Earthquake Preparedness, Response and Recovery Plan

April 2010

Illinois Department of Transportation

Bureau of Operations

EARTHQUAKE PREPAREDNESS AND RESPONSE PLAN

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RECORD OF CHANGES

When changes are made to this plan, the following procedures should be followed.

1. Major changes will be issued by the Illinois Department of Transportation on hard copy pages. New pages should be inserted as directed. The old pages removed and destroyed.

2. Pen and ink changes will be promulgated by memorandum and accomplished directly on existing pages.

3. When any change is made, an entry should be made on the following log.

CHANGE NUMBER	DATE ENTERED	PAGES OR SECTIONS CHANGED	ENTERED BY
1	10/05/06	Foreword, page iii Chapter 8, Page 27	CJP
2	09/26/07	Changes made to district boundaries, D7 2-1, 2-2; D-8 2-1, 2-2; D9 2-1, 2-2. 2-3	CJP
3	11/29/07	Changes made to D3 LLW & HM Assignments, Page 12-1, Attachment 12	CJP
4	2/13/08	District 3 Addition of Mobile Emergency Operations Center to the Communications Section, Chapter 3, Pages 4 and 5	CJP
5	5/08/08	Added Iowa Department of Transportation Contacts for District 2, Attachment 5 – Communication Center, Page 5-4	CJP
6	6/04/08	Additions Made to EOC 2 – IDOT D8 and ISP D11 Generators, District 8 Mobile 3 Phase Generator, “Step Down” Transformer, Page	CJP
7	6/04/08	Changed Fax Number for the District 8 Communications Room, Page	CJP
8	06/04/08	Made Changes to District 8 Flow Chart, Attachment 5 (District 8) 5-3	CJP
9	06/04/08	Added Sentence to Paragraph 1 Regarding the District 8 Emergency Communications Procedures Manual, Page (District 8) 5-1	CJP
10	06/04/08	Changed Hamel to SIUE in Paragraph 4, Page (District 8) 5-1	CJP
11	06/04/08	Changed Hamel to SIUE in First Paragraph, Page (District 8) 5-2	CJP
12	06/04/08	Added Salem Yard and Telephone Number, Changed Maryville to Troy, Page (District 8) 7-3	CJP
13	4/14/10	Full Re-Write of Earthquake Plan – Remove 1/2006 Plan and Replace with April 2010	CJP

ILLINOIS DEPARTMENT OF TRANSPORTATION

Earthquake Annex – Emergency Operations Plan

POLICY - It is the policy of the Illinois Department of Transportation (IDOT) to maintain safe public highways under all circumstances. The Earthquake Preparedness, Response and Recovery Plan (Plan) provides direction to department personnel in preparing for and responding to an earthquake.

I. PURPOSE - The purpose of this plan is to ensure that the department is prepared to open, close and operate highways, to establish communication links to the affected parts of the state, to provide rapid response, to provide quick assessment of damages, and to establish alternate highway routes where necessary following a significant earthquake. This plan details response criteria for all nine districts throughout the state. This plan specifically details response criteria for Districts 7, 8, and 9 due to their inherent proximity to major known fault zones.

II. SITUATIONS AND ASSUMPTIONS

A. Situations

The New Madrid Seismic Zone generated earthquakes, which may impact at least a 30 county area in Southern Illinois, is the most active fault zone east of the Rocky Mountains and has an extensive history of earthquakes, including some of the largest ever recorded. In addition, numerous counties in seven surrounding states are also within this earthquake zone and are also susceptible to major damage from earthquakes. IDOT facilities are within this zone that is highly susceptible to damaging earthquakes, and this annex is an attempt to plan and prepare for and hopefully minimize the effects of possible damaging earthquakes.

The Wabash Valley Fault Zone Region has become the focus of increasing scientific interest over the past several years. An earthquake registering 5.4 on the Richter Scale on April 18, 2008 was felt across southern, central and northern Illinois. An aftershock of 4.6 was also recorded and felt through Illinois. There are 10 counties in Illinois that are within the Wabash Valley Fault Zone.

The actual movement of the ground in an earthquake is seldom the direct cause of injuries and fatalities. Many injuries and casualties result from falling objects and debris as a result of shocks that shake, damage or demolish buildings and/or other structures. The disruption of communications, power, gas, sewer and water systems can be expected. Earthquakes may also trigger landslides which can cause extensive damage. Hazardous materials incidents also have a high probability of occurrence as a result of ground shaking from an earthquake.

Experts have estimated that enough energy has been stored to produce another earthquake of at least 6.0 to 7.0 magnitude along the New Madrid Fault (1895 in Charleston, Missouri was the last occurrence of a 6.8 magnitude earthquake). There is also a probability of a larger than 7.0 magnitude earthquake occurring on the New Madrid Fault. Earthquakes of this magnitude could be felt across the United States with major direct damage in at least eight states surrounding the New Madrid Seismic Zone. The largest earthquakes recorded to impact the Wabash Valley Fault have been a 5.4 in 1968 and also a 5.4 in 2008. The zone has been proven to have had earthquakes for the last 20,000 years, with geological evidence that they may have been as strong as 7.5 on the Richter Scale. There is thus a crucial need to increase the public's awareness and preparedness for the possibility of such an event in order to reduce the casualties, injuries and damages that would result.

In the event of a major damaging earthquake, there could be numerous bridge failures over water, roadways, railroads, etc. Fire and explosions from natural gas and petroleum pipeline ruptures would increase damage, in addition to disrupting utility services. Railroads, highways, telecommunications and electric power networks can be expected to receive damage and disruption.

B. Assumptions

1. A major earthquake measuring 6.0 or greater will likely occur within the New Madrid or Wabash Valley Seismic Zone.

2. A major earthquake or a series of quakes affecting Illinois could result in:

   - substantial numbers of deaths and injuries;
   - destruction of a large percentage of facilities that provide and sustain human needs;
   - an overwhelming demand on local and state resources;
   - severe long-term effects to the general economic well-being of the region; and/or
   - major effects on local, private sector and state initiatives to begin and sustain initial recovery efforts.

3. Due to the estimates mentioned in the Situations section, the planning in this document is accomplished assuming the occurrence of an earthquake of 6.0 or greater magnitude which both earthquake experts and seismologists believe is highly probable in the Midwest.

4. An earthquake can occur without warning and at a time of day that could produce a maximum number of casualties. Access to and from the damaged areas may be severely restricted for hours and perhaps days. Thus, IDOT should prepare to be self-sustaining for no less than 72 hours (and possibly longer). Communications and life support systems could be severely disrupted or destroyed. Also, earthquakes and the aftershocks may trigger fires, landslides, liquefaction, flooding and releases of hazardous materials.

5. The damage resulting from a major or catastrophic earthquake could most likely be widespread. Seismic caused ground motions will vary within a geographical region as well as resulting damages. There may be high concentrations of damage in some areas with only slight damage in others. A quick evaluation of areas damaged will facilitate effective responses.

6. Initial reports of the earthquake may not reflect the true nature of the problem. An objective on-the-scene evaluation and assessment must be made as soon as possible and as damage assessment teams can be dispatched.

   IDOT must give special consideration to mobilization of equipment, debris removal and public health problems. Earthquakes are different from other disasters, such as flooding or hazardous materials spills/accidents, where evacuation and shelter are primary needs. Earthquakes have a greater potential for disrupting communications than do other disasters. Earthquakes will also make the coordination of services more difficult and the acquisition of resources much more critical.

7. Public perception will be important in the response phases.

8. Resources will probably be inadequate to respond to the needs of residents after a major earthquake. Again, IDOT officials and residents should plan to be self-sufficient for at least 72 hours after a quake. IDOT must establish priorities and procedures for the use of available resources, and the priorities for the restoration of communications and transportation networks.

9. A major or catastrophic earthquake will most likely result in a quick Proclamation of State of Emergency by the Governor, and followed later by a Presidential Disaster Declaration. Consequently this allows state and federal life support and emergency response operations to begin. Resources may not be available in any large quantities for the first 72 hours, and even then may be insufficient to meet IDOT's needs.

III. CONCEPT OF OPERATIONS

A. The enactment of this earthquake plan is based upon an earthquake measuring 4.5 or greater on the Richter Scale in the state of Illinois or adjacent states.

B. This earthquake plan also anticipates that if an earthquake is strong enough to be felt, affected residents and emergency personnel will experience it firsthand. As soon as the initial shaking stops, and if warranted, damage assessment personnel will make an initial survey of the damage in each Team Section and maintenance yard and report to the appropriate officials.

   As reports of damages are received, officials will follow established procedures. If serious damage occurs in an area between jurisdictions, the first emergency response team to arrive is responsible for initial emergency actions.

Due to the nature of damages from an earthquake, planning priorities might change. Overall, the need to re-establish reliable communications will determine if the remaining response and recovery functions can be directed and controlled adequately and appropriately. Other functions that should be given the highest priority include:

- emergency medical services
- search and rescue operations
- essential debris removal (i.e., major routes or critical facilities)
- bridge inspections
- public health
- public works/highways
- resource management (priorities should be pre-determined)

C. If it is determined that IDOT personnel may not return to their job sites, the District Operations Engineer should be consulted so that the appropriate support services can be arranged.

D. IDOT officials should immediately notify Station One through any means available, and provide all known information about the earthquake and periodic follow-up reports should occur. The State Emergency Operations Center (SEOC) should be kept informed of situations on site to the maximum extent possible by appropriate officials, even if local officials can handle the situation effectively. Damage assessment forms should be used for status updates and to track activities. Adequate overall recordkeeping of all activities should be given a high priority.

E. If the Regional Engineer, Operations Engineer and/or designee determines additional communications are required, a request for mobile equipment and operations will be considered and priorities assigned at the Emergency Operations Center (EOC). If the area impacted is widespread, an IDOT Mobile Command Trailer and a State Unified Area Command (UAC) may be moved to a centralized location, which may or may not be in the affected area depending on the circumstances.

F. When state response is solicited under this annex, all primary operational decisions, to include evacuation, relocation and sheltering, debris removal and sanitation, media control or other related matters shall be a result of joint consultations and concensus decisions involving all appropriate IDOT officials, local officials, state and federal agencies in the UAC.

G. A Joint Public Information Center should be established to coordinate the flow of information to the media and public. All public information activities should be coordinated with the Illinois Emergency Management Agency (IEMA) Public Information Officer (PIO) or appropriate official either on the scene and/or with the State Emergency Operations Center.

IV. ORGANIZATIONS AND ASSIGNMENT OF RESPONSIBILITIES

A. The ultimate authority for emergency management in the IDOT Regions/Districts is the Regional Engineer who directs emergency operations through the District Operations Engineer and provides official information and instructions.

B. The District Operations Engineer analyzes all available information on the situation, develops and refines a joint response and recovery strategy, plans the deployment of field units to ensure the availability of appropriate agency, department or organization to deal with the situation at particular locations and makes certain that all responders work together in a mutually supportive manner.

C. The District Operations Engineer implements the strategy and plan of the coordination group. He/She communicates with the State Emergency Operations Center IDOT Liaison and other responding emergency organizations concerning the status of current operations.

D. Detailed written procedures are documented and maintained in each of the supporting IDOT districts. A list of resources and personnel are maintained in this plan in Attachment 14.

E. When an earthquake is felt in any of the nine districts throughout Illinois, each district shall coordinate with Station One (by all means necessary) to receive the latest information on the earthquake magnitude and epicenter.

After receiving information from Station One of an earthquake measuring 4.5 or greater magnitude, the district shall activate the IDOT earthquake plan.

If the earthquake magnitude is below 4.5 activation level and the district has felt it, the district may respond if it is deemed appropriate by the Regional Engineer in coordination with the District Operations Engineer.

If it is deemed appropriate for a response, the IDOT earthquake plan will be activated as if it were a 4.5 or greater magnitude. The District who chooses to enact the plan shall notify adjacent districts and Station One.

F. When conditions exceed the local district's ability to respond in Southern Illinois, the affected district shall communicate with the Station One Communications Center and the IDOT liaison in SEOC to coordinate the support district's resources as follows:

District 1 and District 2 will support Districts 3-6 as detailed in Attachment 14.
District 3 and District 4 will support District 9 as detailed in Attachment 14.
District 5 will support District 7 as detailed in Attachment 14.
District 6 will support District 8 as detailed in Attachment 14.

After the district has notified and coordinated with Station One and received information on where the epicenter has occurred, the district will implement the following inspection criterion:

Earthquake Magnitude	Inspection Radius
4.5 – 5.0	50 miles
5.1 – 5.5	100 miles
5.6 – 6.0	200 miles
6.1 – 6.5	300 miles
6.6 or greater	400 miles

If the earthquake is below the 4.5 magnitude plan activation and the district has determined to respond, then the 4.5 – 5.0 magnitude criterion will be followed.

All of the above radii criteria would also apply to earthquakes with epicenters in states adjacent to Illinois.

In assisting the districts with information on the earthquake and epicenter, a website by the United States Geological Survey (USGS) at www.usgs.gov has been established.

