

Comprehensive Emergency Management Plan



Section 6-Re-Entry Annex

June 2016

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Annex 6 – 8 Re-Entry Annex

I. PURPOSE

A. General

The provisions of this plan are countywide and apply to all hazards and is designed to promote and facilitate the timely re-entry of essential response and recovery personnel, government officials, property owners, business owners, media, etc. in order to expedite the recovery of Horry County and its economy; and to provide uniform guidance following a large-scale disaster to law enforcement personnel who are responsible for permitting access into the impacted areas. The plan clarifies the roles and responsibilities of local and state agencies involved in re-entry activities.

B. Purpose

To promote and facilitate the timely re-entry of essential response and recovery personnel, government officials, property owners, business owners, media, etc. to speed the recovery of the County and its economy; and to provide uniform guidance following a large-scale disaster to law enforcement personnel who direct access into the impacted area. This plan includes procedures to ensure safe and orderly re-entry and clarifies the roles and responsibilities of local and state agencies that may be involved in re-entry. This plan is a part of the Horry County Comprehensive Emergency Management Plan (CEMP) and is used in conjunction with associated applicable plans.

C. Scope

This plan identifies procedures intended to ensure that post disaster re-entry into impacted areas is accomplished in a coordinated manner once it is deemed safe by both county and municipal officials. Each municipality will be responsible for its jurisdiction and will have total control over its support resources, such as police and fire-rescue departments. The final decision to allow re-entry into a municipality will rest with the municipal officials. This plan is not intended to replace municipal re-entry plans or procedures but provides for the collaboration between each jurisdiction to ensure a uniform process is in place. The county will provide assistance when requested based upon availability of resources.

II. SITUATION AND ASSUMPTIONS

A. Situation

1. Horry County is located in the northeastern coastal region of the state. It consists of approximately 1134 square miles with the Atlantic Ocean to the east and the Little Pee Dee and Great Pee Dee Rivers to the west and south. The northern border is the state of North Carolina. Horry County has a permanent population of 310,000 residents along with an additional 1 million or more visitors to the Grand Strand every year. The coastal area of the county is a part of the resort area that is recognized as the Grand Strand.

2. Horry County is at risk of severe weather events like tropical storms, hurricanes, storm surge, major flooding, tornados as well as other natural events like wild fires. Horry County is also at risk to man-made disaster events such as hazardous material accidents or terrorism from chemical, biological, radiological, and explosive devises. These events can lead to the evacuation of major portions of the county as in the event of a hurricane to smaller areas depending on the type of incident or disaster such as a wildfire or hazardous materials event.
3. It is expected that these types of incidents will most likely involve the orderly evacuation of people who may be in harm’s way. Once that type of action has occurred then the task of providing for the safe and orderly return must take place. For planning, the county has been divided into geographical operational areas. These areas are generally bound by rivers and streams or other easily recognized feature which can then be used to control ingress or egress as needed to facilitate the safe and orderly re-entry to an affected area.

B. Planning Assumptions

1. Ground and/or aerial surveys of the impacted areas will be conducted immediately following the disaster to identify and prioritize the most seriously damaged areas of the county. Damages to major routes, neighborhoods, sensitive public facilities, and field disaster relief supply points will also be recorded.
2. Re-entry will be a priority after a disaster. Re-entry check-points will need to be established on the major highways in each of the Horry County Operational Areas as described in the CEMP Section 6-9.
3. This plan may be used in the event a localized evacuation is ordered to protect lives and property. Re-entry check-points and emergency routes will be established in the affected area(s) immediately after a damage assessment as been completed. (Attachment A)
4. Local law enforcement agencies will have primary control over re-entry for their respective jurisdictions. However, there will be coordination with the Horry County Emergency Operations Center (EOC), with ESF/RSF 13 (Law Enforcement) taking the lead.
5. In order to plan for re-entry, 100% of the population located in the established hurricane evacuation areas will participate including those individuals with special needs. (Population estimates are located in Attachment B)

III. CONCEPT OF OPERATIONS

A. General

1. The Horry County EOC will coordinate the County’s Re-entry and Security operations. Re-entry into damaged areas is coordinated with law enforcement and public health agencies to determine which areas are safe.
2. Any natural, technological, or manmade disaster in Horry County that requires massive evacuation will also require planning and coordination to ensure that evacuees reenter in a safe and timely manner.

