CONTRAFLOW PLAN FOR INTERSTATE HURRICANE EVACUATION TRAFFIC CONTROL

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CONTRAFLOW PLAN FOR INTERSTATE HURRICANE EVACUATION TRAFFIC CONTROL

I. DEVELOPMENT AND OPERATING CONDITIONS

A. Introduction and Purpose

1. The responsibility for the state highway system in Mississippi rests directly with the Mississippi Transportation Commission acting through the Mississippi Department of Transportation (MDOT).

2. In response to a request from the State of Louisiana to meet the needs of the traveling public evacuating the greater New Orleans area for a Category 3, 4 or 5 hurricane tracking towards New Orleans with the potential for a high storm surge producing unmanageable traffic congestion, this Contraflow Plan For Interstate Hurricane Evacuation Traffic Control for Interstate 59 and Interstate 55 (hereafter referred to as the Contraflow Plan) has been developed.

3. Experiences with past hurricane evacuations have revealed the need to investigate the logistics involved in reversing one direction of traffic to facilitate evacuation traffic flow. This lane reversal process will be called “CONTRAFLOW” for the purpose of this plan.

4. It is estimated that over a million people reside in southeast Louisiana. This region is generally defined as Jefferson, Lafourche, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John and St. Tammany Parishes. Primary evacuation routes out of the area are limited to I-10, I-12, I-55 and I-59.

5. In order to successfully stage and implement an operation of this type, a well defined and coordinated effort crossing state and state agency boundaries is essential. Input and assistance is needed from the State of Louisiana, the Mississippi Emergency Management Agency (MEMA), the Mississippi Department of Public Safety (MDPS) / Mississippi Highway Safety Patrol (MHSP), the Mississippi Department of Transportation (MDOT) and possibly other agencies, state and county / city.

6. It must be remembered that any plan of this type may be amended or changed during the course of an actual emergency situation to address the actual conditions encountered in the field that day.
B. Current Hurricane Evacuation Routes

Certain strategic routes have been historically identified as hurricane evacuation routes. These hurricane evacuation routes are “signed on the ground” as such and have been presented to the public in various manners for their knowledge and use. This hurricane evacuation route network begins with state and county routes in coastal areas that then feed into predominately north-south State routes and ultimately tying into north-south United States (US) and Interstate routes. Any impact the Contraflow Plan has on the existing evacuation routes and their use will be identified and mitigated.

C. Contraflow Route Identification

1. FULLY CONTROLLED ACCESS ROUTES

Fully controlled access routes, or Interstates, have the best potential for use in any contraflow scenario. By the very nature of their controlled access, the traffic control necessary to reverse the normal traffic flow on Interstate routes can be accomplished by concentrating on the interchanges, emergency crossovers and termini areas. I-59 and I-55 are practical candidates for contraflow. The east half of New Orleans evacuating on I-10 East will be directed onto I-59 at the junction of I-10 / I-12 and the west half of New Orleans will be split at La Place with half traveling on I-10 to Baton Rouge and the other half on I-55 into Mississippi.

2. LIMITED CONTROLLED ACCESS ROUTES

No other north/south routes were considered for Contraflow due to the fact that these routes are limited controlled access. Limited controlled access routes have numerous entrance and exit points, i.e. numerous intersections with state routes, county routes, city streets, private commercial access points and personal driveways that cannot be easily controlled, an example of which is US 49. The logistics involved with providing traffic control devices and the manpower to assist and enforce the traffic control measures necessary to reverse lane prove to make limited controlled access routes impractical for the contraflow strategy. Therefore, only fully controlled access routes are to be considered for contraflow.
D. Contraflow Route Operations

Interstate 59 (I-59) and Interstate 55 (I-55) have been selected as the practical candidates for the contraflow strategy. The method of contraflow MDOT has elected to use to accomplish this strategy is a full lane reversal. Two operations are possible:

1. **LOUISIANA CONTRAFLOW TO STATE LINE** – full lane reversal only within the borders of Louisiana that does not enter Mississippi. This operation would require MDOT to barricade I-59 and I-55 southbound lanes at the Louisiana state line and uncover previously mounted permanent signs along the routes advising the traveling public that I-59 and I-55 southbound are closed at the Louisiana state line.

