

TRAFFIC MOVEMENT AND CONTROL PLAN FOR CRISIS RELOCATION

I. GENERAL CONCEPT OF OPERATIONS

- A. It is foreseeable that East Baton Rouge Parish could be host to neighboring parish evacuees in the event of emergencies.

East Baton Rouge's two (2) receive site shelters are **the following**:

1. Centroplex - Government and Front Street, located on the extreme southwest corner of the City of Baton Rouge's Governmental Complex.
2. L.S.U. Assembly Center - located on the Louisiana State University campus on North Stadium Drive just east of Nicholson Drive.

These two (2) complexes could afford temporary shelter to approximately 21,000 evacuees.

Additionally, East Baton Rouge Parish Schools could be opened as temporary shelters ~~providing~~ **to provide** safe refuge for an additional 10,000 evacuees.

- B. All incoming evacuees will be received, counted, and directed to the appropriate site/shelter. Pre-established traffic control points will be utilized in this effort depending on the direction of approach anticipated by the parishes affected by a forced evacuation to East Baton Rouge Parish.
- C. Two-way traffic should be maintained on all routes. Traffic destined for site/shelter will receive the most direct and expeditious routing and should be kept on separate traffic channels to insure their arrival at the designated site/shelter.

II. RESPONSIBILITIES

- A. East Baton Rouge Parish Sheriff's Office - ~~is~~ responsible for reviewing and updating this Traffic Control Plan regularly and has the overall responsibility for coordination of traffic control operations in East Baton Rouge Parish.
- B. Police Chiefs - ~~are~~ responsible for reviewing this plan and for traffic control within their usual jurisdiction.

- C. Law Enforcement Services - ~~will be~~ responsible for operating traffic control points and for other traffic control measures to keep emergency routes open and traffic moving; should insure that essential interstate traffic and traffic destined for other host areas are not unduly interrupted.
- D. Reception and Care Services - ~~will be~~ responsible for determining where evacuees from neighboring parishes will report.
- E. Transportation Services - ~~will~~ determine where arriving cargo trucks should report.

III. TRAFFIC CONTROL POINT OPERATIONS

A. Manned Traffic Control Points

Manned Traffic Control Points should be placed at intersections where traffic flow will make a major change in direction. Trained auxiliaries or volunteers should be used wherever possible to release regular police for other duties.

1. Recommended for each manned traffic control point:
 - a. At least two people with uniforms, armbands or other insignia, identifying them as police, auxiliaries, or other emergency management workers.
 - b. At those Traffic Control Points designated for counting, recording, etc., at least two additional people from law enforcement auxiliaries or other emergency management workers.
 - c. Means of communication with the Emergency Operations Center (EOC).
 - d. Means of transportation and a wrecker with crew on call.
2. At certain designated Traffic Control Points workers will:
 - a. Count and record number of vehicles.
 - b. Count and record number of passengers in each vehicle.
 - c. Keep a running total of the number of people and vehicles sent to each registration center.
 - d. Give brief instructions to each vehicle, including printed materials; keep traffic flowing at a constant pace.

3. Manned Traffic Control Points to be used for Crisis Relocation (Appendix 6)

1. U.S. Hwy. 61 North and Parish Line
2. LA Hwy. 67 and Parish Line
3. LA Hwy. 37 (Greenwell Springs) and Parish Line
4. U.S. Hwy. 190 West at approach to Old Mississippi River Bridge
5. Intersection of U.S. 190 and U.S. Hwy. 61
6. U.S. Hwy. I-10 West at approach to I-10 Bridge
7. LA Hwy. 30 and Parish Line
8. U.S. Hwy. I-10 South at Parish Line
9. U.S. Hwy. 61 South at Parish Line
10. U.S. Hwy. 61 South at U.S. I-12
11. U.S. Hwy 61 South at Florida Boulevard
12. U.S. Hwy. 190 East at Parish Line
13. U.S. I-12 East at O'Neal Lane

B. Unmanned (Passive) Traffic Control Points

Should be emplaced at cross street and other points, to keep traffic (consisting of relocates/evacuees) channelized in controlled routes. Use barricades, signs, parked cars, and other improvised means.

C. Emergency Stop Locations (Appendix 7)

Should be emplaced along those strategic routes managed by established Traffic Control Points. It should have a fuel supply, ambulance support on call, and a wrecker or winch truck to help disabled motorists and keep the routes clear for emergency traffic. Medical emergencies will be treated at the nearest medical facility available.

IV. PARKING

Vehicles will be parked adjacent to registration areas, except for a minimum number which will be located at congregate care facilities to be used for errands. The law enforcement authorities will be responsible for surveillance of such vehicles.