B. Circumstances for Activating Re-entry Plan

The Horry County Emergency Management Director will activate the Re-entry Plan prior to the Governor rescinding the mandatory evacuation order. A survey of the impacted area will be completed after the

disaster has passed. In order to ensure the safety of the residents and business community, necessary preparations for the re-entry of the general public will commence immediately following the disaster. Re-entry will be conducted in phases beginning with allowing those with Level I access into the impacted areas to restore essential services and infrastructure.

C. Re-entry Procedures

1. The general identification procedures are intended to provide uniform guidance to law enforcement personnel responsible for directing access to disaster impacted communities. Municipalities may enforce their own re-entry procedures at jurisdictional access points as deemed necessary; however, they are encouraged to utilize the uniform standards to avoid confusion.
2. Residents should have proper identification to gain admittance. This identification may include a valid government issued photo identification card showing the location of their property. For out of state property owners with residential or commercial properties within the affected area(s) they must show a valid government issued photo identification card and current documentation to verify the need for re-entry. This documentation can be a utility bill, deed, property tax bill, etc.
3. Business owners/operators would need proper identification to gain admittance. This identification includes a current business license, company photo identification card, lease documents or other official documents showing the location of the property and a valid government issued photo identification card.
4. Essential staff/employees would need proper identification to gain admittance. This identification includes a valid business or government issued photo identification card and an essential employee authorization letter on official letterhead/stationary provided by the business. This letter should include a request for admittance, the employee's name and be signed by the business owner/operator.
5. Local, state, federal, and non-government organizations (NGO's) that provide disaster relief and support should provide proper photo identification documents for all staff members responding to a disaster location. Any questions or concerns should be forwarded to the Horry County Emergency Operations Center (EOC) for verification.
6. Media identification/credentials will also vary, and access will be granted pursuant to decisions made by the individual jurisdictions having authority over the affected area(s). Generally speaking, it is in the best interest of the community to allow media representatives into the affected areas.

D. Re-Entry Access Guidance and Procedures

1. **Level I Access (Safety):** All public safety officials and personnel having key roles in life safety and the restoration of services essential for providing life safety operations immediately following a disaster, will be allowed to enter the impacted areas. This would include: law enforcement, fire rescue, military, hospital/medical staff, public works, building and code enforcement, debris contractors, and public utilities. All Level I personnel will be required to present a current and valid employee identification card, and if not in an officially recognized uniform, display that identification card at all times while inside the affected area. To expedite response, personnel in official

response vehicles will not be checked for identification. No personal vehicles will be allowed entry during Level I access, except personnel reporting for official business.

2. Level II Access (Security): This allows for the re-entry of critical support groups, relief workers, shelter support employees, State certified (SLED) security officers, healthcare providers, and support personnel designed to support Level I personnel in securing businesses, critical facilities and homes, and to begin the recovery process. Individual jurisdictions may allow business owners and essential staff limited access to assist in the securing of commercial properties deemed high value targets for looting, or other illegal or unsafe activities. All Level II personnel will be required to follow the re-entry identification requirements found in Section C of this procedure.
3. Level III Access (Recovery): Residents, business/property owners and insurance personnel shall have access to areas deemed safe by local authorities. All Level III personnel will be required to follow the re-entry identification requirements found in Section C of this procedure.

E. Re-Entry Routes

1. Horry County has several recognized major routes that are designated as evacuate routes. These same routes will be used for re-entry for traffic returning from outside of Horry County. The primary routes are SC Hwy 9, US Hwy 17, SC Hwy 22, US Hwy 501, US Hwy 378, and US Hwy 701. Secondary routes may also be used when smaller sections have been cordoned off.
2. For re-entry to the coastal areas when the Intracoastal Waterway is used as a natural barrier, SC Hwy 31 will be used as a means to ferry traffic between each jurisdiction to prevent unnecessary and unauthorized travel through a jurisdiction. Traffic will be routed along SC Hwy 31 to the appropriate check-point.