2. **MISSISSIPPI CONTRAFLOW TO I-59 MILE MARKER 21 and TO I-55 MILE MARKER 31** – full lane reversal of I-59 into Mississippi from the Louisiana state line to mile marker 21, south of Poplarville and full lane reversal of I-55 into Mississippi from the Louisiana state line to mile marker 31, south of Brookhaven. These operations will require full implementation of contraflow traffic control operations within Mississippi.

E. Contraflow Route Termini

The next step is to identify the beginning and ending points to convert from two-way traffic to one-way traffic traveling north. The beginning and ending termini crossover ramps will be used to start or stop contraflow operations.

1. Southern (Beginning) Terminus (The State of Louisiana will initiate contraflow strategy within the borders of Louisiana.)
   a. I-59 contraflow operations will begin at the I-10 / I-12 / I-59 junction and proceed north on I-59. Louisiana has constructed the southern (beginning) terminus crossover that will move all existing I-10 northbound traffic onto the northbound and southbound I-59 traffic lanes.
   b. I-55 contraflow operations will begin at the I-12 / I-55 junction and proceed north on I-55. Louisiana will force I-12 westbound traffic off onto I-55 contraflowed southbound lanes.
2. Northern (Ending) Terminus (Contraflow operations will either end in Louisiana at the state line or end inside Mississippi at a pre-designated location.)

   a. I-59 contraflow operations will terminate in Mississippi south of Poplarville, which is positioned at mile marker 21 six miles south of Exit 27 at the junction of I-59 and Mississippi 53 (MS 53).

   b. I-55 contraflow operations will terminate in Mississippi south of Brookhaven, which is positioned at mile marker 31 seven miles south of Exit 38 at the junction of I-55 and United States 84 (US 84).

F. Southbound Traffic and Emergency Vehicle Access

1. Out of practical necessity, during the identification and development of the limits of the Contraflow Plan, consideration must be given to maintaining the availability of a southbound traffic facility. This was a consideration when selecting the beginning and ending termini.

2. During normal interstate traffic flow official and emergency vehicles are allowed access between northbound and southbound lanes by way of signed Emergency Vehicle Crossings. **During contraflow operations these emergency vehicle crossings will be barricaded and closed to all evacuation traffic.**

3. US 11 runs parallel to I-59 throughout the limits of the Contraflow Plan, and therefore will serve as the general southbound access for I-59. Normal southbound traffic and emergency vehicles will be required to exit I-59 and follow US 11.

4. US 51 runs parallel to I-55 throughout the limits of the Contraflow Plan, and therefore will serve as the general southbound access for I-55. Normal southbound traffic and emergency vehicles will be required to exit I-55 and follow US 51.

G. Interchange Control

Interchanges will be classified as either **SERVICE**, full access to travel services (travel services refers to the availability of fuel, food & lodging), **NON-SERVICE**, no access to travel services or as **SOUTHBOUND LANE TERMINATION** which will be used to remove the southbound traffic prior to beginning contraflow. All interchanges will be staffed with MDOT Enforcement Division and/or other MDOT personnel.
1. **I-59** *(Vehicles will be allowed to exit or enter at all interchanges.)*

   a. There are **five (5)** Service Interchanges, classified as such due to their proximity to exits that offer access to alternate routes and/or travel services. These service interchanges, proceeding north from the Louisiana / Mississippi state line, are located at the following I-59 Exits: 1, 4, 6, 10 and 15. Evacuees will be provided full access on and off the evacuation route at these service interchanges.

   b. There is **one (1)** Non-Service Interchange, classified as such due to its remote location, congestion potential and lack of travel services. This non-service interchange for I-59, proceeding north from the Louisiana / Mississippi state line, is located at Exit 19.

   c. The designation of a **Southbound Lane Termination Interchange** for I-59 will be at Exit 27.