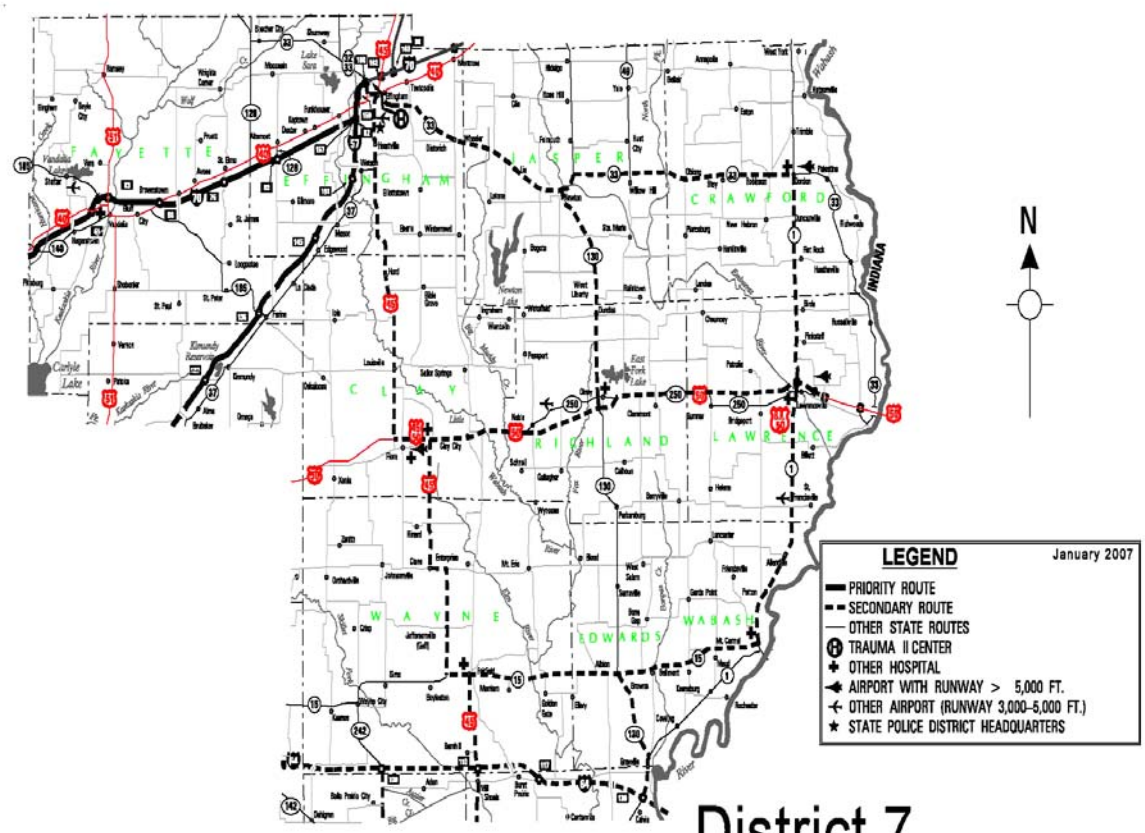
G. The individual and/or group assigned responsibility for maintenance, review and updating of the jurisdictions' Emergency Operations Plan (EOP) and its annexes shall also be responsible for this earthquake specific plan.

V. SUCCESSION OF COMMAND

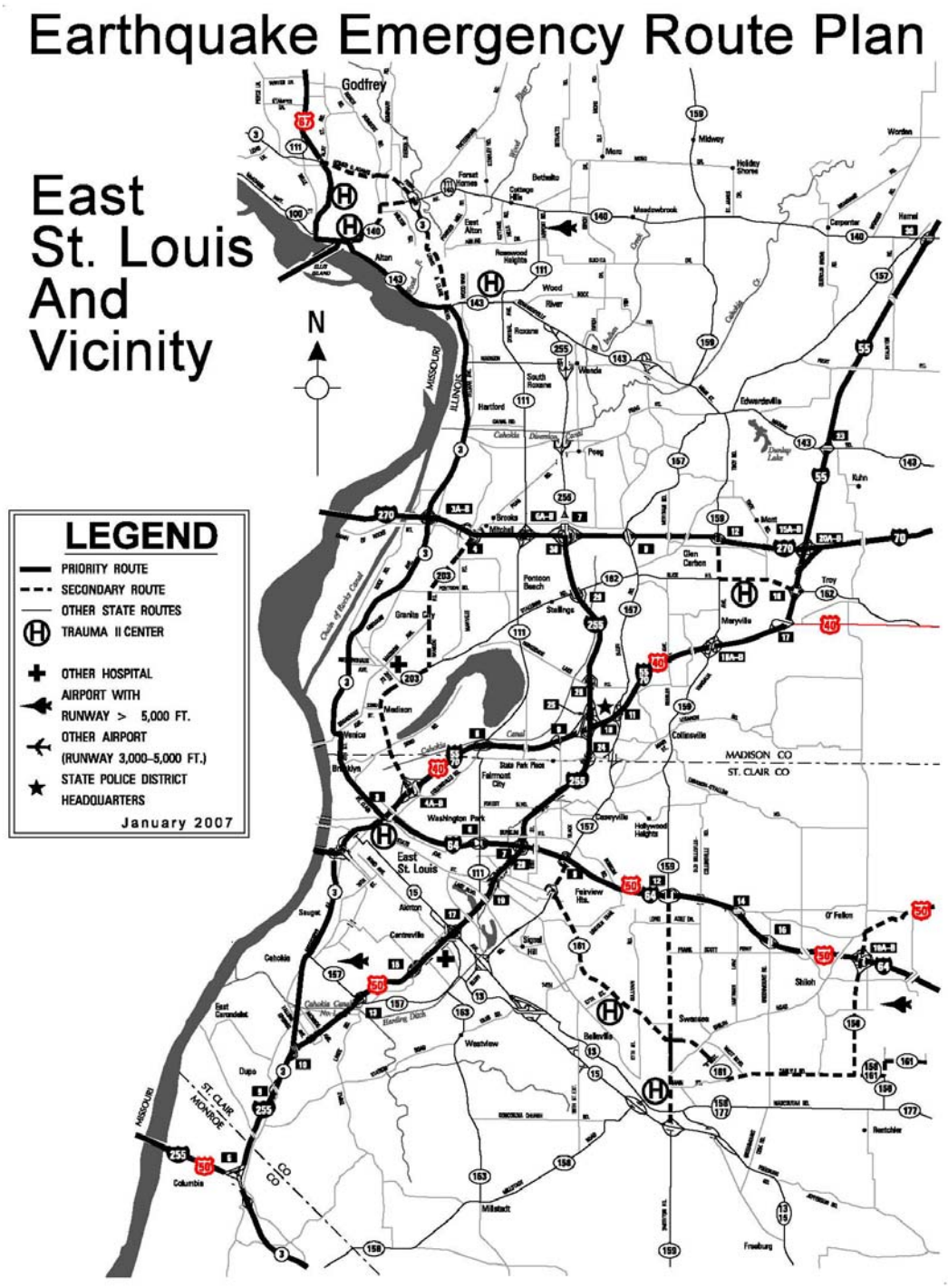
Lines of succession will remain the same as in the EOP and each functional annex.

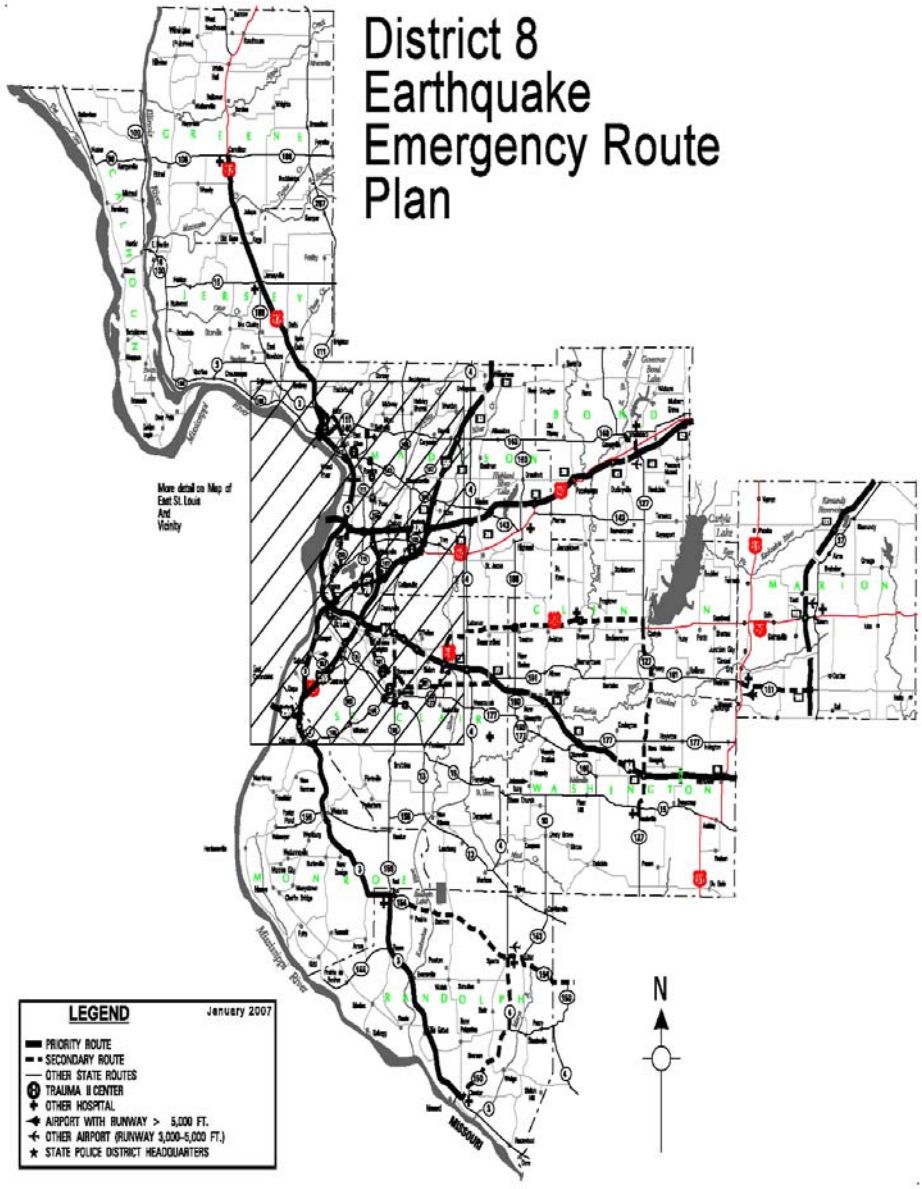
VI. EMERGENCY ROUTES

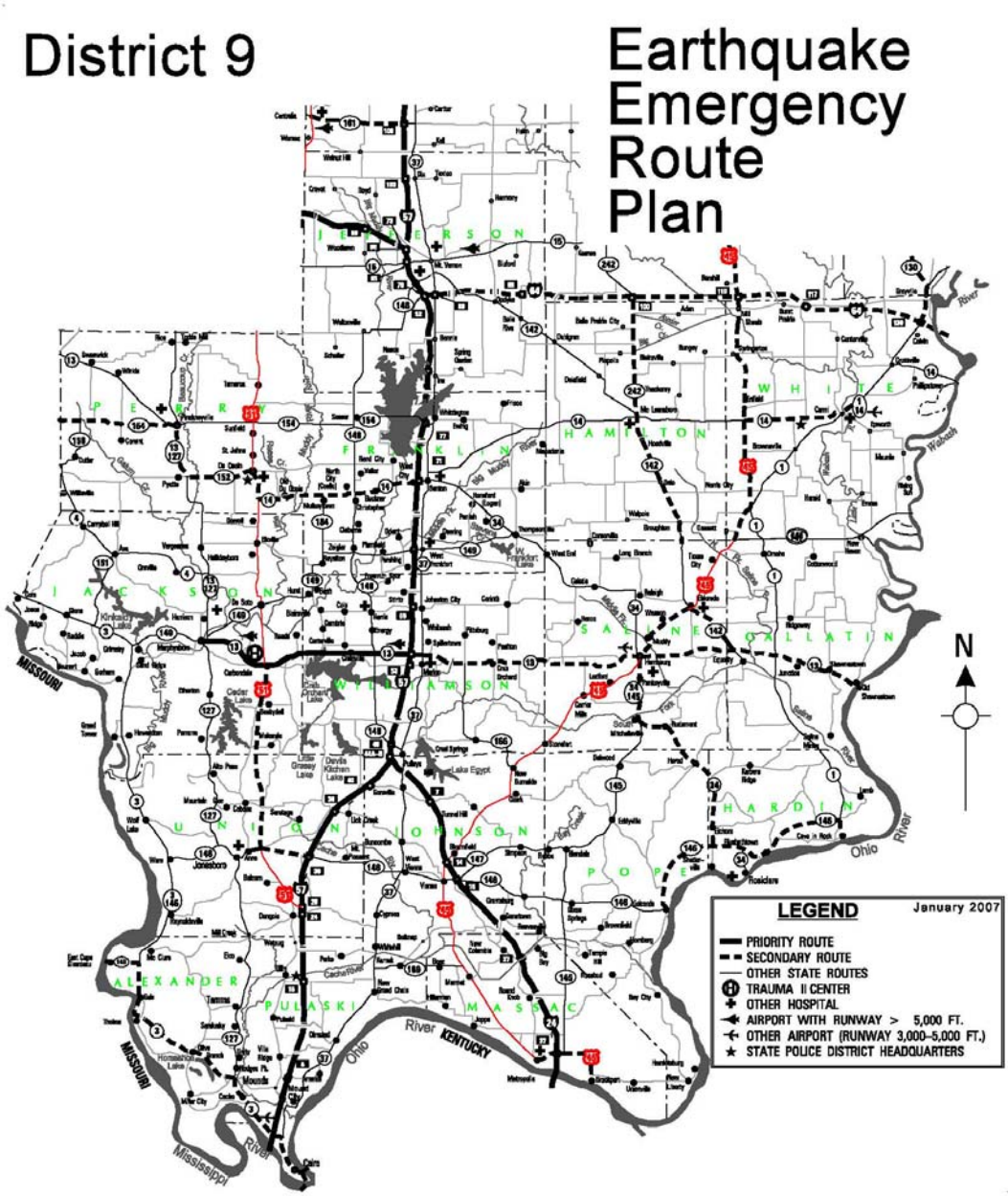
Attachments 1 and 2 identify primary and secondary earthquake emergency routes. The opening of the emergency routes will be the first priority assignment of this department should an earthquake occur.