F. Checkpoints

After the post event assessment has been completed by local, county and state personnel as applicable, and a determination has been made to allow for the re-entry of personnel under the levels established in Section D of this procedure, local law enforcement agencies assisted by county and state law enforcement, and supplemented by National Guard and Reserve components of the State, will establish re-entry checkpoints at pre-approved locations. The checkpoints must allow for the continual movement of traffic even if entry is denied. Only locations that will facilitate the return of denied vehicles will be used. Re-entry checkpoints will be coordinated through the Horry County Emergency Operations Center (EOC) and the local EOC's. Each checkpoint will be staffed by at least one supervisory officer of the jurisdiction with the authority to grant access under the guidelines established in this procedure. The re-entry decisions will be the sole responsibility of that supervisor (unless over-ruled by his/her respective chain of command). Other agency personnel are present in support of the authorizing jurisdiction, and have no authority to over-rule a decision made by that supervisor. Entry decisions will be in accordance w/the established guidelines in this procedure. The supervisor has flexibility to make necessary deviations from the guidelines as circumstances dictate; however, he/she must notify their respective EOC if this occurs. The supervisor is responsible for insuring that personnel at the checkpoint have been properly briefed on re-entry procedures, and the status of the re-entry levels, and continuously monitor for compliance.

G. Roadblocks

The strategic location of roadblocks is an important part of the re-entry process. Roadblocks are commonly used to seal entry points into devastated areas. Roadblocks are used to prevent mass entry of the civilian population, which can clog rescue routes for people in the impacted areas who are in need of rescue and medical attention. Roadblocks are also an efficient way of preventing looting and other acts of lawlessness. Law enforcement officers will set up roadblocks where they are deemed necessary.

H. Curfews

Depending on the intensity of the disaster and the level of damage caused, the County and municipalities may institute curfews and other crime prevention and anti-looting measures. The decision to implement curfews and the duration will rest with the authority having jurisdiction's elected governing bodies. Enacted curfews should consider providing clearance to public safety personnel, utility personnel, relief workers and others deemed critical to restoration to violate established curfews.

IV ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES

A. General

1. Horry County Emergency Management and Horry County Police Department and Sheriff's Office are the primary agencies responsible for coordinating/performing this function. The Horry County Public Information Officer will assist with developing and coordinating the release to the public pertinent information and instructions.

B. Specific

1. The Horry County Emergency Management Department will facilitate the:
 - a. Development and maintenance of the Re-Entry Plan;
 - b. List and prioritize essential routes to be utilized for response and recovery; Coordinate list with ESF 1 and ESF 13.
 - c. Develop a list of critical facilities that will require security during re-entry.
 - d. Develop or coordinate a re-entry identification system if required for long term recovery or isolated areas.
 - e. Coordinate returning special needs populations to their homes with the assistance and management from ESF 8 and ESF 6.
 - f. Collaborate with SCEMD and other state and federal agencies to ensure a well-coordinated re-entry process.
 - g. The distribution of local business lists of essential employees that are on file to the check-points as needed.
2. Horry County Police and Sheriff's Office will facilitate the:
 - a. Development and coordination of the Re-Entry Plan:
 - b. Coordination with the local law enforcement agencies and ESF 1 to update and maintain the essential routes and check-points utilized for re-entry.

- c. Coordination with ESF 19 for National Guard assets which may be needed during re-entry as determined in Attachment A
3. Emergency Support Function responsibilities:
 - a. ESF-1 Transportation – Horry County Public Works and the SCDOT will place barriers at the re-entry check-points once they are selected. (Reference Attachment A) Barriers will be used to funnel traffic into, through and away from the check-point. Special care will need to be used to create traffic turning lanes which allow for the immediate removal of vehicles that are not allowed to pass through the check point
 - b. ESF-13 Law Enforcement – Horry County Police, Horry County Sheriff’s Office, Local jurisdictions, SC Department of Public Safety need to staff the checkpoints as guided in Attachment A once they are selected. Provide an annual review of the re-entry check-points to ensure coordination with the plan.
4. Public Information Office – The Horry County PIO’s primary responsibility will be to disseminate information regarding the re-entry check-point process and locations, methods for gaining re-entry via different items that indicate the person’s property address or business location, and curfew times. Additional information will be provided regarding general safety measures and any additional specific information deemed necessary to ensure the safety of the returning citizens. For sample releases see Attachment C.