2. **I-55** *(Vehicles will be allowed to exit or enter at all interchanges, with the exception of the contraflowed side of Exits 10 & 15.)*

   a. There are **six (6)** Service Interchanges, classified as such due to their proximity to exits that offer access to alternate routes and/or travel services. These service interchanges, proceeding north from the Louisiana / Mississippi state line, are located at the following I-55 Exits: 10, 13, 15, 17, 18 and 20. Evacuees will be provided full access on and off the evacuation route at these service interchanges, with the exception of the southwest quadrants of Exits 10 & 15 being barricaded closed due to logistical concerns.

   b. There are **five (5)** Non-Service Interchanges, classified as such due to their remote locations, congestion potential and lack of travel services. These non-service interchanges for I-55, proceeding north from the Louisiana / Mississippi state line, are located at Exits 1, 4, 8, 24 and 30.

   c. The designation of a **Southbound Lane Termination Interchange** for I-55 will be at Exit 38.
H. Pre-Hurricane Season Considerations

1. MANPOWER REQUIREMENTS

   a. MDOT will identify and assign personnel from its Traffic Engineering Division and District Maintenance / Construction offices to staff traffic control points and monitor traffic flow throughout the limits of the Contraflow Plan. MDOT Enforcement Division (hereafter referred to as DOT) officers will facilitate and enforce traffic control along the Contraflow Plan routes.

   b. **MDOT personnel will need to be prepared for up to 24 hours or more at their respective duty stations. Preparations for emergency response activities is the responsibility of each individual employee and should include; food that does not need preparation, water, clothing, flashlights, personal items, medication and other supplies that might be deemed appropriate.**

   c. The Mississippi Highway Safety Patrol (MHSP) will select and assign officers to respond to traffic problems along the contraflow routes and supplement DOT officers, where needed.

   d. The Mississippi Emergency Management Agency (MEMA) is responsible for the operation of the State Emergency Operations Center (SEOC). MEMA will coordinate with local governments for emergency assistance in the form of fire / EMS and wrecker service at designated interchanges along the I-59 and I-55 corridors. (Emergency vehicles will access the contraflow corridors will utilizing US 11 for I-59 and US 51 for I-55.)

2. STAGING RESOURCES

    MDOT will place essential manpower and equipment at predetermined strategic locations prior to the call for plan implementation in order to reduce the chance of having to mobilize into the plan area after severe traffic congestion has occurred. These resources may include vehicles with motorist assistance capability (gasoline & water), traffic counting equipment, traffic control devices, other traffic control equipment and personnel.
3. COMMUNICATIONS

Communications between administrative officials and field staff, both within and between states and state agencies, is essential in order to provide the information and guidance necessary to ensure the proper implementation and operation of this plan. Currently, each state agency has somewhat reliable communications within its own agency. However, it has been demonstrated that communication between field personnel of different agencies can be troublesome and problematic. MDOT’s satellite radio network will augment in place ground communications (cellular phone, low band, high band and 800 MHz) and will serve as a redundant backup to that which is already in place.

a. MDOT personnel in District 6 for I-59 operations will utilize the District’s 800 MHz radios as the primary means of ground communication.

b. MDOT personnel in District 7 for I-55 operations will utilize the District’s low band radios as the primary means of ground communication.

4. TRAFFIC CONTROL DEVICE REQUIREMENTS

a. Signing (Fixed & Mounted)

Existing traffic signing along Interstate routes is oriented to be viewed from the normal direction of traffic. Therefore, traffic utilizing the southbound roadway for northbound movements under the contraflow strategy will need some additional signage oriented so it can be viewed from their direction of travel. Additional signage would consist of signs pertaining to interchange and exit locations, service and non-service interchanges, mile markers, as well as directional signs that may be necessary. The Traffic Plan sections of this plan will determine the types, locations and numbers of flip-down signs required. For placement of traffic control devices (signs, barricades, Changeable Message Signs, Arrow Boards, etc.) see the Contraflow Traffic Control Diagram Plan for that specific Interstate route.
b. Changeable Message Signs and Arrow Boards

Changeable Message Signs (CMS) and Arrow Boards along the evacuation route corridors will be used to notify the evacuating public of plan implementation and provide information regarding traffic conditions.

1) CMS will be placed to provide motorists the decision-making information to take an alternate route toward their destination to avoid contraflow route operations.