District 7 Earthquake Emergency Route Plan


Earthquake Emergency Route Plan
East St. Louis And Vicinity
N
LEGEND
PRIORITY ROUTE
SECONDARY ROUTE
OTHER STATE ROUTES
TRAUMA II CENTER
OTHER HOSPITAL
AIRPORT WITH RUNWAY > 5,000 FT.
OTHER AIRPORT (RUNWAY 3,000–5,000 FT.)
STATE POLICE DISTRICT HEADQUARTERS
January 2007
Godfrey
Alton
East St. Louis
Belleville
Columbia
MADISON CO
ST. CLAIR CO
ST. CLAIR
MONROE
MISSOURI
ILLINOIS


District 8
Earthquake
Emergency Route
Plan
More detail on Map of East St. Louis And Vicinity
LEGEND
January 2007
PRIORITY ROUTE
SECONDARY ROUTE
OTHER STATE ROUTES
TRAUMA II CENTER
OTHER HOSPITAL
AIRPORT WITH RUNWAY > 5,000 FT.
OTHER AIRPORT (RUNWAY 3,000-5,000 FT.)
STATE POLICE DISTRICT HEADQUARTERS
N


District 9
Earthquake
Emergency
Route
Plan
JEFFERSON
WHITE
HAMILTON
FRANKLIN
PERRY
JACKSON
SALINE
GALLATIN
WILLIAMSON
UNION
JOHNSON
HARDIN
POPE
ALEXANDER
PULASKI
MASSAC
MISSOURI
Ohio River
KENTUCKY
Mississippi River
Wabash
N
LEGEND
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PRIORITY ROUTE
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OTHER AIRPORT (RUNWAY 3,000–5,000 FT.)
STATE POLICE DISTRICT HEADQUARTERS

EMERGENCY ROUTE PLAN
PRIORITY AND SECONDARY ROUTES

CLAY COUNTY

No Priority Routes

Secondary Route	US 45 from Wayne County to Effingham County
Secondary Route	US 50 from US 45 to Richland County

CRAWFORD COUNTY

No Priority Routes

Secondary Route	IL 1 from Lawrence County to IL 33
Secondary Route	IL 33 from Jasper County to IL 1

EDWARDS COUNTY

No Priority Routes

Secondary Route	IL 15 from Wayne County to Wabash County
Secondary Route	IL 130 from Albion to IL 1
Secondary Route	IL 1 from IL 130 to White County

EFFINGHAM COUNTY

Priority Route	I-57 from Fayette County to Effingham
Priority Route	I-70 from Fayette County to I-57
Secondary Route	US 45 from Clay County to Effingham
Secondary Route	IL 33 from Effingham to Jasper County

FAYETTE COUNTY

Priority Route	I-57 from Marion County to Effingham County
Priority Route	I-70 from Bond County to Effingham County
Secondary Route	I-64 from I-57 to Wayne County

LAWRENCE COUNTY

No Priority Routes

Secondary Route	US 50 from Richland County to Airport Exit East of Lawrenceville
Secondary Route	IL 1 from Wabash County to Crawford County Line

RICHLAND COUNTY

No Priority Routes

Secondary Route	US 50 from Clay County to Lawrence County
Secondary Route	IL 130 from US 50 to Jasper County

WABASH COUNTY

No Priority Routes

Secondary Route	IL 1 from IL 15 Mt. Carmel to Lawrence County
Secondary Route	IL 15 from Edwards County to Mt. Carmel

WAYNE COUNTY

No Priority Routes

Secondary Route	I-64 from Jefferson County to White County
Secondary Route	US 45 from White County to Clay County
Secondary Route	IL 15 from US 45 to Edwards County
Secondary Route	IL 242 from Hamilton County to I-64

EMERGENCY ROUTE PLAN
PRIORITY AND SECONDARY ROUTES

BOND COUNTY

Priority Route	I-70 from Madison County to Fayette County
Secondary Route	IL 127 from I-70 to IL 140

CALHOUN COUNTY

No Priority Routes

No Secondary Routes

CLINTON COUNTY

Primary Route	I-64 from St. Clair County to Washington County
Secondary Route	IL 127 from Washington to US 50
Secondary Route	US 50 from St. Clair County to IL 127

GREENE COUNTY

Priority Route	US 67 from IL 108 to Jersey County

No Secondary Routes

JERSEY COUNTY

Priority Route	US 67 from Greene County to Madison County

No Secondary Routes

MADISON COUNTY

Priority Route	I-55 from Macoupin County to St. Clair County
Priority Route	I-70 from Bond County to St. Clair County
Priority Route	I-255 from I-270 to St. Clair County
Priority Route	I-270 from Missouri to I-70
Priority Route	US 67 from Missouri to Jersey County
Priority Route	IL 3 from IL 143 to St. Clair County
Priority Route	IL 143 from IL 3 to US 67
Secondary Route	IL 203 from I-270 to I-55/70
Secondary Route	IL 140 from IL 3 to US 67
Secondary Route	IL 3 from IL 143 to IL 111/US 67
Secondary Route	IL 159 from I-270 to IL 162
Secondary Route	IL 162 from IL 159 to I-55

MARION COUNTY

Priority Route	I-57 from Jefferson County to Fayette County
Secondary Route	US 50 from I-57 to IL 37
	IL 37 from US 50 to IL 161
	IL 161 from US 51 in Centralia to I-57

MONROE COUNTY

Priority Route	I-255 from Missouri to St. Clair County
Priority Route	IL 3 from St. Clair County to Randolph County

No Secondary Routes

RANDOLPH COUNTY

Priority Route	IL 3 from Monroe County to IL 150
Secondary Route	IL 154 from IL 3 to Perry County
Secondary Route	IL 4 from IL 150 to IL 154
Secondary Route	IL 150 from IL 4 to IL 3

ST. CLAIR COUNTY

Priority Route	I-55/70 from Madison County to Missouri
Priority Route	I-64 from Clinton County to Missouri
Priority Route	I-255 from Monroe County to Madison County
Priority Route	IL 3 from Madison County to Monroe County
Secondary Route	IL 157 from I-64 to IL 161
Secondary Route	IL 158 from IL 161 to US 50
Secondary Route	IL 159 from I-64 to IL 15
Secondary Route	US 50 from IL 158 to Clinton County
Secondary Route	IL 161 from IL 157 to I-64

WASHINGTON COUNTY

Primary Route	I-64 from Clinton County to Jefferson County
Secondary Route	IL 127 from Perry County to Clinton County

EMERGENCY ROUTE PLAN
PRIORITY AND SECONDARY ROUTES

ALEXANDER COUNTY

Priority Route	I-57 from Pulaski County to Mississippi River
Secondary Route	IL 146 from Mississippi River to IL 3
Secondary Route	IL 3 from IL 146 to US 51
Secondary Route	US 51 from IL 3 to US 60-62
Secondary Route	US 60-62 from Ohio River to Mississippi River

FRANKLIN COUNTY

Priority Route	I-57 from Jefferson County to Williamson County
Secondary Route	IL 14 from Perry County to I-57

GALLATIN COUNTY

No Priority Routes

Secondary Route	IL 13 from Saline County to Ohio River
Secondary Route	IL 142 from Saline County to IL 13

HAMILTON COUNTY

No Priority Routes

Secondary Route	IL 242 from McLeansboro to Wayne County
Secondary Route	IL 142 from Saline County to IL 242 in McLeansboro

HARDIN COUNTY

No Priority Routes

Secondary Route	IL 146 from Pope County to IL 1
Secondary Route	IL 1 from IL 146 to Cave In Rock
Secondary Route	IL 34 from Pope County to IL 146

JACKSON COUNTY

Priority Route	IL 13 from Murphysboro to Williamson County
Secondary Route	US 51 from Carbondale to Union County

JEFFERSON COUNTY

Priority Route	I-64 from Washington County to I-57
Priority Route	I-57 from Franklin County to Marion County

JOHNSON COUNTY

Priority Route	I-24 from Williamson County to Massac County
Priority Route	I-57 from Williamson County to Union County

No Secondary Routes

MASSAC COUNTY

Priority Route	I-24 from Johnson County to Ohio River
Secondary Route	US 45 from Metropolis to Ohio River

PERRY COUNTY

No Priority Routes

Secondary Route	IL 154 from Randolph County to IL 127
Secondary Route	IL 13, 127 from IL 154 to IL 152
Secondary Route	IL 152 from IL 13, 127 to US 51
Secondary Route	US 51 from IL 152 to IL 14
Secondary Route	IL 14 from US 51 to Franklin County

POPE COUNTY

No Priority Routes

Secondary Route	IL 146 from Galconda to Hardin County
Secondary Route	IL 34 from Saline County to Hardin County

PULASKI COUNTY

Priority Route	I-57 from Union County to Alexander County

No Secondary Routes

SALINE COUNTY

No Priority Routes

Secondary Route	IL 13 from Williamson County to Gallatin County
Secondary Route	US 45 from IL 142 to IL 34, 145
Secondary Route	IL 34, 145 from US 45 to Jct. IL 34 and IL 145
Secondary Route	IL 34 from IL 145 to Pope County
Secondary Route	IL 142 from US 45 to Gallatin County

UNION COUNTY

Priority Route	I-57 from Johnson County to Pulaski County
Secondary Route	US 51 from Jackson County to IL 146
Secondary Route	IL 146 from Anna to I-57

WHITE COUNTY

No Priority Routes

Secondary Route	I-64 from Wayne County to Indiana
Secondary Route	US 45 from Gallatin County to Wayne County
Secondary Route	IL 14 from US 45 to Carmi
Secondary Route	IL 1 from IL 14 to North Limits of Carmi
Secondary Route	IL 1 from Edwards County to I-64

WILLIAMSON COUNTY

Priority Route	I-24 from I-57 to Johnson County
Priority Route	I-57 from Franklin County to Johnson County
Priority Route	IL 13 from Jackson County to Marion
Secondary Route	IL 13 from Marion to Saline County

EMERGENCY OPERATIONS CENTER (EOC)

Pre-Emergency Operations Checklist for All Districts

1. Estimate seismic stability of primary EOC.

2. Estimate seismic survivability of communications structures into and out of EOC.

3. Provide for stocking of food, water and supplies for EOC extended operations.

4. Determine seismic survivability of utility systems serving EOC.

5. Provide for an alternate EOC in a seismically safe facility or area.

6. Develop a list of any additional supplies needed for EOC operations.

7. Make provisions for engineers or other qualified individuals to determine condition of EOC as a first priority after each seismic event. Aftershocks may necessitate multiple safety inspections of EOC facility.

    A. Personnel have been assigned to staff vital communications and operations facilities as notified should a significant earthquake occur. The level of call out will be determined by the District Operations Engineer based on the best available information. Attachment 3 provides individual assignments for the operations of an EOC. An EOC is to be established in each district impacted by an earthquake. EOC is to receive reports on road and bridge conditions, to formulate and implement response assignments, to coordinate and provide information for use by the Central Office located in Springfield, and to respond to media inquiries.

    B. Equipment and provisions to sustain a district EOC without outside assistance for 72 hours will be obtained and kept in useable condition. See Attachment 4.

    C. A communications plan that has provisions for power outages, telephone line failures and main communication tower losses, using mobile and base radios is detailed in Attachment 6. A communications plan which utilizes telephone lines will be established if telephone lines are still operable as detailed in Attachment 6. These plans are to be used to communicate vital information from the field to the district headquarters.

    D. Each district impacted by a significant earthquake will establish communications between adjacent districts and with the Central Offices in Springfield. Communications between adjacent states will be initiated through Station One and SEOC in Springfield.

EMERGENCY OPERATIONS CENTER (EOC)

Response Operations Checklist

1. Assess damage to EOC **immediately** after a seismic event. Aftershocks may necessitate multiple safety inspections of EOC.

2. If primary EOC is damaged beyond safe use, activate an alternate EOC as soon as possible.

3. Establish communications into and out of EOC:

   - Phone lines
   - Radio communications
   - Facsimile machines
   - Amateur radio operations
   - Portable radios via car repeaters, if applicable
   - Computer (e-mail, etc.)

4. If alternate EOC is used, provide for:

   - Habitability of structure
   - Relocation of necessary and usable supplies from primary (deactivated) EOC

5. IDOT District 9 has the ability to operate its headquarters building by a 350 KW 438 KW @ 0.8PF, 3 phase, 4 wire 120/2080 @ 60 H generator – diesel driven and can run up to 7 days without refueling – testing is done monthly on system.

6. Trip switches should be manually checked at each maintenance yard periodically to switch from commercial supplied power to generator.

7. IDOT District 8 and ISP District 11 (Collinsville) have generators as well that will provide power to the necessary operations of the Traffic Management Center and EOC. District 8 also has a mobile 3 phase, 250 KR generator @ 480V with a 400 amp breaker. District 8 recently acquired a ‘step down’ transformer for 120 and 240V @ 100 amps.