V. ANNEX DEVELOPMENT AND MAINTENANCE

A. Plan Development

1. Local leaders have recognized that the re-entry process is the most vital function that occurs once the impacts of the disaster or incident have been analyzed. The process of recovery cannot begin without a uniform well thought-out and implemented re-entry plan. One of the major goals for the development of the plan was to ensure local jurisdictional involvement through a collaborative approach.

After experiencing detrimental re-entry experiences from hurricanes Hugo and Floyd, several attempts have been made to improve the re-entry process. This plan is built on the most successful strides from previous efforts. One important consideration is the fact that each jurisdiction has unique issues thus each jurisdiction must be afforded the means to handle the re-entry process based on those needs. Authorization for re-entry rests solely with the jurisdiction. This plan promotes that concept while providing a collaborative approach so all jurisdictions will coordinate together and implement re-entry in a unified manner.

2. Re-Entry Task Force - In order to facilitate a true collaborative approach, a re-entry task force was established to focus on the major issues of concern and to ensure representation from each local jurisdiction, local business, non-governmental organizations and the general public. Meetings were held in each jurisdiction where unique issues were addressed. Input was discussed with representatives from each jurisdiction so that all jurisdictions were aware of the unique issues within each one. To help coordinate with the primary state agencies that will be involved with re-entry, representatives from the South Carolina Highway Patrol and the South Carolina Department of Transportation were present and provided information regarding traffic management. Participating organizations included:

Horry County Emergency Management	City of Myrtle Beach
Horry County Police Department	City of North Myrtle Beach
Horry County Sheriff's Office	City of Conway
Myrtle Beach Chamber of Commerce	Ripley's Aquarium
SC Highway Patrol	SC Department of Transportation
Santee Cooper Electric	Town of Atlantic Beach

B. Annex Maintenance

Horry County Emergency Management has the responsibility of coordinating, developing and maintaining the Re-Entry Annex and is the designated Lead Agency. The Re-Entry Annex will be updated in conjunction with the CEMP as stated in Section VII, Plan Development and Maintenance.

VI. AUTHORITIES AND REFERENCES

A. Authorities

1. Comprehensive Emergency Management Plan, Section 2, Response – Emergency Operations Plan 2009

B. References

1. Horry County Evacuation Plan 2009
2. Horry County Operational Areas Plan 2008

ATTACHEMENTS

- A. Major Highway Re-Entry Check-point Locations & Manpower Logistics
- B. Population In Established Hurricane Evacuation Area
- C. Re-Entry Public Information Sample
- D. Critical Intersection For Re-Entry Checkpoints

ATTACHMENT A

Major Highway Re-Entry Check-point Locations and Man-power Logistics

OPERATIONAL AREA 01		
Checkpoint location	Highway Type	*Staffing Guidance
US 501 @ Galivants Ferry	Four Lane Highway	4 Local 4 SCHP 4 NG
SC 917 @ Little Pee Dee River	Two Lane Highway	2 Local 2 SCHP 2 NG
SC 9 / US 76 @ Little Pee Dee River	Two Lane Highway	2 Local 2 SCHP 2 NG
US 76 @ McNell Drive	Two Lane Highway	2 Local 2 SCHP 2 NG

OPERATIONAL AREA 02		
Checkpoint Location	Highway Type	*Staffing Guidance
SC 410 @ NC State Line	Two Lane Highway	2 Local 2 SCHP 2 NG
US 701 @ NC State Line	Two Lane Highway	2 Local 2 SCHP 2 NG
SC 905 @ NC State Line	Two Lane Highway	2 Local 2 SCHP 2 NG