2) Arrow Boards will be used to direct traffic flow as a result of closed lanes and exits particularly around crossovers and termini.

5. PUBLIC INFORMATION

Hurricane Emergency Information Signs have been placed on the ground along the designated hurricane evacuation routes identifying these routes to the traveling public. In addition, these signs list radio stations to tune to for emergency information. As an actual hurricane event approaches the area, the routine dissemination of traffic information will be stepped up in conjunction with other methods. These other methods could include the distribution of contraflow hurricane evacuation information at the MDOT Welcome Centers and the use of the Alert Notification System (ANS) radio stations located along the plan route to convey information about current storm strength and direction, shelter and medical center locations, etc. All emergency traffic control related information will be coordinated with the State Joint Information Center at MEMA. The routine ongoing dissemination of plan information prior to storm events will include press releases, flyers, and public service announcements. MDOT has also published a comprehensive Mississippi Hurricane Evacuation Guide brochure describing primary and alternate Mississippi evacuation routes along with hurricane emergency transportation related information.
I. Operating Conditions

Operating condition levels have been identified that specify what actions are to be taken when certain external conditions occur. These external conditions are also based on whether or not the State of Louisiana orders an evacuation of the metropolitan New Orleans area. (It should be noted that criteria specified to call a level into operation are general in nature and other conditions may arise which may necessitate placing a certain level into operation.) The MDOT operating levels are described below:

1. LEVEL 1 (Hurricane Season) - Operating Level 1 begins at the onset of hurricane season, June 1st through November 30th. Typical day-to-day operations will be maintained and any development of tropical disturbances in the Atlantic Ocean, Gulf of Mexico or Caribbean Sea will be monitored. Actions during Level 1 include:

   a. Weather information from National Hurricane Center advisories shall be continuously monitored for the development of tropical disturbances and storms.

   b. District and State offices will review personnel assignments with staff and adjustments/updates made as necessary.

   c. All necessary traffic control devices and equipment shall be inventoried to insure that they are in their storage areas and are in proper working order. These traffic control devices and equipment include barricades, cones, signs, trailers, etc.

   d. All permanently mounted flip-down signs will be inventoried and inspected, cleaned and/or replaced as necessary.

   e. Electronic components of Changeable Message Signs (CMS), Arrow Boards, generators (both portable and stationary) and communications equipment will be periodically checked and routine operational checks performed to assure reliability. **CMS and Arrow Boards called for in this plan must be made available to District 6 and District 7 at any time during the hurricane season, even if this means pulling them off another job site.**

   f. Level 1 status will remain in effect unless the next level is enacted or until the end of the hurricane season.
2. **LEVEL 2 (Hurricane Watch)** - Operating Level 2 would be enacted anytime the National Hurricane Center issues a **HURRICANE WATCH** for any portion of the Louisiana Gulf Coast, Mississippi Gulf Coast, Alabama Gulf Coast or the Florida panhandle. Actions during Level 2 include:

   a. The **State Emergency Operations Center (SEOC)** in Jackson is *partially activated* and the MDOT Emergency Coordination (EC) staff is notified by MEMA to report. MDOT EC staff will notify District 6 of the SEOC activation.

   b. District 6 and District 7 Supervisors are to review this plan and their specific procedures with employees. Personnel staffing assignments shall be reviewed and adjusted as necessary. *Personnel assigned to Level 3 operations should be contacted and informed of the Hurricane Watch and placed on stand-by.*

   c. Review necessary assets and make provisions to ensure that all equipment and material are in the predetermined staging locations and in good working order.

   d. All equipment and materials are to be loaded and ready for transport to assigned locations and final operational checks preformed. All vehicles are to be fueled and ready for use. *Any Changeable Message Signs (CMS) and Arrow Boards in use outside District 6 and District 7 are to be immediately returned to their respective District office.*

   e. Weather information sources shall be continuously monitored for the further development of hurricane conditions.