EMERGENCY OPERATIONS CENTER PROVISIONS

It is necessary for the districts that are subject to an earthquake emergency to be prepared to operate their EOC for 72 hours without outside resources. Adequate provisions will need to be made in advance of an event to provide electric power, indoor heating/cooling, communications, food, water, sanitary facilities and accommodations for rest.

It is assumed that four areas of operation will be needed at a district EOC:

1. Operations Center
2. Communications Center
3. An area for meals and breaks
4. An area for sleeping/resting

Each district that is at risk for an earthquake emergency is responsible to provide adequate facilities and provisions for the staff necessary to operate their EOC. As a minimum, the following items should be kept available and usable for a district EOC:

1. An adequate food supply to sustain the staff for at least a three-day operation
2. Adequate safe drinking water
3. Portable heaters with fuel
4. First aid supplies
5. Electric generating capacity for the EOC
6. Flashlights and batteries
7. Cook stove with fuel
8. Cots with sleeping bags and pads
9. Tool kit
10. Cook kit
11. Eating utensils
12. Chemical toilets

13. Electrical cables
14. Duct tape / rope or nylon cord
15. Paper towels
16. Bathroom tissue
17. Cotton work gloves
18. Paper / pens / instructional manuals

In addition to keeping the provisions in usable condition, it is necessary that the district EOC staff be capable of operating the facility. This includes knowledge of how to shut down utilities and operate emergency generators and all other equipment necessary to keep the EOC in service.

STAGING AREAS – PRIMARY/SECONDARY

IDOT has entered into a Memorandum of Understanding (MOU) with the Mt. Vernon Fairgrounds and Raceway for establishment of a staging area for resource deployment to Southern Illinois.

I. Purpose

This MOU delineates responsibilities and procedures for staging the IDOT equipment at the Mt. Vernon Fairgrounds (primary location) due to a catastrophic event in Southern Illinois to outline a basis for cooperation among parties participating in the transportation equipment staging of IDOT and to establish fundamental understandings between the Mt. Vernon Fairgrounds and IDOT.

II. Location

The Mt. Vernon Fairgrounds is located off of I-57, Exit 94 at Veterans Memorial Drive (See Exhibit 1 – Location Map – page 5-4).

Alternate Location – Secondary

IDOT will utilize the DuQuoin State Fairgrounds as an alternate (secondary) location for deployed resources to Southern Illinois. DuQuoin State Fairgrounds is located in DuQuoin, Illinois in Perry County (See Exhibit 2 – Location Map – page 5-5).

All guidance in this section will be adhered to as if it were for the primary location.

For staging areas the National Incident Management System (NIMS) Incident Command Structure (ICS) will be followed. An Incident Commander will be designated when the staging area is activated.

An Incident Commander is the individual in charge of coordinating response activities. Under normal circumstances this individual will be the IDOT District Operations Engineer selected from IDOT that is responsible for incident activities including the development and implementation of strategic decisions and for approving the allocation of resources inside the command location into the disaster area.

Staging areas are established by an Operations Section Chief to enable positioning of and accounting for resources. The Operations Section Chief assigns a manager for the equipment staging area, who checks in all incoming resources, dispatches resources and requests logistics support. Personnel check in with the resource unit at the staging area.

There will also be task force leaders. They are responsible for team direction, equipment maintenance, mobilization and tactical direction of IDOT.

Responsibilities

IDOT

Overall command of staging area to include:

- Activation of Mobile Command and location
- Resource staging areas by equipment type and district
- Mobilization for emergency route inspections
- Ingress and egress routes established
- Aircraft landing zone
- Coordination of security with ISP
- Coordination with MOU for use of facilities
- Demobilization

Illinois State Police (ISP)

Overall security of staging area

Maintaining 24-hour security capabilities for the following:

- Providing a Point of Contact or Duty Officer available at all times for security
- Mobile command
- Ingress/egress routes
- Equipment staging areas (both ISP and IDOT)
- Landing zone (aircraft)
- Fuel Depot

Closing the Staging Area

The staging area will be closed at the direction of the Incident Commander.

The closing should be an orderly, planned process.

The equipment, supplies and personnel that have been brought to the area must be returned to the proper sources or released.

The fuel depot should be shut down and released in coordination with Central Management Services (CMS).

All communications equipment on hand (that has been issued) should be returned to the communications unit.

If resources in the staging area are being released from the incident, equipment should be collected and receipts for incident provided equipment should be issued.

All receipts for issued equipment should be given to the responsible unit.

All efforts should be made to restore the area to its pre-incident condition.

IDOT has standards to accomplish this. Generally, they include the following:

- Determine pre-incident condition as a baseline from which to work.
- Review notes and unit logs for pre-incident status.
- Inventory and report damage to the logistics and finance.
- Ensure repair of minor damage to fixed facilities to agency standards; notify local organization.
- Ensure removal of litter and debris.
- Request local organization/owner representation be present for final inspection. Review MOU agreement and ensure that all criterion have been made, recommend someone from the finance section accompany inspection.
- Assemble and forward a copy of all records to the SEOC IDOT Liaison.
- Ensure resources are in a state of readiness prior to move or release.
- Inform staged resources of timeframes, travel routes, etc.
- Coordinate with logistics regarding intended demobilization:
    - Supply caches
    - Facilities
    - Ground support (movement of resources to home location).

Exhibit 1 - Mt. Vernon Raceway & Fairgrounds

Exhibit 2 - DuQuoin State Fairgrounds

CENTRAL BUREAU OF OPERATIONS
COMMUNICATIONS CENTER OPERATIONS MANUAL
EARTHQUAKE GUIDELINES

A. Upon receiving a report of an earthquake occurring in Illinois or an adjoining state, confirmed or unconfirmed, proceed as shown below.

1. Obtain all available details from caller making initial report. Request caller's name, agency and phone number.

2. Contact Duty Officer and IDOT Earthquake Coordinator immediately prior to starting an Incident Report.

   a. First by telephone.

   b. If no answer, Blackberry/PIN Duty Officer and Earthquake Coordinator.

   c. If no response to Blackberry/PIN within 10 minutes, refer to the Earthquake Call List in the Communications Center Manual and start calling listed persons in order shown until first available individual on this list has been notified.

   d. If unable to make contact with any of the individuals listed, continue by repeating the call list starting with the Duty Officer until someone is contacted.

   e. Enter all information in Daily Communications Log (DCL).

3. Call IEMA, ISP Command Center and, if possible, IDOT district office responsible for reported area affected and try to confirm report and obtain all available information (size, area involved, when it happened, and known damage).

   a. Log results of these calls in DCL.

   b. Start an Incident Report.

B. Confirmed earthquake information will be sent via facsimile machine from both IEMA and the ISP Command Center. (Command Center may also send via Law Enforcement Agency Data System (LEADS). Upon receipt of a facsimile earthquake report, determine:

1. If the quake took place in Illinois or an adjoining state (Missouri, Kentucky, Indiana, Iowa, Wisconsin).

2. If the quake measured 4.5 or greater on the Richter scale.

   The Communications Plan will enact its procedures in order as referenced below in this section. The Communications Plan will adjust the calling procedures after receiving initial information of location of the earthquake epicenter. Fax report to the district nearest the epicenter, then to adjacent districts, Bureau of Bridges and Structures and subsequent districts until all districts have been notified.

   a. Fax the report to Districts 1, 2, 3, 4, 5, 6, 7, 8, 9 and the Bureau of Bridges and Structures as follows:

D-1 – Fax to	(847) 705-4575
D-2 – Fax to	(815) 284-5489
D-3 – Fax to	(815) 434-6998
D-4 – Fax to	(309) 671-4954
D-5 – Fax to	(217) 465-5732
D-6 – Fax to	(217) 782-9137
D-7 – Fax to Maintenance	(217) 342-7004
D-8 – Fax to D-8 Communications Room	(618) 346-3233
D-9 – Fax to District Office	(618) 457-6327
Bridges and Structures Fax	(217) 782-7540

   b. Follow-up the facsimile transmission (even if successful) with confirming phone calls or radio transmissions as follows:

      D-1 – Call District 1 Communications via phone or console intercom. If lines are inoperable, place radio call for any District 1 mobile units.

      D-2 – During working hours, call the Communications Center. Outside regular office hours, call the District 2 Duty Officer.

      D-3 – During working hours, call the Communications Center. Outside regular office hours, call the District 3 Duty Officer.

      D-4 – Call District 4 Communications via phone or console intercom. If lines are inoperable, place radio call for any District 4 mobile units.

      D-5 – During working hours, call the Communications Center. Outside regular office hours, call the District 5 Duty Officer.

      D-6 – During working hours, call the Communications Center. Outside regular office hours, call the District 6 Duty Officer.

      D-7 – During working hours, call the district office and confirm with Operations office. Outside regular office hours, advise the District 7 answering service. If phone lines are inoperable, try to reach any District 7 mobile unit by radio.

D-8 – Call District 8 Communications via phone or console intercom. If lines are inoperable, place radio call for any District 8 mobile units on both District 8 and District 6 channels.

D-9 – During normal working hours, call District Operations Office by phone or console intercom. If outside normal office hours, call the designated district duty officer. If phone lines are inoperable, call for District 9 mobile units on both District 9 and District 7 channels.

Bridges and Structures – During normal working hours, call the Bureau Chief's office and confirm receipt. Outside normal hours, advise the Bureau of Operations Duty Officer of the report detail. He/She will contact Bridges and Structures personnel.

3. Facsimile quake reports that do not meet both criteria 1 and 2 are to be held for review by the Duty Officer/Earthquake Coordinator and filed by the Communications Center.

4. Log results of these calls in the Incident Report.

C. In all cases outlined above for quakes in or near Illinois:

1. Begin checking the radio control phone line and conventional phone lines, Blackberry, Starcom radios and PIN contacts for the districts shown below.

   a. Using the intercom control, try contacting the following districts in the order shown.

      9,8,7,6,5,4,3,2,1

   b. Using the telephone, try contacting the following districts in the order shown.

      9,8,7,6,5,4,3,2,1

   c. Using the Blackberry and/or PIN, try contacting the following districts in the order shown.

      9,8,7,6,5,4,3,2,1

   d. Using Starcom 21 radio, try contacting the following districts in order shown.

      9,8,7,6,5,4,3,2,1

   e. Log the status of each attempt for both intercom and phone calls in the Incident Report.

2. For the districts not responding to either intercom, phone calls or Blackberry, perform a radio check by attempting to contact field personnel in each district (9 through 1) not contacted by intercom or telephone.

Example: "Radio check – any District 9 mobile unit."

3. If it is determined that either the radio control phone line, conventional phone circuit and Blackberry/PIN to any district (9 through 1) is not operable or there is indication that there may be damage at a district transmitter site, immediately advise the following:

   a. Duty Officer
   b. ComCtr Manager
   c. Equipment Engineer

4. If contacts have been established and earthquake confirmed, obtain from district personnel when it happened, possible damage, area involved, and determine what action is being taken by district forces.

2. Update Incident Report and relay report to Duty Officer/Earthquake Coordinator.

3. Report any radio control phone line problem by circuit number to the appropriate supplier, emphasizing that these telephone circuits are emergency communications lines and emergency response is requested. Refer to radio control phone lines by circuit numbers.

4. Call IEMA and ISP Command Center and re-confirm status of situation as reported to them and supply them with data made known to ComCtr.

5. Provide updated information to other Bureau of Operations staff listed below.

   a. Equipment Engineer
   b. Communications Center Manager
   c. Other persons designated by Duty Officer

6. Determine if SEOC has been activated and who from IDOT has been requested to report to SEOC. It is usually the Primary Liaison of the Bureau of Operations.

7. Prepare a list of appropriate SEOC phone numbers and other important reference information.

   a. Post this reference information in a readily available location.
   b. Enter this reference information in the Incident Report.