OPERATIONAL AREA 03		
Checkpoint Location	Highway Type	*Staffing Guidance
Sec. Hwy. 57 @ NC State Line	Two Lane Road	2 Local 2 SCHP 2 NG
US 17 @ NC State Line	Four Lane Highway	4 Local 4 SCHP 4 NG
SC 179 @ NC State Line	Two Lane Road	2 Local 2 SCHP 2 NG
SC 9 @ Waccamaw River	Four Lane Highway	4 Local 4 SCHP 4 NG
SC 22 @ SC 905	Four Lane Highway	4 Local 4 SCHP 4 NG
Reeves Ferry Road @ Waccamaw River	Two Lane Road	2 Local 2 SCHP 2 NG
US 501 @ Waccamaw River	Four Lane Highway	4 Local 4 SCHP 4 NG
US 501 Bus. @ Waccamaw River	Two Lane Road	2 Local 2 SCHP 2 NG

OPERATIONAL AREA 04 (Coastal Hurricane Re-Entry Checkpoints)		
Checkpoint Location	Highway Type	*Staffing Guidance
US 17 @ Sea Mountain Hwy NMB	Four Lane Highway	Local Only
SC 22 @ SC 31	Four Lane Highway	6 Local 6 SCHP 6 NG
US 501 @ Intracoastal Waterway	Four Lane Highway	6 Local 4 SCHP 4 NG
SC 544 @ Intracoastal Waterway	Four Lane Highway	6 Local 4 SCHP 4 NG

OPERATIONAL AREA 05		
Checkpoint Location	Highway Type	*Staffing Guidance
US 701 @ Great Pee Dee River	Two Lane Highway	2 Local 2 SCHP 2 NG
US 378 @ Little Pee Dee River	Two Lane Highway	2 Local 2 SCHP 2 NG

* For this planning document, these are suggested numbers. Actual SCHP and NG numbers TBD by them and coordinated with HCEMD and LE. Local Law Enforcement includes County or Municipal officers. Number represents total officers for two 12 hour shifts

ATTACHMENT B

Population in Established Hurricane Evacuation Areas

Evacuation Areas	*Estimated Total Residential Population	Planning Percent Participation	**Estimated Special Needs Population	Planning Percent Participation
Category 1 & 2	33,000	100%	6,000	100%
Category 3 & 4	61,000	100%	16,936	100%
Category 5	94,022	100%	22,936	100%

* Note: Estimated population based on latest census tract estimates data.
Tourist population not considered for re-entry planning.

**Note: Estimated Special Needs Population includes data from residential and skilled care facilities located in the evacuation areas and from data received from South Carolina Emergency Management Division.

***Population by Operational Areas**

Operational Area	*Estimated Total Population	*Estimated Special Needs Population
5101	14,346	3,185
5102	23,007	5,106
5103	52,600	11,677
5104	103,315	22,936
5105	39,796	8,835

*Population number estimates from Census data and other local resources

ATTACHMENT C

Re-Entry Public Information Sample

News Release

Contact: Lisa H. Bourcier, PIO
Post Office Box #1236
Conway, SC 29528
E-mail: bourcier@horrycounty.org

Phone:843-915-5390
Fax:843-915-6390
www.horrycounty.org

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ATTENTION!

March 8, 2008

RE-ENTRY IS NOW ALLOWED IN HORRY COUNTY

Conway, South Carolina - State and local officials have determined that it is now safe for residents and property/business owners to re-enter the areas of _____, _____, and _____ in Horry County.

