

## **SECTION 5**

### **EVACUATION**

#### Statement of Purpose

There are many situations that may require the temporary relocation of certain segments of the public. There are two types of evacuation that may be utilized: “General Evacuation” and “Limited Evacuation”.

General Evacuation – would involve the relocation of large portions of the public from a dangerous or potentially dangerous area to one that provides safety from the impending situation.

Limited Evacuation – would involve the relocation of one or a few families from the impending situation.

The purpose of this annex is to identify those that would be involved in coordinating an evacuation effort and to identify and describe their specific evacuation responsibilities.

#### Situation and Assumptions

##### Situations

Sangamon County has certain “hazards” as identified by the hazard analysis. In the event of certain incidents for some of these hazards, certain Sangamon County residents may be asked to relocate, unless a simpler solution to shelter-in-place (See Appendix 1) can be used to protect these persons.

Evacuation procedures will be developed and designed in the event of a major emergency or disaster as part of this plan which will be reviewed and updated by Sangamon County OEM.

##### Assumptions

In Illinois, no one can be mandated to evacuate. If an area has been cordoned off, entry to this area can be prohibited, even to residents of the area. Even if the major emergency or disaster is clearly visible to residents, certain residents may refuse to leave their homes and/or property. Following the evacuation of residents, the threat of looting may come from people outside the evacuated area. Once relocated, residents will be kept outside this area as long as a danger is apparent, however, residents may attempt to return before it is actually safe.

There will be some people with special needs such as the elderly, the disabled or the mobility impaired. Local government is primarily responsible for evacuating such persons from within their jurisdiction. Persons who are institutionalized will be moved by their institution to a facility with similar capabilities with the assistance of local government and state agencies.

### Concept of Operations

The Incident Commander is responsible for the overall management of an incident, including determining incident objectives and strategies and establishing the immediate priorities. Ensuring the safety of the public during times of a major emergency or disaster is one of his critical objectives when determining strategies and will be an immediate priority.

The Incident Commander is responsible for recommending the implementation of general evacuations. If evacuation is recommended, law enforcement officers will assist the Incident Commander to disseminate information within the area to be evacuated, if safe. However, the primary means by which evacuation information will be shared is through the Public Information Officer (PIO) to the local media.

In the event of a general evacuation, the affected residents of Sangamon County will be requested to relocate to less dangerous areas. Evacuation of residents will commence faster than shelters or other organized destinations can be established. Once established, their locations will be given to the PIO for communication to the local media. If there should be a need to move affected residents from an organized destination to a further destination, the Incident Commander will coordinate with the Sangamon County Central Dispatch System for the use of Springfield Mass Transit District buses or other transportation resources. The Illinois Department of Transportation has an evacuation plan directing the use of highways I-55 and I-72 from Springfield to further destinations.

Law enforcement will provide traffic control to assist in evacuation. The County Highway Department or other public works will be responsible for barricades and directional signs upon request from the Incident Commander.

When the need for a shelter facility has been determined, Red Cross will work together with local officials to determine the best possible shelter to utilize according to specific needs, such as locations, number of persons involved, type of facilities available, etc. Operations for shelter functions, outlining duties and responsibilities, can be found in the appropriate shelter plan for Sangamon County (See Section 20).

### Organization and Responsibility

The responsibility for initiating a general evacuation within Sangamon County rests with the Incident Commander. The Incident Commander or his designee shall notify members of the Emergency Operations Center (EOC) staff when making an evacuation recommendation.

A limited evacuation may be authorized by a fire chief or law enforcement officers in the case of a structure fire, hazardous materials spill, or crime scene, without notification to EOC staff or others when response is to a small situation not requiring that an EOC be opened or staffed.

Direction and Control

The Incident Command Post shall be the direction and control point for initial decisions concerning evacuation operations. The Incident Commander or his designee shall direct general evacuation efforts from this location. The EOC will be staffed during a major emergency or disaster and EOC staff will assist with coordinating general evacuations.

Communications to the public of evacuation information will primarily be shared through the local media:

<u>MEDIA OUTLETS</u>	<u>VOICE</u>	<u>FAX</u>	<u>E-MAIL</u>
1. WFMB-AM and FM sister stations	523-9100	528-5348	shawnbalint@neuhoffmedia.com
2. WTAX-AM and FM sister stations	753-2020	753-7902	wtaxnews@wtax.com
3. WMAY-AM and FM sister stations	629-6397	629-7952	wmay@wmay.com
4. WCIA Television Channel 3	528-8328	373-3663	news@wcia.com
5. WAND Television Channel 17	425-6397	424-2583	news@wandtv.com
6. WICS Television Channel 20	753-5656	753-5681	news@wics.com
7. WCFN Television Channel 49	525-2306	525-2302	news@wcia.com
8. WRSP Television Channel 55	523-8855	523-4410	news@wics.com
9. The State Journal-Register	788-1519	788-1551	sjr@sj-r.com

Appendices

1. Description of Shelter-in-Place
2. Letter of Concurrence from Springfield Mass Transit District
3. Illinois Department of Transportation Evacuation Plan

## APPENDIX 1

### DESCRIPTION OF SHELTER-IN-PLACE

**Shelter-in-Place** involves keeping or moving a potentially affected population indoors and minimizing the infiltration of the hazardous chemical into the structure by shutting off ventilation, closing doors and windows, sealing seams and thresholds, etc.

- Shelter-in-place may be the preferred protective action when:
  - 1) a release is occurring very fast;
  - 2) a migrating toxic vapor cloud could quickly overrun an exposed population;
  - 3) the hazardous chemical released has a very low health hazard; or
  - 4) evacuation would be very difficult.
  