8. Update Incident Report and relay to the Duty Officer.

9. Take other action as directed by Duty Officer or other Bureau of Operations staff.

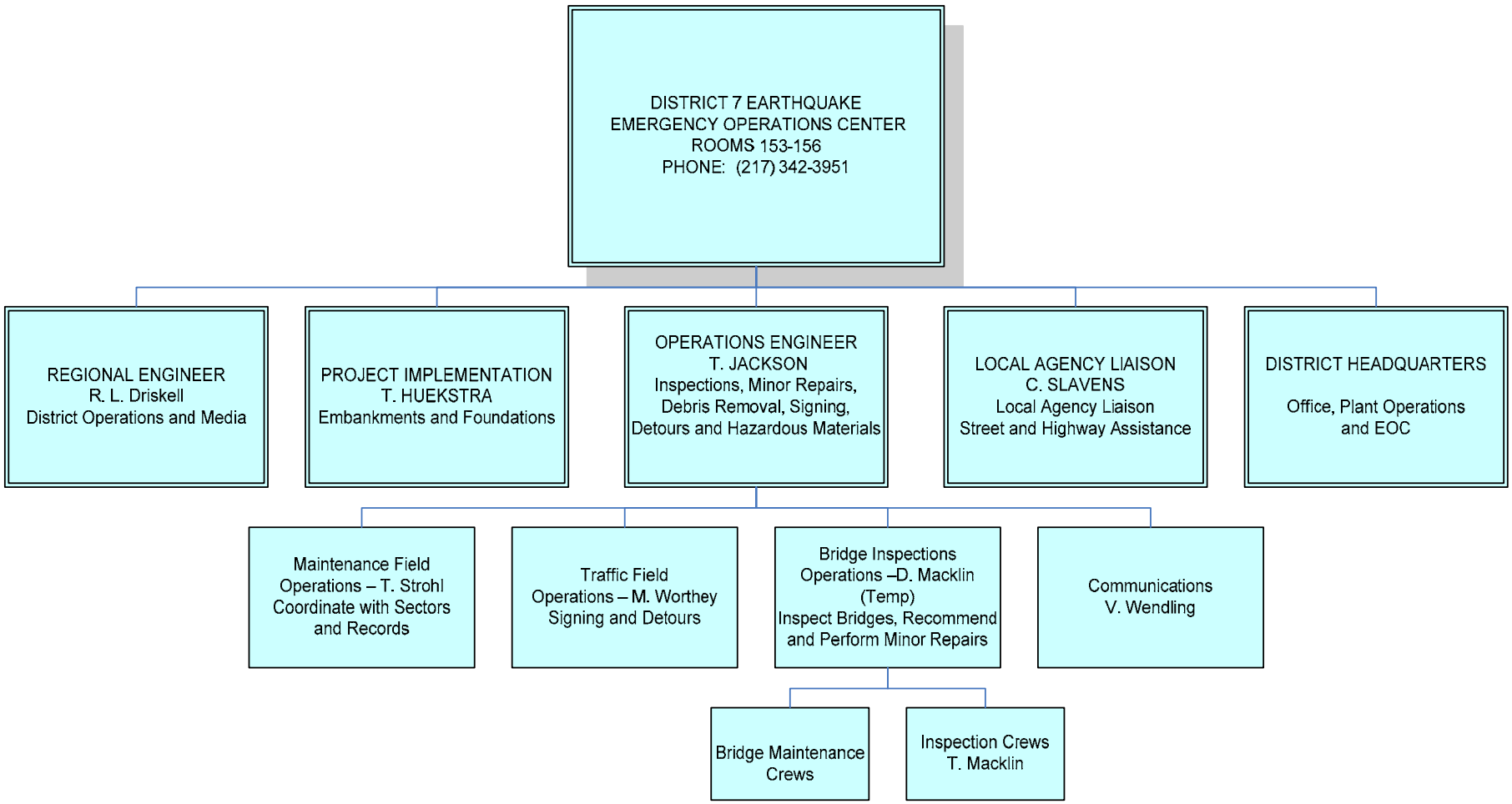
RADIO COMMUNICATIONS

Complete Mobile to Mobile - If the district has complete loss of the base station or base tower, a complete mobile to mobile radio system has been developed which includes strategically located field units and a remote control center at the Effingham West Yard low power base. The West Yard will keep in touch with the EOC by dedicated phone lines or the EOC will move to the West Yard location.

Clay City as Communications Center - In the event of total loss of communications between the headquarters and the Clay City tower, the Clay City tower has been adapted to operate as a base station. With the emergency generator and dispatching ability direct from the tower to the West Yard low power base, mobile field units would not have to stand by at assigned locations.

IREACH Radios - These radios are installed in District Operations' vehicles. However, the district office will not be able to contact these units.

Control Center Monitoring - A scanner is available to be used in the EOC to monitor all emergency radio traffic.


DISTRICT 7 EARTHQUAKE
EMERGENCY OPERATIONS CENTER
ROOMS 153-156
PHONE: (217) 342-3951
REGIONAL ENGINEER
R. L. Driskell
District Operations and Media
PROJECT IMPLEMENTATION
T. HUEKSTRA
Embankments and Foundations
OPERATIONS ENGINEER
T. JACKSON
Inspections, Minor Repairs,
Debris Removal, Signing,
Detours and Hazardous Materials
LOCAL AGENCY LIAISON
C. SLAVENS
Local Agency Liaison
Street and Highway Assistance
DISTRICT HEADQUARTERS
Office, Plant Operations
and EOC
Maintenance Field
Operations – T. Strohl
Coordinate with Sectors
and Records
Traffic Field
Operations – M. Worthey
Signing and Detours
Bridge Inspections
Operations –D. Macklin
(Temp)
Inspect Bridges, Recommend
and Perform Minor Repairs
Communications
V. Wendling
Bridge Maintenance
Crews
Inspection Crews
T. Macklin

RADIO COMMUNICATIONS

The Communications Committee has developed an emergency communications system that could be quickly deployed and sustained. The plan includes possible loss of power, loss of the Collinsville two-way radio base station, and/or the telephone system. Communications dispatchers will remain in the Communications Center rather than a remote location. The District 8 Emergency Communications Procedures Manual is readily accessible and visible in the Traffic Management Center.

A complete mobile-to-mobile radio system has been developed that includes approximately 40 strategically located field units and a remote control center vehicle that incorporates a repeater system and a hand-held unit. A booster antenna is installed on the roof of the Communications Center to improve the signal from the hand-held unit to the repeater system in the remote vehicle. The vehicle will be parked either at the west side of the west parking lot or at the tower building, depending on the situation.

Complete Mobile to Mobile - If there is total loss of the tower and base station (tower building), the control center vehicle containing the repeater system will be deployed to the west side of the west parking lot. The Communications Center will dispatch through the use of the hand-held unit.

Loss of Power and/or Micro Wave Disk Relay to SIUE - In either of these situations, the control center remote vehicle will be parked at the tower control building and connected to the radio base station. Again, you will be able to dispatch from the Communications Center with the use of a hand-held unit through the booster antennae installed on the Communications Center roof.

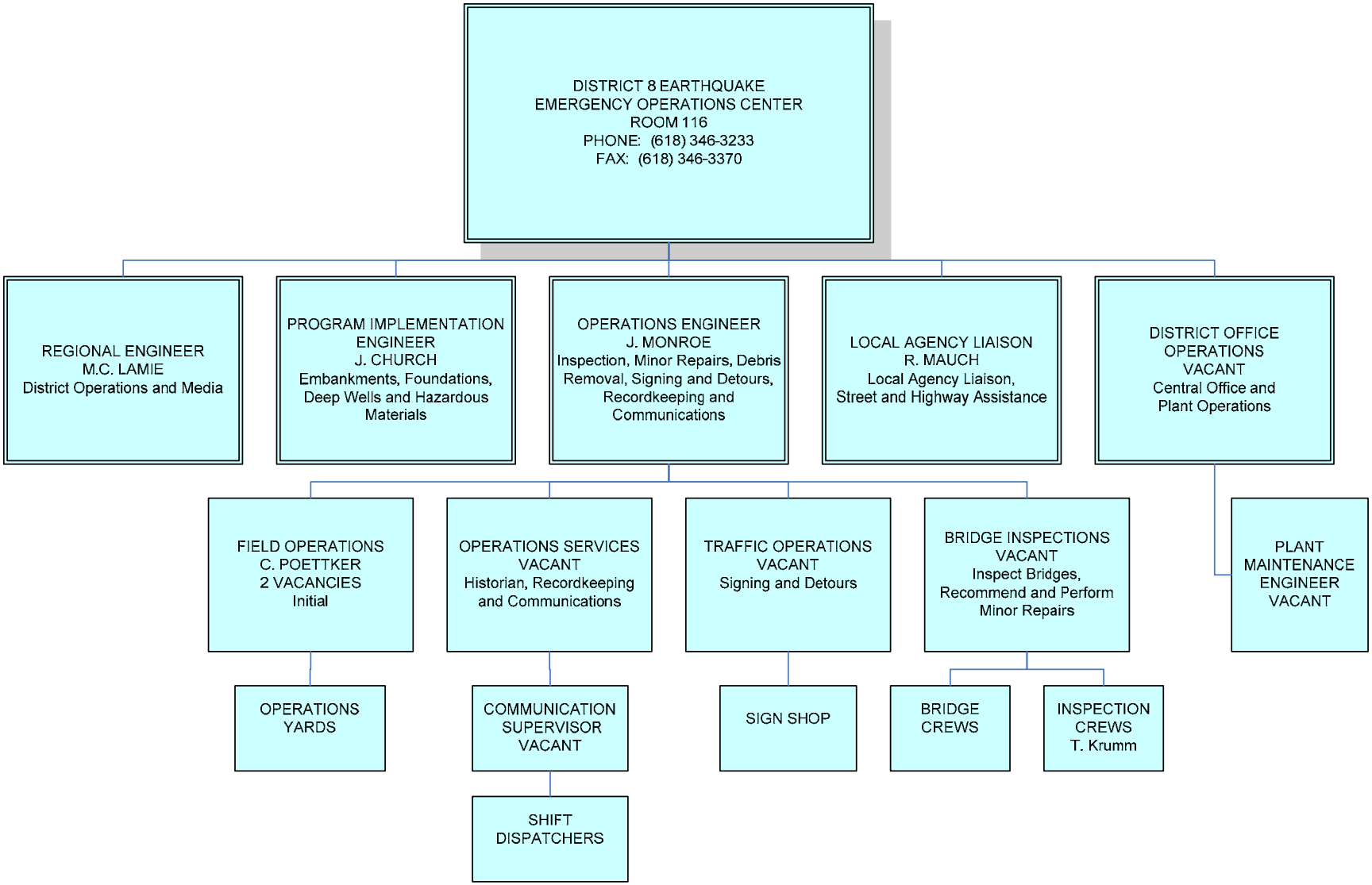
Testing - A test was conducted on the emergency system on November 21, 1990. The test included both scenarios described above and the results were very positive. We were unable to reach only two areas of our district - extreme northern area of Calhoun County at the Pike County Line and the Steelville Maintenance shed located in the southeastern corner of Randolph County. Mobile field units will be relocated/added to these areas to improve the coverage. It should be noted that even during normal radio operations, the district has "blind" areas.

Continuous Contact With Station One – District 8 is connected to Station One by telephone and not by radio frequency (RF). Even though the telephone line is dedicated and classified as a priority line by the phone company, if it is severed we could be without contact. District 8 has established a radio frequency relay system with Station One and/or District 6.

Southern Illinois University Edwardsville (SIUE) As Communications Center - In the event of total loss of the headquarters facility, the SIUE tower base station is adapted to enable us to dispatch from this location. If this would happen, the mobile field units would probably not be needed.

Illinois Radio Emergency Assistance Channel (IREACH) Radios - Twenty-three radios equipped with IREACH are installed in district Operations' vehicles. However, the district Communications Center will be unable to monitor or contact these units.

Situation Room Monitoring - A scanner is available to be installed in the EOC (Conference Rooms 109-110) which will enable the center to remotely monitor all radio traffic.


DISTRICT 8 EARTHQUAKE
EMERGENCY OPERATIONS CENTER
ROOM 116
PHONE: (618) 346-3233
FAX: (618) 346-3370
REGIONAL ENGINEER
M.C. LAMIE
District Operations and Media
PROGRAM IMPLEMENTATION ENGINEER
J. CHURCH
Embankments, Foundations, Deep Wells and Hazardous Materials
OPERATIONS ENGINEER
J. MONROE
Inspection, Minor Repairs, Debris Removal, Signing and Detours, Recordkeeping and Communications
LOCAL AGENCY LIAISON
R. MAUCH
Local Agency Liaison, Street and Highway Assistance
DISTRICT OFFICE OPERATIONS
VACANT
Central Office and Plant Operations
FIELD OPERATIONS
C. POETTKER
2 VACANCIES
Initial
OPERATIONS SERVICES
VACANT
Historian, Recordkeeping and Communications
TRAFFIC OPERATIONS
VACANT
Signing and Detours
BRIDGE INSPECTIONS
VACANT
Inspect Bridges, Recommend and Perform Minor Repairs
PLANT MAINTENANCE ENGINEER
VACANT
OPERATIONS YARDS
COMMUNICATION SUPERVISOR
VACANT
SIGN SHOP
BRIDGE CREWS
INSPECTION CREWS
T. Krumm
SHIFT DISPATCHERS

