	<ul style="list-style-type: none"> • I-16 • Chatham Parkway • U.S. Highway 80 • I-516 (Lynes Parkway) • DeRenne Avenue • Truman Parkway • President Street • Islands Expressway • U.S. Highway 80 	Downtown; then: Oatland, Whitmarsh, Talahi, Wilmington, and Tybee Islands.
4	GSU	<ul style="list-style-type: none"> • I-16 • I-516 (Lynes Parkway) • DeRenne Avenue • Truman Parkway • Victory Drive (U.S. Highway 80) 	Isle of Armstrong, Whitmarsh and Wilmington Islands
5	GSU	<ul style="list-style-type: none"> • I-16 • Little Neck Road • U.S. Highway 17 (Ogeechee Road) • Chatham Parkway • Abercorn Extension • King George Blvd 	Georgetown area and County Line



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HURRICANE RE-ENTRY ROUTES
STAGING LOCATION: HUNTER ARMY AIRFIELD

CREW 1:

Primary Routes:

Rio Road
Abercorn Street
Montgomery Cross Road
Truman Parkway
Whitefield Avenue (State
Route 204 Spur)
Diamond Causeway (State
Route 204 Spur)

Secondary Routes:

Green Island Road
McWhorter Road
Whitefield Avenue
Beaulieu Avenue
Shipyard Road
Lehigh Avenue
Ferguson Avenue
Pin Point Road

CREW 2:

Primary Routes:

Montgomery Street
I-516 (Lynes Parkway)
Lathrope Avenue
Derenne Avenue
Truman Parkway
Montgomery Cross Road
Skidaway Road

Secondary Routes:

Cornus Road
LaRoche Avenue
Hopecrest Avenue
Waite Road
Norwood Avenue
Nottingham Drive

CREW 3:

Primary Routes:

Montgomery Street
DeRenne Avenue
Truman Parkway
President Street
Islands Expressway
U.S. Hwy 80

Secondary Routes:

Quarterman Road
Falligant Avenue
Suncrest Avenue
Bryan Woods Road

CREW 4:

Primary Routes:

Montgomery Street
DeRenne Avenue
Truman Parkway
Victory Drive (U.S. Hwy 80)

Secondary Routes:

Johnny Mercer Blvd
Willimington Island Road
Walthour Road
Penn Waller Road

CREW 5:

Primary Routes:

Rio Road
Abercorn Extension
King George Blvd
U.S. Hwy 17 (Ogeechee Road)
Chatham Parkway
U.S. Hwy 80



Secondary Routes:

Garrard Avenue
ACL Blvd
Dean Forrest Road (State
Routes 307)
Southbridge Blvd
Berwick Blvd
Quacco Road
Wild Heron Road

Chevis Road
Al Henderson Blvd
Little Neck Road
Bush Road
John Carter Road

CREW 6
As Needed



HURRICANE RE-ENTRY ROUTES
STAGING LOCATION: GEORGIA SOUTHERN UNIVERISTY

CREW 1:

Primary Routes:

I-16
I-516 (Lynes Parkway)
DeRenne Avenue
Waters Avenue
Montgomery Cross Road
Truman Parkway
Whitefield Avenue (State
Route 204 Spur)
Diamond Causeway (State
Route 204 Spur)

Secondary Routes:

Green Island Road
McWhorter Road
Whitefield Avenue
Beaulieu Avenue
Shipyards Road
Lehigh Avenue
Ferguson Avenue
Pin Point Road

CREW 2:

Primary Routes:

I-16
I-516 (Lynes Parkway)
Lathrop Avenue
DeRenne Avenue
Truman Parkway
Montgomery Cross Road
Skidaway Road

Secondary Routes:

Cornus Road
LaRoche Avenue
Hopecrest Avenue
Waite Road
Norwood Avenue
Nottingham Drive

CREW 3:

Primary Routes:

I-16
Chatham Parkway
U.S. Highway 80
I-516 (Lynes Parkway)
DeRenne Avenue
Truman Parkway
President Street
Islands Expressway
U.S. Highway 80

Secondary Routes:

Quarterman Road
Falligant Avenue
Suncrest Avenue
Bryan Woods Road

CREW 4:

Primary Routes:

I-16
I-516 (Lynes Parkway)
DeRenne Avenue
Truman Parkway
Victory Drive (U.S. Hwy 80)

Secondary Routes:

Johnny Mercer Blvd
Wilmington Island Road
Walthour Road
Penn Waller Road

CREW 5:

Primary Routes:

I-16
Little Neck Road
U.S. Highway 17 (Ogeechee
Road)
Chatham Parkway
Abercorn Extension
King George Blvd



Secondary Routes:

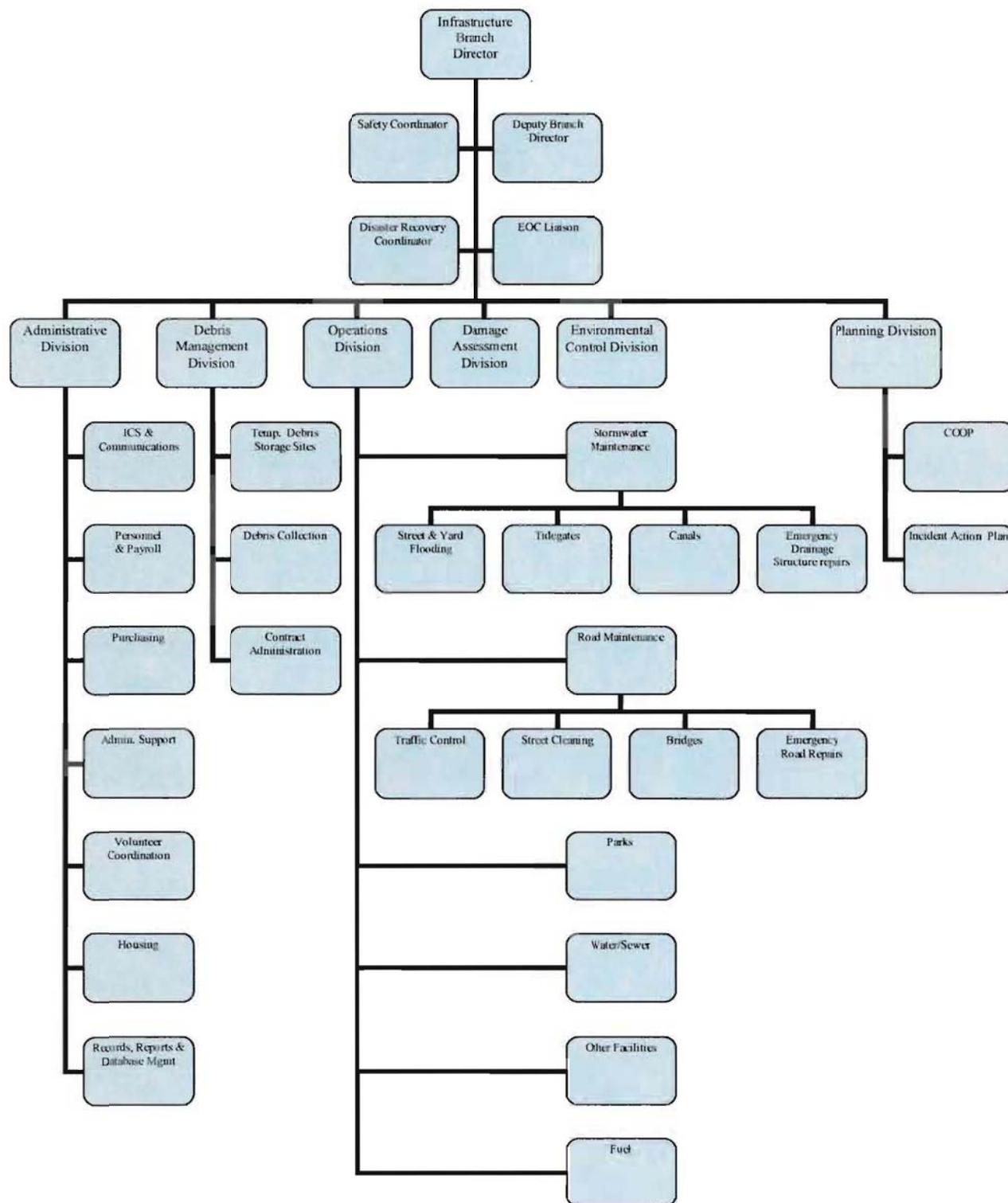
Garrard Avenue
ACL Blvd
Dean Forrest Road (State
Route 307)
Southbridge Blvd
Berwick Blvd
Quacco Road

Wild Heron Road
Chevis Road
Al Henderson Blvd
Bush Road
John Carter Road

CREW 6:
As Needed



POST DISASTER RECOVERY





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EXHIBIT 4
CRITICAL FACILITIES RESTORATION PRIORITIES



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EXHIBIT 4: CRITICAL FACILITIES RESTORATION PRIORITIES

As part of the Chatham County Pre-Disaster Mitigation Planning effort, a comprehensive list of Critical Facilities (CF) was collected from forms of government and some private non-profit entities. This comprehensive CF list is maintained in the Chatham County Hazard Mitigation Plan. Of the CFs identified, several have been selected for Priority Restoration post disaster. This Priority CFs are considered the most valued CFs and will be required to be inspected and services restored as soon as possible following a disaster. The Priority CFs are those structures and infrastructure items necessary in supporting Critical Workforce personnel and are key CFs in promoting the protection of life and property. It is the responsibility of each governmental entity to identify their Priority CFs and ensure they are quickly and effectively restored.

Priority CFs has been identified by each Chatham County municipality and are those buildings and infrastructure supporting Continuity of Government; Continuity of Operations; and protection and support of the emergency response community (i.e. City Halls, Fire Stations, Police Stations, Lift Stations, Wells and Water Tanks)

Other Priority CFs has been identified to support the response and recovery effort. These buildings will be utilized to serve as key response and recovery locations (i.e. logistical support areas for the responders returning to the community following a disaster).

For a complete listing of Critical Facilities refer to Appendix 3-2



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EXHIBIT 5
PRIORITY ROAD CLEARING COORDINATION



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EXHIBIT 5: PRIORITY ROAD CLEARING COORDINATION

Priority Road Clearing Routes have been identified by each Chatham County municipality and are those routes leading to Critical Facilities with prioritized restoration, buildings and infrastructure supporting Continuity of Government; Continuity of Operations; and protection and support of the emergency response community (i.e. City Halls, Fire Stations, Police Stations, Lift Stations, Wells and Water Tanks)

For a detailed list of priority clearing routes refer to Appendix 3-4.



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