- The initial decision for shelter-in-place should be based on:
  - 1) if there is not sufficient time to notify and evacuate the vulnerable population; and
  - 2) preliminary information confirms shelter-in-place will provide adequate protection.
  
- Shelter-in-Place Instructions:
  - 1) move inside immediately;
  - 2) close all windows and doors;
  - 3) turn off ventilation systems;
  - 4) go into and seal a room; and
  - 5) turn on the radio.

## APPENDIX 2

### LETTER OF CONCURRENCE FROM SPRINGFIELD MASS TRANSIT DISTRICT



January 15, 2013

Mr. David Butt  
Director  
Sangamon County OEM  
2801 N Fifth Street  
P.O. Box 2105  
Springfield, IL 62705-2105

Dear Mr. Butt:

In the event that the SMTD buses are needed by any of the local agencies responding to an emergency/situation, we would prefer that the buses be requested by the Incident Commander through the Central Dispatch System. In the past the buses were requested by more than one agency for the same emergency and more buses were dispatched than necessary. We believe that having a central source for such requests will guarantee the most efficient use of equipment and eliminate conflicting directions to our staff.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Frank Squires', is written over a horizontal line.

Frank Squires  
Managing Director

[Type text]

928 South Ninth Street • Springfield, Illinois • 62703-2497. (217) 522-6087

## APPENDIX 3

### ILLINOIS DEPARTMENT OF TRANSPORTATION EVACUATION PLAN

#### EVACUATION PLAN

**General:** Coastal states are threatened every year by hurricanes that occasionally require evacuation of entire metropolitan areas. It is difficult for Illinois residents to conceive an event requiring the complete evacuation of an entire metropolitan area. This mindset compounds the difficulty of any evacuation effort. Should an event of this magnitude occur, this plan provides a basic outline to evacuate Chicago, Rockford, Peoria, and Springfield, the four largest metropolitan areas in Illinois. It is not comprehensive and cannot address the myriad of critical factors, such as lead-time, highway conditions, etc. that will be dictated by the event. Confusion and hysteria will certainly be present and will likely vary directly with the time available to complete the action. In addition, downtown Chicago has implemented their own evacuation plan for the city.

The single most important aspect of the plan is to keep all transportation systems flowing in an orderly fashion and at a maximum pace. If evacuation time frames are extremely short, consideration may be given to reversing inbound lane of the freeway system as a final option.

The plan divides each metropolitan area into sectors and distributes the evacuating traffic over major highway routes contiguous with each sector. Primary and secondary routes, although not specifically assigned, will be used by many. Following are descriptions and maps of sector boundaries and primary evacuation route assignments for each of the four largest metropolitan areas in Illinois.

#### SPRINGFIELD

**NE Sector:** Area bounded by Peoria Road (Interstate Business Route 55) and Sand Hill Road on the north; Interstate Route 55 on the east; North Grand Avenue on the south; and Illinois Route 29 on the west.

**Evacuation Route: I-55 North**

**E. Central Sector:** Area bounded by North Grand Avenue on the north; Interstate Route 55 on the east; South Grand Avenue on the south; and MacArthur Boulevard on the west.

**Evacuation Route: I-72 East**

**SE Sector:** Area bounded by South Grand Avenue on the north; Interstate Route 55 on the east and south; and MacArthur Boulevard on the west.

**Evacuation Route: I-55 South**

**West Sector:** Area bounded by Illinois Route 4 on the north; Illinois route 29 and MacArthur Boulevard on the east; Interstate Route 72 on the south; and Illinois Route 4 on the west.

**Evacuation Route: I-72 West.**



### SMALLER URBAN AREAS

Major highway routes bisecting smaller urban areas usually form natural sectors and accommodate the smaller traffic volumes. Each community is unique and is best served by the local emergency plans already in place and the highway and enforcement agencies that are familiar with their individual intricacies.

### EVACUATION CONTROL

Keeping all modes of transportation flowing at a maximum pace is the ultimate goal of an evacuation event. Obviously, many factors can hinder the effort. Following is a checklist of items that should be reviewed at least every four to six hours during the evacuation.

- What time frame do you have to complete the evacuation? \_\_\_\_\_
- Do normal telephone communication systems still work? \_\_\_\_\_
- Can normal highway capacities handle the anticipated volumes? \_\_\_\_\_
- Are plans being made to reverse Interstate inbound lanes? \_\_\_\_\_
- What is being done with vehicle breakdowns, wrecks, etc.? \_\_\_\_\_
- Are bridges and structures safe along all evacuation routes? \_\_\_\_\_
- Is the panic factor controlling traffic flow? \_\_\_\_\_
- Are police agencies cooperating in unison? \_\_\_\_\_
- Are ramps being manned or barricaded? \_\_\_\_\_
- Are message boards being used? \_\_\_\_\_
- Are signs and barricades sufficient? \_\_\_\_\_
- If not, have arrangements been made for more? \_\_\_\_\_
- Is local staff sufficient, or do we need to import staff? \_\_\_\_\_
- Are all rail systems functioning? \_\_\_\_\_
- Are airports and air traffic control systems working properly? \_\_\_\_\_
- Are bus transport systems being used efficiently? \_\_\_\_\_
- Are hospitals, nursing homes, and schools being evacuated? \_\_\_\_\_
- Are alternate health care facilities available? \_\_\_\_\_
- Have shelters, clothing and food supplies been arranged? \_\_\_\_\_
- How are stay behinds and looters being handled? \_\_\_\_\_
- Is there a system for locating separated family members? \_\_\_\_\_