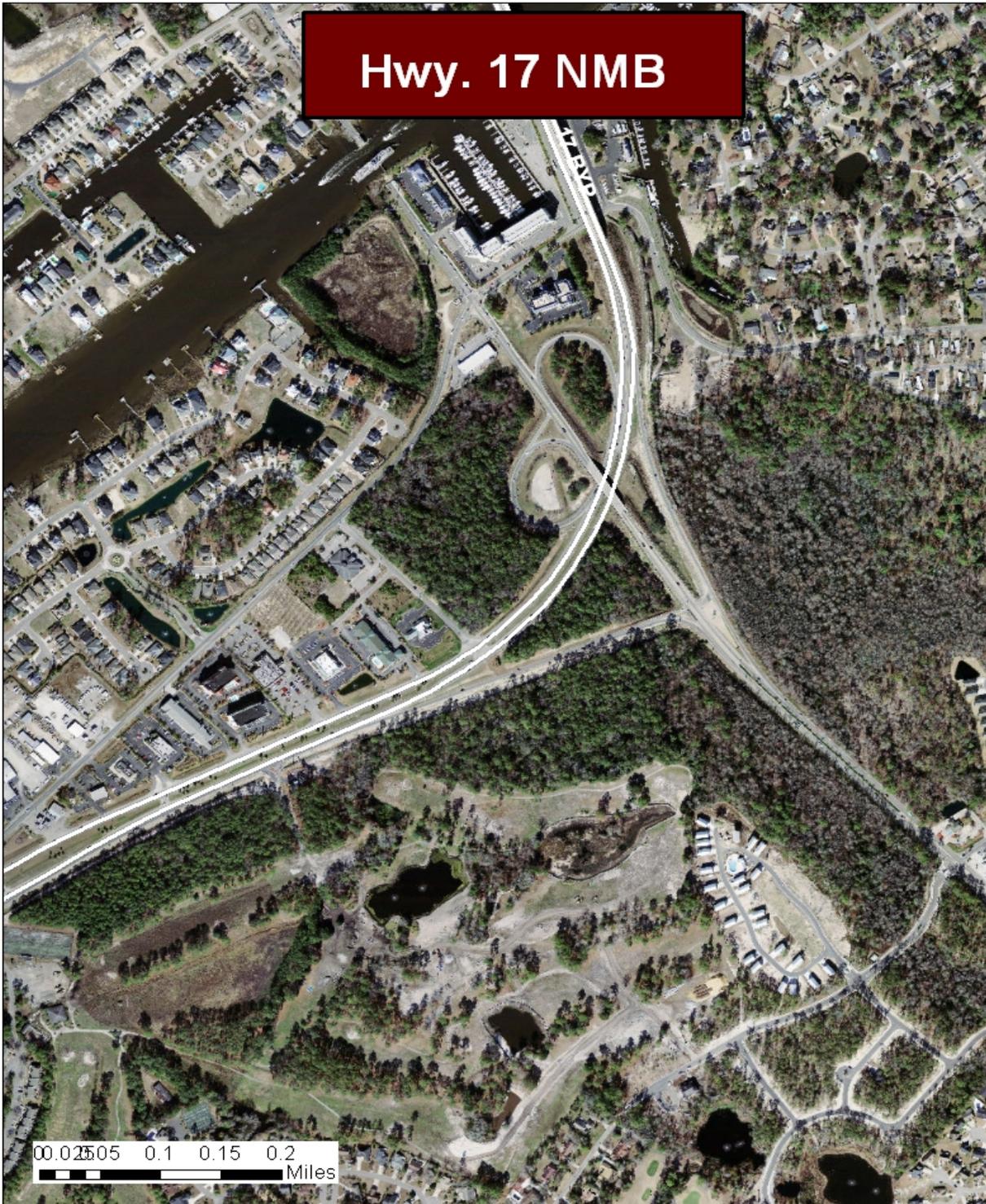
People, other than residents and property/business owners, should stay away. Residents must provide proof of residence and property/business owners must provide proof of property/business ownership. Acceptable identification includes driver's licenses, utility bills, mortgage deeds, property tax documents, or car registrations, if applicable.

Police officers will be present at established checkpoints to verify re-entry documents. Residents and property/business owners should travel on _____, _____, _____ to return to these areas. Other members of the public are encouraged to avoid the use of these highways until _____ to allow evacuees to return to their homes.