   f. Level 2 status will remain in effect until a more critical level is enacted or until the Hurricane Watch for the Gulf Coast is canceled.
3. **LEVEL 3 (Hurricane Warning)** - Operating Level 3 would be enacted when the National Hurricane Center upgrades a Hurricane Watch for the Louisiana Gulf Coast, Mississippi Gulf Coast, Alabama Gulf Coast or the Florida panhandle to a **HURRICANE WARNING**. Actions during Level 3 include:

   a. The **State Emergency Operations Center (SEOC)** in Jackson is *fully activated* with members of the MDOT Emergency Coordination (EC) staff present to coordinate MDOT emergency response. The EC staff will be in contact with the Districts to confirm partial activation of the MDOT AEOCs and to check on the status of MDOT personnel and resources.

   b. The **MDOT Area Emergency Operations Centers (AEOC)** at the MDOT District offices in Hattiesburg for District 6 and McComb for District 7 are *partially activated*.

   c. The MDOT Emergency Services Manager (ESM) working out of the MDOT Administrative Building and will establish contact with the Louisiana Department of Transportation and Development (LDOTD) and the MDOT EC staff at the SEOC.

   d. *MDOT personnel with Level 4 responsibilities will be notified of the Hurricane Warning and placed on stand-by.*

   e. Communications equipment will be checked for proper operation.

   f. District storage tanks and vehicles shall be filled and/or topped off with fuel, and *Fuel Access Card Service Providers* will be contacted to assure an adequate supply of fuel is available.

   g. Weather information sources shall be monitored for the further development of hurricane conditions.

   h. Level 3 status will remain in effect unless the next level is enacted or until the Hurricane Warning for the Gulf Coast is canceled.
4. **LEVEL 4 (Louisiana Contraflow)** - Operating Level 4 would be enacted when the Louisiana Department of Transportation and Development (LDOTD) contacts MDOT to announce their intent to implement Louisiana Contraflow. The MDOT Director, or his authorized representative, will make the decision to implement Level 4 based upon the Louisiana’s announcement to contraflow within Louisiana to the Mississippi state line. (*Level 4 does not require contraflow operations into Mississippi.*) Actions during Level 4 include:

   a. The MDOT Emergency Services Manager (ESM) working from the MDOT Administration Building will be in close contact with LDOTD. Once Louisiana makes the decision to implement Level 4 the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC) will be notified.

   b. The MDOT EC staff at the SEOC will contact the MDOT Area Emergency Operations Centers (AEOC) located at the MDOT District offices, in Hattiesburg and McComb, to advise of the decision to implement Level 4.

   c. The **MDOT AEOC’s** are **fully activated** with the MDOT Contraflow Supervisors in each assuming command and control.

   d. **MDOT staff** with responsibilities under Level 4 and Level 5 response are notified to report to their assigned duty stations.

   e. District 6 and District 7 personnel, will place barricades across the state line exits at I-59 and I-55, respectfully, to prevent any southbound traffic from traveling further. DOT officers will provide traffic control at these exits.

   f. **Traffic Engineering Division personnel** will unfold flip-down signs along I-59 from Hattiesburg to the Louisiana state line and **District 7 personnel** will unfold flip-down signs along I-55 from Brookhaven to the Louisiana state line.

   g. MDOT vehicles, equipment, Changeable Message Signs (CMS) and Arrow Boards shall be moved into their designated positions.
h. Once the staging of equipment, materials and personnel are completed, Louisiana Contraflow (Level 4) will be implemented per the procedures listed within this Plan.

i. Level 4 status will remain in effect until the termination of Louisiana Contraflow operations or the Level 5 condition is enacted.

5. **LEVEL 5 (Mississippi Contraflow)** - If contraflow into Mississippi is needed, the Louisiana Governor will contact the Mississippi Governor. The Mississippi Governor will then make the decision to implement Mississippi Contraflow after consultation with the Directors of MDOT, the Mississippi Emergency Management Agency (MEMA) and the Mississippi Department of Public Safety (MDPS) / Mississippi Highway Safety Patrol (MHSP). In turn the respective directors would notify their own agency personnel to proceed with Mississippi Contraflow staging and implementation. Actions during Level 5 include:

a. The MDOT Emergency Services Manager (ESM), upon receiving confirmation from the MDOT Director to implement Mississippi Contraflow (Level 5) will contact the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC).