RADIO COMMUNICATIONS

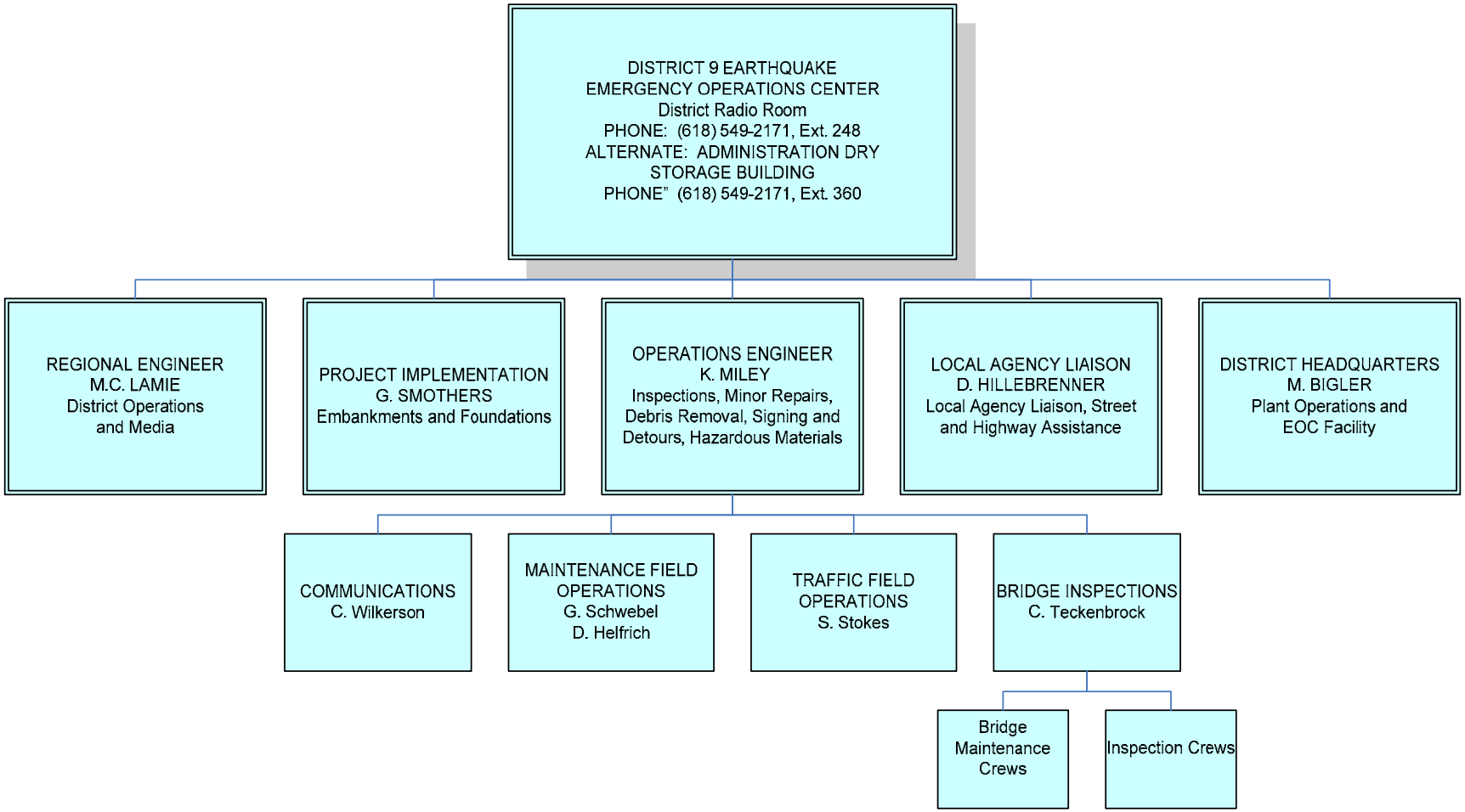
The following communications plan is to be followed in the event of a significant earthquake. It will ensure that vital information can be transmitted from field locations to the Carbondale District Headquarters EOC (Radio Room) or Alternate EOC (Administration Dry Storage Building).

Note: Details for the actual activation of radio emergency equipment are located in the EOC Procedure Manual. Copies of the manual are located in the District Radio Room and the Administration Dry Storage Building.

The following lists situations and procedures to follow after a significant earthquake:

	SITUATION	PROCEDURE
1.	No damage to Carbondale district office radio system or Cobden tower.	Follow normal radio communications procedures at the district radio room.
2.	Base radio system does not function due to damaged telephone system.	Activate emergency base radio console from the radio microwave room. Signal will continue to be transmitted from Cobden tower.
3.	Radio equipment at district microwave room or the microwave link to the Cobden tower does not function.	District base radio can be operated but only from the Cobden tower equipment building. Messages can be relayed by a mobile radio from the district office to the Cobden tower or follow procedure #4.
4.	Cobden tower or related equipment does not function.	Activate emergency base radio from Alternate EOC. Signal will be transmitted from district office tower. Messages can be relayed to remote areas by using maintenance yard base radios or mobile radios.
5.	Cobden tower or district office tower does not function.	Activate emergency base radio from Alternate EOC. Install emergency antenna at Alternate EOC. Signal will be transmitted from the emergency antenna. Messages can be relayed to remote areas by using maintenance yard base radios or mobile radios.

6.	All base radio systems do not function.	Messages can be relayed throughout the district and into adjoining districts by using maintenance yard base radios in combination with mobile radios.
7.	Communications with police or other emergency agencies.	Communications can be maintained through mobile radios that have low band and high band police frequencies. IEMA can be contacted through high band or low band IEMA frequencies.


DISTRICT 9 EARTHQUAKE
EMERGENCY OPERATIONS CENTER
District Radio Room
PHONE: (618) 549-2171, Ext. 248
ALTERNATE: ADMINISTRATION DRY
STORAGE BUILDING
PHONE" (618) 549-2171, Ext. 360
REGIONAL ENGINEER
M.C. LAMIE
District Operations
and Media
PROJECT IMPLEMENTATION
G. SMOTHERS
Embankments and Foundations
OPERATIONS ENGINEER
K. MILEY
Inspections, Minor Repairs,
Debris Removal, Signing and
Detours, Hazardous Materials
LOCAL AGENCY LIAISON
D. HILLEBRENNER
Local Agency Liaison, Street
and Highway Assistance
DISTRICT HEADQUARTERS
M. BIGLER
Plant Operations and
EOC Facility
COMMUNICATIONS
C. Wilkerson
MAINTENANCE FIELD
OPERATIONS
G. Schwebel
D. Helfrich
TRAFFIC FIELD
OPERATIONS
S. Stokes
BRIDGE INSPECTIONS
C. Teckenbrock
Bridge
Maintenance
Crews
Inspection Crews

Border State Contacts:

Iowa

Primary Contact: Norm McDonald
Office: Iowa DOT/Bridges and Structures
800 Lincoln Way
Ames, Iowa 50010
(515) 239-1206
norman.mcdonald@dot.iowa.gov

Contact: Bruce Brakke
Office: Iowa DOT/Bridge Maintenance and Inspection
800 Lincoln Way
Ames, Iowa 50010
(515) 239-1165
bruce.brakke@dot.iowa.gov

Contact: Mike Todsen
Office: Iowa DOT/Bridges and Structures
800 Lincoln Way
Ames, Iowa 50010
(515) 233-7726
michael.todsen@dot.iowa.gov

Indiana

Contact: Tom Vanderpool
Office: 100 North Senate Avenue
Room N295
Indianapolis, Indiana 46204
(317) 234-3981
Cell: (317) 402-4458
(317) 233-8581

Missouri

Contact: Rick Bennett
Office: 2211 St. Mary's Boulevard
Jefferson City, Missouri 65109
(573) 526-4842
Cell: (573) 526-0120

Kentucky

Contact: Henry Luken
Office: P.O. Box 310
Paducah, Kentucky 42002
(270) 898-2431
(800) 338-4283
Cell: (270) 994-1919

COMMUNICATIONS AND WARNING

Pre-Emergency Operations Checklist – All Districts

1. Identify vulnerability of communications towers used for day-to-day operations.

2. Identify Amateur HAM radio operators with auxiliary power.

3. Identify county citizens with mobile radios and their frequencies:

   - Contractors
   - Farmers
   - Citizen band radios

4. Identify auxiliary radio towers that may supplement the district communications towers.

5. Inventory portable and mobile radios that will be available for use after an earthquake:

   - Inventory frequencies in such radios
   - Check batteries to be sure they will maintain a charge

6. Inventory specialized vehicles that may be needed for messenger service after an earthquake:

   - Four-wheel drive vehicles
   - Snowmobiles for winter use
   - Clubs and/or individuals with horses.

COMMUNICATIONS AND WARNING

Response Operations Checklist – All Districts

1. Determine communications capability of normal communications systems:

   - Tower conditions
   - Availability of electrical power or generator supplement

2. Determine availability of phone lines:

   - Intact
   - Overtaxed

3. Notify amateur radio operators with accessory power.

4. Appoint volunteers for messenger service, if needed.

   - Four-wheel drive vehicles
   - Horses
   - Snowmobiles

5. Contact Station One through District EOC to request establishment of communications in the affected area:

   - Communications van
   - Dedicated phone lines
   - Facsimile machines for damage reports
   - Military may establish communications lines to IEMA

6. Provide for information and warning to responders of secondary effect:

   - Aftershocks
   - Hazardous material emergencies (spills, leaks, etc.)
   - Weakened dams and levees
   - Loss of public water supplies or pollution of these supplies

TELEPHONE COMMUNICATIONS

IDOT has limited satellite communication telephones. These units can call anywhere in the world to a functioning hard-line telephone or to another wireless satellite communication telephone. These units are very portable and easy to use. IDOT has entered into an interagency agreement with IEMA should a catastrophic event occur that these extra units would be available for emergency response.

Cellular telephones will play an important part in the department's response to an earthquake if cellular service is available. The availability of telephone service and cellular service immediately after an earthquake is questionable. An earthquake could damage individual cellular sites or it could damage the infrastructure that makes up the public switched telephone network to the point that all phones in an area are out of service. Under some conditions cellular telephone networks may not be available just because of the demand. As part of our response, we will evaluate the availability of all telephone service, including cellular, and we will incorporate the services that are available into our response efforts.

The state utilizes high frequency single sideband (HF SSB) as a backup to other existing communication systems. In times of disaster, HF SSB can provide communication over great distances when infrastructure at the locations has been damaged. The state's system has locations scattered around the state at IDOT and ISP headquarters. The system should provide communication between locations such as Carbondale, Schaumburg, Dixon, Ottawa, Paris, Effingham, Illinois Tollway Authority (ITA) and IEMA's SEOC located in Springfield. The system also provides capability to communicate with the Federal Emergency Management Agency (FEMA) and other federal agencies nationwide. Many federal agencies use HF SSB for emergency communication. Ottawa has been performing statewide testing on 1st, 3rd and 5th Sundays at 1630 with statewide amateur radio operators with HF SSB radio on 39.05 Mhz. Ottawa has also been testing with District 1 and ITA.

TELEPHONE COMMUNICATIONS

In the event of a significant earthquake, communications between the district office and the Maintenance Yard will be important.

Telephone communications may be available, and if so a direct line between the yard and the office will be established. The first person to reach the yard should try to call the District Headquarters to let the EOC know if telephone lines are working at the individual yards. District 7 has a limited number of lines available. Therefore, after establishing contact, telephone lines will not be used unless necessary for emergency communications.

Dedicated Telephone Numbers

Effingham 217/342-3951

Border State Contact Information

Indiana Department of Transportation

Primary Contact:	Tom Vanderpool
Office:	Vincennes District Office 3650 South US 41 Vincennes, Indiana 47591 812/895-7325
Cell:	812/890-7325

TELEPHONE COMMUNICATIONS

In the event that the telephone lines are available, an emergency plan for telephone communications with the EOC has been established.

Emergency Telephone Control Center - In the event the telephone system is available, a telephone connection will be established with sector personnel as they reach the yard. Each yard has been assigned a direct number to call. These lines will be left open on each end and will be continually monitored. The Telephone Control Center will be located in the Bureau of Administration in the Collinsville District Office.

Dedicated Telephone Numbers

Belleville	618/346-3210	Nashville	618/346-3220
Hecker	618/346-3212	Hamel	618/346-3221
Steeleville	618/346-3213	Wood River	618/346-3222
Greenville	618/346-3214	Troy	618/346-3223
Carlyle	618/346-3215	Jerseyville	618/346-3245
Carrollton	618/346-3216	Hardin Bridge	618/346-3246
E. St. Louis	618/346-3217	Kampsville	618/346-3225
Columbia	618/346-3218	Brussels	618/346-3226
Highland	618/346-3219	T/M Building	618/346-3228
Salem	618/346-3224		

Border State Contact Information

Missouri Department of Transportation

Primary Contact:	Deanna Venker
Office:	1590 Woodlake Drive Chesterfield, Missouri 63017-5712 314/877-0118
Cell/Nextel:	314/565-5280

TELEPHONE COMMUNICATIONS

The following communications plan is to be followed in the event of a significant earthquake. It will ensure that vital information can be transmitted from field locations to the Carbondale District Headquarters EOC (Radio Room) or Alternate EOC (Administration Dry Storage Building).

Note: Details for the actual activation of telephone emergency equipment are located in the EOC Procedure Manual. Copies of the manual are located in the District Radio Room and the Administration Dry Storage Building.

The following lists situations and procedures to follow after a significant earthquake:

	SITUATION	PROCEDURE
1.	No damage to Carbondale district office phone system.	Follow normal telephone procedures at the district office.
2.	Carbondale district office phone system not functioning.	Activate telephone demark station at the Alternate EOC. Follow normal private telephone procedures using phones at the Alternate EOC.
3.	GTE telephone switching center in downtown Carbondale not functioning. Telephones at the district office building or at the Alternate EOC will not operate.	Contact all major maintenance yards by emergency radio system (See Radio Communication procedures) to verify locations where telephones are operational.
4.	GTE will place IDOT on the priority repair or reroute list.	Check phone system on a regular basis using district office building telephones or Alternate EOC telephones to determine when the system is operational.

Border State Contact Information

Kentucky Department of Transportation

Primary Contact:	Henry Luken
Office:	P.O. Box 3010 Paducah, Kentucky 42002 270/898-2431 800/338-4283
Cell:	270/994-1919

Missouri Department of Transportation

Primary Contact: Mike Helpingstien
Office: P.O. Box 160
Sikeston, Missouri 63801
573/472-5312
Cell: 583/380-6349

Indiana Department of Transportation

Primary Contact: Todd Shields
100 North Senate
Indianapolis, Indiana 46204
317/232-5506
Home: 317/756-6637
Pager: 317/381-6628 or 317/393-0099

DISTRICT PREPARATION

District Headquarters - A list of critical personnel will be kept current for assignments to the district EOC should a significant earthquake be experienced. EOC is to receive reports on road and bridge conditions, to formulate plans for detours and repairs, to coordinate with Central Office, IEMA, media and others.

Provisions and equipment should be secured to sustain EOC personnel for 72 hours without outside assistance after a significant earthquake occurs.

A uniform reporting plan for data input into the MMI System to report earthquake response costs will be kept current by each district.

A plan for providing communications with the Team Section Headquarters, Central Office, IEMA and other IDOT district headquarters will be kept current for use in the event of a significant earthquake. Each district will provide the Bureau of Operations with Radio Call Number Lists for use by Station One should radio relays be used for communications.