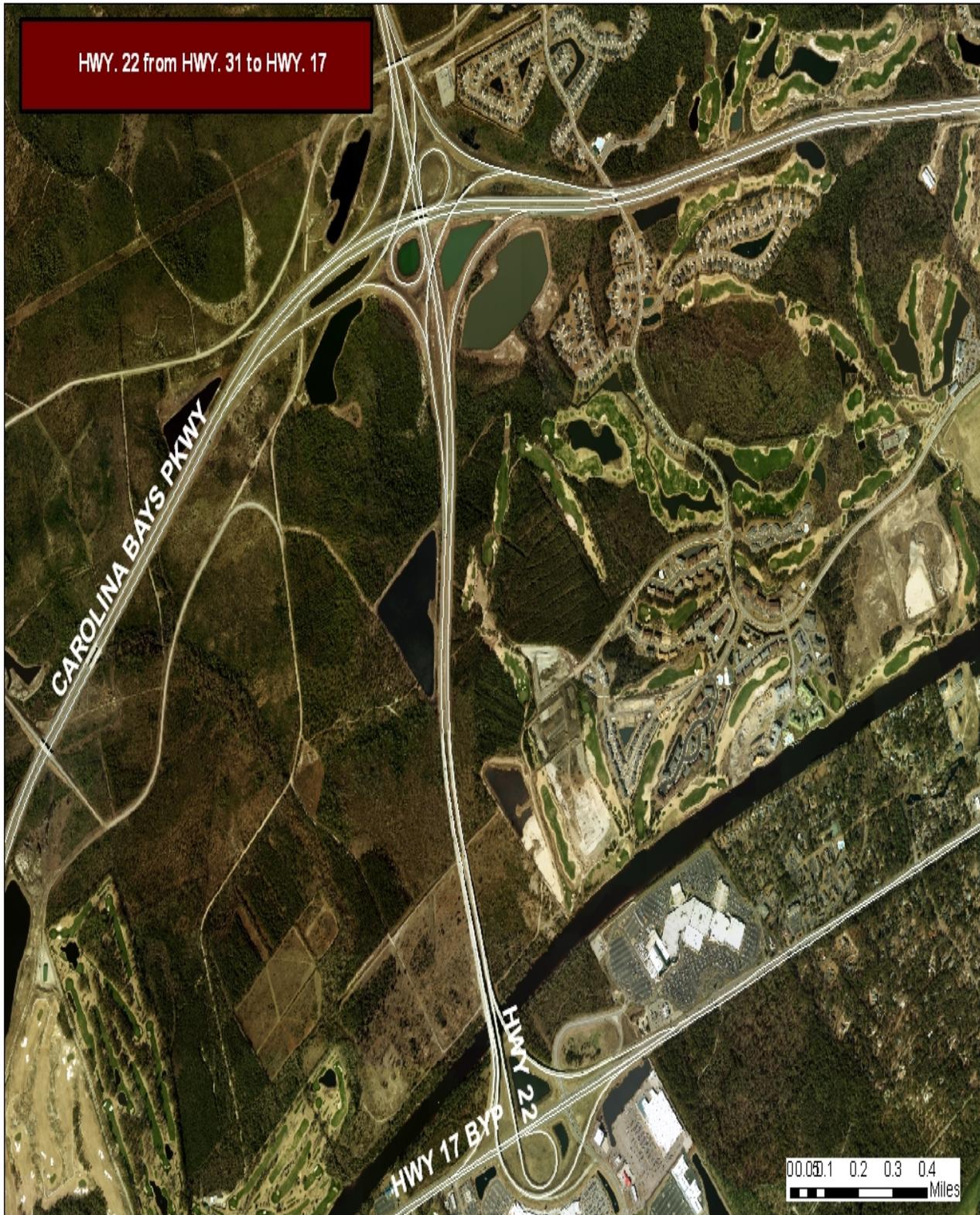
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ATTACHMENT D

**Critical Intersections for Re-Entry Checkpoints
Highway 17 at the Intracoastal Waterway in North Myrtle Beach**



Highway 22 and Highway 31 at Myrtle Beach



Highway 544 at Dick Pond Road in Socastee

HWY. 544 and Dick Pond Road



US 501 at Intracoastal Waterway Bridge at Myrtle Beach