b. The MDOT EC staff will contact the MDOT Area Emergency Operations Centers (AEOC) located at the MDOT District offices, in Hattiesburg and McComb to advise of the decision to prepare to implement Level 5.

c. The **MDOT AEOC’s** are **fully activated** with command and control the responsibility of the MDOT Contraflow Supervisors.

d. If not already on station, all MDOT personnel with responsibilities under Level 5 response are notified to report to their assigned duty stations.

e. All MDOT vehicles, equipment, Changeable Message Signs (CMS) and Arrow Boards that have not been pre-positioned in the field shall be moved into their designated positions.

f. Once the staging of equipment, materials and personnel are completed, Mississippi Contraflow (Level 5) will be implemented per the implementation procedures listed within this Plan.
g. Level 5 status will remain in effect until the termination of Mississippi contraflow operations. The decision to terminate Level 5 operations is based on the status of the Louisiana evacuation and traffic congestion information gathered by DOT and Mississippi Highway Safety Patrol (MHSP) officers.

J. Staging, Implementation and Termination

An integral part of the contraflow implementation is the staging of personnel and positioning of equipment and materials required to carry out the contraflow operation. The goal of staging and/or mobilizing assets is to have the necessary manpower prepared to act and the equipment on-hand and available, prior to the actual call to implement the Contraflow Plans. Once plan implementation is called for, field personnel need written procedures to follow in regard to the placement and enforcement of traffic control to insure that no conflicting traffic movements are allowed. By its very nature, the Contraflow Plan is introducing traffic movements contrary to normal. Particular attention will be necessary to eliminate the potential for introducing “head-on” traffic patterns. The safety of the traveling public is of the utmost concern. Just as procedures must be followed during the placement and enforcement of traffic control to implement contraflow, so as to insure that no conflicting traffic movements are allowed, procedures are also required when taking the Contraflow Plan out of operation. Implementation and termination procedures are detailed in the respective Traffic Plan for each route.

K. Mississippi Hurricane Evacuation Map

(See Mississippi Hurricane Evacuation Map; this map is also found in the Mississippi Hurricane Evacuation Guide brochure.)
II. I-59 CONTRAFLOW OPERATIONS TRAFFIC PLAN

A. Louisiana Contraflow for I-59 (LEVEL 4)

If the State of Louisiana implements contraflow, but does not require Mississippi to do the same, the Louisiana Department of Transportation and Development (LDOTD) will notify MDOT of their plans to contraflow in Louisiana to the Mississippi state line. The MDOT Director, or his authorized representative, will authorize Louisiana Contraflow (Level 4) implementation. This operation is MDOT’s responsibility and involves unfolding I-59 traffic control signs and placement of barricades to effect closure of the I-59 southbound lanes at the Louisiana state line.

1. NOTIFICATION OF INTENT TO CONTRAFLOW IN LOUISIANA

MDOT will require a minimum advance notice of three (3) hours from LDOTD in order for MDOT to stage personnel and equipment to implement Level 4. (After LDOTD contacts MDOT that they intend to implement Louisiana Contraflow this time frame begins when the MDOT Director authorizes Level 4 implementation.)

2. TRAFFIC CONTROL SIGNS

Traffic Engineering Division personnel will unfold previously erected flip-down signs along I-59 from Hattiesburg to the Louisiana state line. The sign’s purpose is to alert the traveling public that I-59 southbound is closed, so many miles ahead, at the Louisiana state line.

3. CHANGEABLE MESSAGE SIGNS / ARROW BOARDS

a. Traffic Engineering Division, District 6 and District 5 personnel assigned to Changeable Message Sign (CMS) and Arrow Board placement will proceed to their respective locations to position Level 4 CMS. Level 4 CMS will be directed at oncoming traffic and turned on at this time.

b. District 6 personnel shall place and anchor all remaining (Level 5) CMS and position all “flip-down” signs so they may be read by contraflow traffic. (These CMS and flip-down signs cannot be seen until Mississippi Contraflow begins.) Level 5 CMS will not be turned on.
4. SOUTHBOUND LANE CLOSURE AT LOUISIANA STATE LINE

District 6 (D6), Pearl River Maintenance Crew personnel will place barricades across I-59 at Exit 4 (MS 43) to prevent any I-59 southbound traffic from traveling further. I-59 southbound entrance ramp at Exit 1 will also be barricaded. DOT officers will be stationed at both Exit 1 and Exit 4 to provide traffic control.