Team Section Headquarters - Shelving and other items that are located inside Team Section Headquarters that could fall and cause injury or disruption should be tied down or secured.

Have at least one emergency generator with fuel available and in good operating order.

Keep personnel aware of where gas and utility shutoffs are located.

Keep personnel aware of fire extinguisher locations.

Keep all water heaters fastened down.

Long Term - Arrange for fuel storage in legal bulk storage tanks for each yard that is subject to significant earthquakes.

Retrofit or replace buildings that do not meet earthquake building code requirements as established by the Capital Development Board.

The department has access to approximately 50 portable telephones through the Department of Central Management Services and 25 portable telephones through the Illinois Emergency Management Agency. These phones are committed on a first-come basis. Additional portable phones will be purchased by the Illinois Department of Transportation through the use of an Emergency Affidavit. The Bureau of Operations will acquire the needed phones for use in an earthquake emergency.

Expand the use of Blackberries and/or cell phones for technical staff.

EARTHQUAKE RESPONSE
ASSESSMENT OF HIGHWAYS AND BRIDGES

DISTRICT HEADQUARTERS RESPONSE

As soon as possible following a significant earthquake, each affected district will open the District Emergency Operations Center. Communications will be established and response assignments made to Team Section and Technical Staff.

A reconnaissance of each district will be done by IDOT/ISP technical staff using aircraft following a significant earthquake. Logs of these flights must be prepared and kept.

FIRST LEVEL ASSESSMENT - Team Section Personnel

Upon notification of an earthquake of 4.5 or greater magnitude, Operations and Construction field personnel are to report to their assigned yard or work location as soon as practical.

Each member of the Team Section will establish contact with their immediate supervisor or designee and report preliminary field observations that will be reported to the District EOC.

The Bureau of Operations will coordinate with the Bureau of Construction to assign resident engineers to work with Team Section staff in making field level inspections.

Each member of the Team Section staff that will be making first level assessment will pick up an inspection kit at their reporting location. The inspection kit will consist of the following:

Red ribbon to denote closed structures or roadways

Green ribbon to denote open structures and roadways

Nylon cord or rope to stretch across roadways to mark closed bridges

A state map

An emergency route plan map

A field book for documentation

Waterproof markers

Pencils or pens for keeping notes

Flashlight

Each truck used for field inspections should carry the following equipment:

Six traffic cones / barricades

Fire extinguisher

First Aid Kit

Shovel

Unless otherwise assigned, all personnel will inspect designated routes for earthquake damage. Field inspections should consist of the following:

Roadway deficiencies should be reported.

Structure collapse or damage should be reported. This will include the assessment of all structures crossing or near state right-of-way (ROW) that could impair traffic, including railroad overpasses, utility lines and towers, trees, sign structures, high mast poles and mast arm assemblies. The following procedure should be used for the initial (Level One) assessment of bridges by Team Section Personnel:

Approach bridges with caution.

Sight down the roadway noting any parts of the bridges that do not line up.

Check bridge deck joints for unusual openings.

If significant deviations from normal are observed, look under the bridge for major cracks or unsupported beams. Do not go under any part of the bridge.

Do not cross bridges if significant problems are observed. Mark the bridge closed by stretching a nylon rope across the roadway and attach red ribbon to the rope. Initial, time and date the ribbon using the waterproof markers from your inspection kit. Use cones or any other available devices to barricade the bridge to traffic. Barricade both ends of the damaged bridges, if possible, when necessary. Record your observations in the field book provided with your inspection kit and report your observation to your Team Section Headquarters. Try to find alternate routes around a dangerous bridge to continue assessment of your route.

If no significant problems are observed, mark the bridge with a green ribbon. Initial, time and date the ribbon with your waterproof marker and continue on to the next location.

Earth embankment failures should be reported.

Utility damage where power lines have fallen onto the roadway or underground lines that are noticeably damaged should be reported. Keep away from downed power lines even if you think they are not energized.

Roadway obstructions such as bridges, trees, overhead sign structures, high mast or poles that cannot be moved out of the way quickly should be reported.

Traffic control devices should be checked and deficiencies reported.

Major drainage problems should be reported.

Other significant items should be reported.

Documentation of your observations should include date, time, route, location and a brief description of any damage.

Field staff are to report the extent of any roadway damage or obstruction to supervisory personnel as soon as possible.

When a route is open and appears to be in normal driving condition, Team Section personnel are to report back to the Team Section Headquarters for further instructions. In the event of an aftershock measuring 4.5 or greater, personnel will be assigned to repeat their inspection routes for signs of new damage.

COMMUNICATIONS DURING AN EARTHQUAKE RESPONSE

Two-way radio operation procedures are to be strictly observed. No informal or unnecessary radio traffic will be allowed.

A communication plan is specified in Attachment 5. Some Team Sections will assign units to be stationed for radio duty in a 4.5 or greater earthquake in accordance with Attachment 5.

SECOND LEVEL ASSESSMENT - Bridge Inspection Personnel

All bridge inspection personnel shall meet the qualifications for the National Bridge Inspection Standard (NBIS). Professional Engineers (P.E.s) and personnel certified by NBIS training shall be utilized for the second level assessment of all bridges within the district.

The Bridge Recovery Plan that was developed by the Bureau of Bridges and Structures may be implemented at this level of assessment.

Upon notification of an earthquake of significant magnitude, all designated bridge inspection personnel shall report to district headquarters or contact the Emergency Operations Center (EOC) as soon as practical.

Level one assessment reports shall be reviewed and corrected to level two inspections.

The primary mission of the bridge inspection teams is to inspect all state-maintained structures and non-state structures that cross state ROW to ensure they are functional and do not impair traffic, or that any damaged structures are properly barricaded and reported to EOC. All structures on the established primary and secondary route maps shall be inspected first.

Each damaged or questionable bridge shall be inspected thoroughly, documented and the findings forwarded or transmitted to EOC. This information will be utilized by the Third Level Inspection Teams from the Central Bureau of Bridges and Structures. The documentation should include location (including structure number, if possible), an assessment of all observed damage and an initial assessment of possible repairs.

Bridge types with the greatest vulnerability or susceptibility to earthquake damage are:

Simple span structures supported on non-seismic bearings and narrow bearing seats.

Continuous spans with joints over piers, hinges, and/or pin and link systems.

Multi-span non-continuous structures of steel or concrete including multi-span pre-cast, pre-stressed concrete I-beam (PPC I) and deck beam bridges.

Structures with unusual geometry including skews greater than 25 degrees, severe or tight curvature, tall piers, piers or columns of different heights, stair-stepped bearing seats for superelevation, unusually long continuous spans, piers in deep water, two-girder systems and mechanical lift spans.

Structures on deep soft soils, liquifiable soils and/or unstable slopes.

Bridges shall be inspected as they are encountered along the established primary and secondary routes. Approach each structure with caution stopping prior to the bridge to make an initial assessment of the alignment of the spans. Sight down the deck and rails or

parapets observing any significant shifting, misalignment or deflections. Check expansion joints for any unusual opening or misalignment. Proceed under the structure to assess the condition of the superstructure and substructure support systems.

The following is a list of specific items to inspect on each structure as applicable:

Decks
alignment, deflections, large cracks

Parapets / Rails
alignment, shifting

Expansion Joints
unusual openings, displacements

Trusses
alignment, plumbness of main members, deformed or cracked members

Bearings
over expanded, under expanded
shifted, toppled or missing steel bearings, rollers
unusual deformation of elastomeric bearings

Superstructures
Steel - deformations, cracks, lack of support at abutments and piers
unusual deflections, buckles

Concrete - lack of support, open cracks, unusual deflections

Hinges
lack of support at a seated hinge
broken or misaligned link plates
unusual vertical or horizontal displacements

Substructures
large cracks, settlement, shifting, tilting, buckled columns

Slope protection
shifting of concrete slopewalls
separation from substructure unit
embankment stability, slides

Utility attachments
severed, kinked, buckled or loose lines (phone, electricity, etc.)
severed pipelines (natural gas, oil, water, etc.)

THIRD LEVEL ASSESSMENT - Central Bureau of Bridges and Structures

The Central Bureau of Bridges and Structures is comprised of a unique blend of highly specialized engineers and technicians with expertise in inspection, field assessment, planning, design and repair of bridges. They include licensed structural and professional engineers, geologists, foundation and hydraulics engineers, staff engineers and technicians.

In the event of a significant earthquake, the Bureau of Bridges and Structures will assemble qualified inspection teams who will assist the districts in the assessment of damages, initiate plans for emergency repairs, and collect data to forward to the Central Office design staff for use in preparing interim and long-term repairs to damaged structures.

If not already done at second level assessment, the Bridge Recovery Program will be activated.

During assembly of the teams, contact will be made with the affected district EOCs for reports from the First Level assessment of damages. Using this information, along with reports on the magnitude and epicenter of the earthquake, the teams will be assigned specific areas to cover. The inspection teams will be prepared to mobilize within hours of the first report of the earthquake.

PREPARATION

The Bureau of Bridges and Structures has prepared a detailed inventory of all structures on the primary and secondary routes. Included are individual files on each bridge with pertinent structural and soils information. These files are available for the inspection teams to carry in order to have a structural perspective of each bridge encountered. The current office inventory includes detailed structural information of all state-maintained bridges. This includes contract plans, soil borings, hydraulic information, and a history of repairs and inspections of each structure. This information will be utilized by the office design staff for the preparation of interim and permanent repair or replacement plans for damaged structures.

INSPECTION TEAMS

Each inspection team will be comprised of at least three individuals including licensed structural and professional engineers and technicians. All team members are to report to the main office following the report of a significant earthquake. A call-out procedure is in place to contact all individual team members. Each member will be prepared to travel for an extended period of time in any given weather situation. The Bureau of Bridges and Structures maintains a current list of personnel who will be called out.

EQUIPMENT

The Bureau of Bridges and Structures' current inventory of inspection equipment and vehicles will be utilized for the Third Level assessment of structures. Inspection teams will keep in contact with the Snooper operators and inform them of individual structures that are in need of specialized equipment for assessment. The Snooper operators will respond when contacted and prioritize the requests through the Central Office and the district EOCs.

COMMUNICATION

A key to the Bridge Office response will be communication with the district EOCs and the Central Office. Each inspection team will be issued a motor pool car with a two-way radio. The Bureau of Operations will provide 10 portable two-way radios and charger with extra batteries for use in vehicles without permanent installations. In the event that an earthquake emergency occurs outside of normal working hours, the Office of Finance and Administration's Motor Pool employees will be called in to open access to all motor pool vehicles. Each team will contact the district EOC upon entering their district for an update on the First and Second Level assessments of the roadways and bridges. The teams will respond to requests from the district for the inspection and assessment of structures that are questionable as to their ability to carry loads.

ASSESSMENT

For each bridge inspected, the team will document the extent of damage and an assessment of the needed repairs. The level of inspection will be detailed. The district inspection teams will identify structures of greatest concern and instruct the teams of their current assessment. The teams will take whatever actions necessary to assure that the structure is safe for vehicular travel, or will instruct the district to close the bridge if damages are extensive.

EMERGENCY REPAIRS

The Third Level Inspection Teams are capable of producing field details for the temporary repair of structures damaged during the earthquake. If the structure can be repaired or shored to carry emergency vehicles, the team will assist the district in obtaining the necessary construction materials and supervise the contractor, Day Labor or District Bridge Crew to assure safety of the structure. The department currently maintains a list of qualified contractors. This list will be utilized to contact potential contractors for assistance during an earthquake emergency.

INTERIM REPAIRS

During the assessment of damaged structures, it may be determined that the bridge is incapable of carrying any vehicles. The team will determine if it is possible to make interim repairs to the structure in order to open it to at least limited traffic and/or emergency vehicles. If required, the team will forward information to the Central Office for their use in preparing interim repair plans for the structure. These plans will require the additional expertise of the design staff at the Central Office for analysis and drafting.

The department currently maintains a list of qualified bridge design consultants. This listing could be used to enlist the assistance of these consultants for the assessment of damages and the preparation of repair plans if the earthquake damage is widespread or severe. IEMA and the Structural Engineers Association of Illinois (SEAOI) maintain a list of consultants and individuals who are willing to volunteer for service to the department if necessary. The districts and the Bridge Office will assess whether the call out of consultant help will be required.

PERMANENT REPAIRS

The preparation of permanent repairs or the replacement of severely damaged structures will require the enlistment of numerous personnel and consultants to accomplish the task in as short a time as possible. Detailed inspections of the structures and the assessment of their repair or replacement options will be needed. Fast-track planning, scoping and design will require coordination with many offices within IDOT as well as FHWA. The long-range work involved with this task is beyond the intended scope of this Plan.

LOCAL AGENCY ASSISTANCE

The purpose and goal of this Plan is for the rapid response to a significant earthquake in order to open and operate the primary and secondary routes throughout the affected areas to ensure the delivery of personnel, supplies, food and medicine. The needs of local agencies, although great, will necessarily have to wait for the initial assessment and determination of damages to the highway system before the department can offer assistance. IEMA and FEMA together with the Red Cross and other relief organizations will come forward with assistance to the state and local agencies.

Guide for Staff Assigned to Disaster Operations

This guide is a ready reference for staff who are being assigned to an IDOT disaster relief operation. As you rush to prepare for your assignment, you will find this information helpful.