5. MANPOWER REQUIREMENTS

a. MDOT staff that respond to Level 4 may also have to respond to Level 5, if implemented. Upon approval to implement any contraflow operation all MDOT staff will report to their assigned duty stations, no matter which Operational Level is placed into action.

b. Level 4 implementation will require MDOT Traffic Engineering Division, Enforcement Division and District personnel enough response time to stage / mobilize personnel and equipment, unfold traffic control signs and close I-59 southbound at the state line.

6. COMMAND AND CONTROL

a. The D6 Contraflow Supervisor will assume operational command and control of MDOT resources during Level 4 (Louisiana Contraflow) operations from the D6 Area Emergency Operations Center (AEOC) located at the D6 office in Hattiesburg, Mississippi. The physical address for this location is 6356 Highway 49 North, Hattiesburg, 39401. Phone numbers are (601) 544-6511 through 6514.

b. The D6 AEOC staff will coordinate ESF-1 (Emergency Service Function - Transportation) emergency response activities with the State Emergency Operations Center (SEOC) located in Jackson, Mississippi. MDOT point of contact at the SEOC is the MDOT Emergency Coordination (EC) staff. Coordination of the overall State emergency response activities will occur at the SEOC.

c. The MDOT Emergency Services Manager (ESM) will be in close contact with LDOTD from the MDOT Administration Building in Jackson. From this location emergency information will be relayed to and from D6 to the EC staff at the SEOC.
B. Mississippi Contraflow for I-59 (LEVEL 5)

Upon request from the Louisiana Governor to the Mississippi Governor for assistance with New Orleans hurricane evacuation, the Governor of Mississippi will agree to implement Mississippi Contraflow (Level 5). This operation will require MDOT to fully implement I-59 contraflow in Mississippi to mile marker 21.

1. NOTIFICATION OF INTENT TO CONTRAFLOW INTO MISSISSIPPI

MDOT will require a minimum advance notice of four (4) hours from LDOTD in order for MDOT to stage personnel and equipment to implement Level 5 when Level 4 is fully operational. NOTE that if it is necessary to immediately implement Level 5 without Level 4, then a total of seven (7) hours advance notice will be necessary. (This time frame begins when the Mississippi Governor authorizes Level 5 implementation, after Louisiana contacts Mississippi that they intend to implement contraflow into Mississippi.)

2. BEGINNING AND ENDING TERMINI

a. The State of Louisiana will initiate the contraflow operations. The beginning termini will be located in Louisiana at the junction of I-10 / I-12 / I-59. Louisiana will assist contraflow operations into Mississippi by managing traffic flow as follows:

1) Louisiana will block I-10 east evacuation traffic into Mississippi during contraflow operations as storm conditions in Mississippi dictate.

2) Wide-load cargo vehicles will be parked in Louisiana and denied access to the contraflowed evacuation route.

3) Louisiana’s Pearl River crossover near I-59 Exit 11 will be used to facilitate the equalization of traffic loading on both sides of the Interstate heading into Mississippi.

4) During Contraflow operations I-10 West traffic from Mississippi will be diverted North onto I-59 at the I-10 / I-12 split.
b. The *ending termini* for Level 5 will be located at I-59 mile marker 21, just south of Poplarville, Mississippi.

3. INTERCHANGES

*Six (6) interchanges* are located along I-59 from the Louisiana state line to mile marker 21 within the limits of the I-59 Contraflow Plan. *Five (5)* of these will be classified as **SERVICE** and *one (1)* will be classified as **NON-SERVICE**.

One (1) additional interchange is listed as the **Southbound Lane Termination** and there is also one (1) interchange listed as a **Preemptive Southbound Lane Termination**. Additional traffic control devices and/or staffing will be required for these locations in order to aid in the safe functioning of these interchanges during plan operation.

To aid in the identification of the I-59 interchanges, a strip map of I-59 has been modified and included in this plan.