PREPARING FOR AN ASSIGNMENT

When you are contacted by your supervisor, he/she will provide you with general information about the location and nature of the disaster. In addition, be sure to ask the following questions:

- How will I get there (drive IDOT vehicle or ride with fellow employees?) If flying, how will I get from the airport to the operation?
- Whom do I meet/call when I arrive?
- What is the local IDOT phone number?
- What are the current weather conditions?
- Do I need to bring any special supplies or equipment for the operation?

Before leaving home, you should inform your family, a friend and a neighbor of your travel plans.

Be sure to pack the following work supplies, along with these suggested personal articles:

Work Supplies

- IDOT identification and other personal picture identification
- Valid state driver's license
- Materials from pertinent IDOT training courses (radiological, respirator, safety evaluation of buildings certification card, bridge inspection certification card, etc.)
- Copy of professional licenses

Personal Articles

- Easy-care clothing that meets standards of personal attire (enough for 10 days)
- IDOT identifiable clothing
- IDOT hard hat
- Personal tent
- Jacket/Sweater
- Steel-toe boots and comfortable shoes
- Raincoat and rubber boots
- Prescriptions and medications (minimum three-week supply)
- Contact lens solution (minimum three-week supply)
- Extra pair of eyeglasses/contacts
- Safety glasses
- Washcloth and toilet articles
- Inexpensive watch
- Battery-operated or wind-up alarm clock
- Flashlight and batteries
- First aid kit
- Leisure materials (e.g., books, exercise clothes, tape deck and music)
- Writing materials
- Personal checks
- Travelers checks and cash
- Credit card

In the event of a catastrophic disaster in which there are no utilities, or in which there are no commercial facilities or feeding sites, the following should be added to the list of supplies and equipment that staff should bring with them:

- sleeping bag with air mattress
- blanket
- bottled water
- food
- can opener
- sterno or camping stove
- matches, candles
- plastic garbage bags (sanitation and can serve as protection of sleeping bag when sleeping on wet ground)

Remember when packing that you will be carrying your own luggage, so pack as light as possible.

Lodging arrangements will be made at hotels, schools or civic centers based on availability. Per diem will be reimbursed for travel which includes overnight lodging or is 18 or more continuous hours.

It is important that families of workers assigned to disaster operations be able to take care of themselves in the workers' extended absence as communication is often difficult between the worker and their family at home. Prior to a disaster, workers should assure that key family members are aware of where important documents are kept, how to turn off utilities, appropriate powers of attorney or other legal documents have been signed.

Remember ─ from the moment you leave your home, you are representing the Illinois Department of Transportation (IDOT). No matter where you are, people will see you as "IDOT." Please always keep that in mind.

DIVISION OF AERONAUTICS

1. Responsibility

The Illinois Department of Transportation's Division of Aeronautics (DOA) will be responsible for the following tasks:

a. Provide aviation liaison to SEOC.

b. Utilize Division of Aeronautics' assets according to the following priority:

(1) Immediate life safety response

(2) Transportation of key personnel to include, but not limited to, Constitutional Officers, key emergency response personnel, key IDOT personnel, building and bridge safety inspectors, key medical personnel, and any other personnel deemed essential by the preceding individuals.

(3) Essential equipment, to include, but not limited to, medical supplies, survival equipment, equipment necessary to manage response to disaster.

c. Coordinate with other aviation organizations, as necessary, to ensure that logistics requirements such as fuel, oil, maintenance, facilities, operations areas, communications, crew support, and any other support requirements are available for all aircraft operating in direct support of the state's response.

2. Initial Notification

The initial request for assistance will be made by the IEMA Operations Chief. This request will be conducted by SEOC to make maximum utilization of all aviation assets available. The SEOC Liaison will be notified by IEMA that a disaster has occurred and that pilots and ground crews should be alerted to stand by for possible missions.

If aircraft are needed when DOA is not completely staffed, the IDOT/DOA Duty Officer should be informed. It will be the Duty Officer's responsibility to contact the appropriate personnel via telephone, pager or other means to coordinate the dispatch of needed aircraft.

3. Organization

During a disaster response, DOA will operate organizationally as shown in Attachment (1) to this section.

The Director of DOA is in overall command of DOA aircraft. The principal agent in performance of this command is the Bureau Chief, Air Operations. Under the Bureau Chief's direction are fixed and rotary wing flight and maintenance operations. During a disaster response, the IDOT-A SEOC liaison will act to coordinate flight requests and relay necessary information to the staff at IDOT-A SEOC. Staff will then carry out the requested flight requests within their operational capability. Any scheduling conflicts or difficulties encountered will be relayed back to the SEOC liaison for resolution.

The IDOT-A SEOC liaison is responsible for matching aviation requests with the best available aviation asset. In function, the coordinator "owns" no aircraft but coordinates requests throughout all available assets. Those assets include but are not limited to DOA aircraft, ISP aircraft, state-owned school aircraft, Civil Air Patrol aircraft, Illinois National Guard aircraft, commercial aircraft and privately-owned aircraft.

4. Actions

In addition to direct disaster response, DOA can support law enforcement agencies, search and rescue, emergency medical services, environmental impact, wildlife management, VIP transportation, flood control, and any other missions that require aviation support.

5. Resources

The aviation assets of DOA are shown in Attachment (2) to this section.

Attachment (2) Division of Aeronautics Disaster Resources as of May 1, 2005

AIRCRAFT

Fixed Wing Aircraft

TYPE	NUMBER	PASSENGER CAPACITY	REMARKS
King Air 350	4	9	Executive Transport
Cessna 337	1	3	
Cessna 182	4	3	
Cessna 210	2	5	
Cessna 206	1	2	Aerial Survey
Cessna 206	1	5	Cargo Doors

Helicopter

TYPE	NUMBER	PASSENGER CAPACITY	REMARKS
Sikorsky S-76	2	6	Executive Transport
Bell 206L3	2	6	Utility Configuration, one aircraft equipped with FLIR imagining equipment, recording and microwave downlink equipment.

DISTRICT 3
LLW, LW, and HM Assignments

	# of HM's	# of LWs & LLWs	Transfer	Location
Kankakee (321)	11	1		
Watseka (322)	8	1		
Ashkum (323)	8	2	1-LW; 7-HM	Williamson Co.
Pontiac (334)	14	2	1 LW; 6-HM	Johnson & Pope Counties
Gibson City (336)	6	1		
Ottawa (343)	11	1	1 LW; 3 HM	Hardin Co.
LaSalle (344)	13	2	1 LW; 7 HM	Saline & Gallatin Counties
Morris (351)	10	1	1 LW; 4 HM	Massac Co.
Yorkville (352)	7	1		
Ladd (347)	9	1		
Princeton (345)	15	1	1-LW; 9-HM	Hamilton & White Counties
Sycamore (346)	7	1		
Bridge Crew (360)	6	1		
Landscape (370)	0	1		
Pontiac Traffic (319)	2	1		
Ashkum Traffic (319)	2	0		
Ottawa Traffic (319)	4	0		

Buckley, Forrest and Gardner are sub-headquarters for Ashkum, Pontiac and Morris respectively.

Traffic Assignment Locations:

Pontiac Traffic	Sign truck to Vienna w/TS 334 (Pontiac)
Ottawa Traffic	Sign truck to Harrisburg w/TS 344 (LaSalle)
	Sign truck to Enfield w/TS 345 (Princeton)
Ashkum Traffic	Sign truck to Marion w/TS 323 (Ashkum)

DISTRICT 4
LLW, LW, and HM Assignments

	# of HM's	# of LWs & LLWs	Transfer	Location
Aledo	6	1		
Monmouth	9		1 LW – 6 HM	Perry Co.
Macomb	10	1		
Knoxville	15	2	1 LW – 10 HM	Union Co.
Lewistown	11	2	1 LW – 8 HM	Alexander Co.
Wyoming	8	1		
Peoria West	23	2	2 LW – 13 HM	Jackson Co.
Morton	23	2	2 LW – 13 HM	Franklin Co.
Bridge Crew	4	1		
Traffic, Peoria	5	1		
Biggsville	7	1		
Wenona	15	2	1 LW – 8 HM	Pulaski Co.

DISTRICT 5
LLW, LW, and HM Assignments

	# of HM's	# of LWs & LLWs	Transfer	Location
Monticello	7	1	1 LW & 3 MH	
Clinton	8	1	1 LW & 3 HM	
Bloomington	14	1	1 LW & 6 HM	As Assigned
Leroy	3	0	1 HM	Within
Towanda	9	1	1 LW & 3 HM	District 7
Paris	7	1	1 LW & 2 HM	
Fithian	6	1	1 LW & 1HM	
Danville	14	1	1 LW & 4 HM	
Champaign	12	1	1 LW & 4 HM	
Leverett	11	1	1 LW & 4 HM	
Bridge Crew	4	1	2 HM	
Landscape Crew	1	1		
Paris Traffic	7	1	2 HM	

DISTRICT 6
LLW, LW, and HM Assignments

District 6 to assist District 8 during a disaster

*Based upon USGS fact sheet, Adams, Pike, Macoupin and Montgomery counties may experience damage.

**The remaining sectors will respond to District 8:

Yard	# of HM's	# of LWs & LLWs	Transfer	Location
Riggston	3	1	2	Steeleville
Rushville	5	1	4	Wood River
Mt. Sterling	4	1	3	Jerseyville
Jacksonville	14	1	13	Hecker
Virginia	3	1	2	Greenville
Carthage	9	1	8	Columbia
Mason City	5	1	4	Hamel
Petersburg	4	1	3	Carlyle
Lincoln	14	2	13	Troy
Springfield	14	2	13	East St. Louis
Riverton	18	2	17	Belleville
Taylorville	10	1	9	Nashville
Bridge Crew	2	1		
Litchfield	8	1	6	
Carlinville	10	1	6	

District 1

In a catastrophic earthquake on the New Madrid Seismic Zone or the Wabash Valley Seismic Zone, District 1 may be called upon to support District 3 and District 5 in their jurisdictions.

District 3 and District 5 will be mobilizing to support District 9 and District 7 as detailed in the Plan. District 1 shall support this void in District 3 and District 5. District 1 will establish communications with each district for coordination.

District 2

In a catastrophic earthquake on the New Madrid Seismic Zone or the Wabash Valley Seismic Zone, District 2 may be called upon to support District 4 and District 6 in their jurisdictions.

District 4 and District 6 will be mobilizing to support District 8 and District 9 as detailed in the Plan. District 2 shall support this void in District 4 and District 6. District 4 will establish communications with each district for coordination.

RESOURCE MANAGEMENT

Pre-Emergency Operations Checklist

1. Designate a central location for information on available resources.

2. Designate a central location for receipt of incoming resources.

3. Establish resource management team and communications to handle existing and incoming resources.

RESOURCE MANAGEMENT

Response Operations Checklist

1. Determine resources available for dissemination to the affected district.

2. Coordinate with damage assessment teams to determine areas of most critical need and determine resources to fill those needs.

3. Inventory state and federal resources as they arrive.

4. Arrange movement of resources as areas of critical need are determined and/or changed.

5. Assist in identifying staging areas for resource compilation.

6. Distribute existing IDOT resources and inventory incoming resources from other districts, other sources/or central location.

RECOVERY/REDEPLOYMENT

RECOVERY

Recovery is defined as the process, policies and procedures related to preparing for recovery or continuation of infrastructure critical to an organization after a natural or human-made induced disaster.

Redeployment is defined as the preparation for and movement of personnel and resources from one assembly area to other locations.

The object of redeployment is to maintain unit integrity of equipment, supplies and personnel. Redeployment should be considered as a new deployment. Resources may conduct successive deployments into other crisis scenarios.

REDEPLOYMENT

District Operations Engineer's (or representative's) primary duties are as follows:

- Advise Station One and State EOC Liaison of all transportation matters and provide technical guidance to redeploying field personnel.
- Coordinate with their field engineers and technicians for movement of personnel and equipment within the crisis area to each district headquarters and maintenance yards.
- Provide a coordinated movement of personnel and equipment on the highway system.
- Maintain accountability of all resources during redeployment.
- Coordinate movement with other districts, Station One and the SEOC Liaison.
- Development a redeployment plan order.
- Provide the Redeployment Plan to Station One and the SEOC Liaison.
- Develop a Redeployment Plan Order.
- Provide the Redeployment Plan to Station One and the SEOC Liaison.
- Provide sites along redeployment avenues for rest, maintenance and fuel.
- Assure that all resources, personnel, equipment and supplies are returned and secure in the home district.

MOVEMENT CONTROL

Movement control from the crisis area to the district shall be performed as follows:

- Remove and coordinate transportation requirements
- Maintain communication with District Operations Engineer, Station One and the SEOC Liaison
- Keep status of redeployed resources for location on units and support activities.
- Report breakdowns of equipment and personnel issues encountered in redeployment.
- Schedule plan stoppage along redeployment routes.

REDEPLOYMENT TEAM LEAD

- Prepare vehicles for transportation to district jurisdictions.
- Secures equipment and ensures all resources are accounted for before redeployment.
- Correct deficiencies before movement.
- Support all district convoys in preparation for redeployment.

REDEPLOYMENT REQUIREMENTS AND CONSIDERATIONS

- An important aspect of redeployment is the restoration of any environmental impact committed by IDOT.
- During a catastrophic event when IDOT resources are deployed, IDOT will comply with all applicable regulations and standards, including all agreements that are in place.

CONCLUSION

- Accurate documentation is required for redeployment. Properly prepared and accurate document entries will enable Operations to prepare accurate manifest.
- Successful redeployment operations depend on the accuracy of all personnel, supplies and equipment to successfully plan the off load and follow on transportation requirements.
- Radio communications will continue between convoys, Station One and the SEOC Liaison until all districts have returned to their jurisdictions.