4. CHANGEABLE MESSAGE SIGNS / ARROW BOARDS

a. MDOT District 6 personnel will be assigned specific Changeable Message Sign (CMS) and Arrow Board placement responsibilities. CMS will be placed along the I-59 corridor to advise the evacuating public of the contraflow operations. The design of the ending termini and interchanges will require different types of traffic control devices, i.e. both CMS and Arrow Board.

b. "Secondary traffic locations" outside of the actual Contraflow Plan limits have been identified for the placement of CMS. These CMS would be placed in advance of the actual contraflow limits notifying the traveling public of the existence and enactment of the plan. This would allow the traveling public to select an alternate route to reach their destination prior to encountering the contraflow operation. The placement of CMS would be on I-20 east and west of its junction with I-59, US 98 east and west of Hattiesburg, US 49 north and south of Hattiesburg and I-10 west at the Louisiana state line. Additional MDOT employees will be required to monitor the operation of these CMS.
5. MANPOWER REQUIREMENTS

a. The design of the ending termini and I-59 interchanges require specific staffing requirements. MDOT personnel will be required at the ending termini, interchanges and command/control locations to ensure that the required traffic control devices are in place and in good working order throughout the duration of the contraflow operation.

b. Mississippi Contraflow (Level 5) operations will require sufficient response time for MDOT to stage personnel/equipment and clear southbound lanes for I-59 contraflow traffic.

6. COMMAND AND CONTROL

a. For Mississippi Contraflow operations the District 6 (D6) Area Emergency Operations Center (AEOC) will be located at the MDOT D6 office in Hattiesburg.

b. The D6 Contraflow Supervisor in the D6 AEOC will assume overall operational command and control of MDOT resources during Mississippi contraflow operations. A MHSP officer will locate to the D6 AEOC, serving as a law enforcement traffic control operations liaison between MDOT and MHSP.

c. The D6 AEOC staff will coordinate ESF-1 (Emergency Service Function - Transportation) emergency response activities with the State Emergency Operations Center (SEOC) in Jackson. MDOT point of contact at the SEOC is the MDOT Emergency Coordination (EC) staff. Coordination of the overall State emergency response activities will occur at the SEOC.

d. The MDOT Emergency Services Manager (ESM) will be in close contact with Louisiana Department of Transportation and Development (LDOTD) from the MDOT Administration Building in Jackson. From this location emergency information will be relayed to and from D6 to the EC staff at the SEOC.
C. Implementation Procedures for I-59

1. **LOUISIANA CONTRAFLOW (LEVEL 4) IMPLEMENTATION**

   a. LDOTD will contact the **MDOT Emergency Services Manager (ESM)**, or member of the Emergency Coordination Staff (EC) staff, to announce their intent to implement contraflow within Louisiana up to the state line. The **ESM** will contact the **MDOT Director**, or his authorized representative, for authority to implement Level 4 response for Louisiana Contraflow.

   b. Upon notification of Level 4 implementation the **MDOT EC staff** will notify the **District 6 (D6) Contraflow Supervisor** and the following MDOT Divisions: **Traffic Engineering, Enforcement and External Affairs**.

   c. **The D6 Area Emergency Operations Center (AEOC), located at the MDOT D6 office in Hattiesburg, is activated** with the **D6 Contraflow Supervisor** assuming command and control of the Louisiana Contraflow transportation operations from this location.

   d. MDOT personnel with responsibilities at Level 4 are notified to report to their duty stations and carry out their assigned tasks. (Any other MDOT personnel with responsibilities under Level 5 operations are also activated at this time.)

   e. Traffic Engineering Division personnel will proceed to their assignments and unfold previously erected flip-down signs along the I-59 contraflowed route. Mobilization time constraints will not allow all signs to be unfolded prior to the implementation of Louisiana Contraflow. Any remaining signs will be unfolded as soon as possible.

   f. **D6 crews from the Pearl River County Maintenance Yard will place barricades across I-59 at Exit 4 (MS 43) to prevent any southbound traffic from traveling further. MDOT personnel will also barricade the I-59 southbound entrance ramp at Exit 1 to prevent traffic from accessing I-59 southbound at this location. MDOT crews will remain at these exits to assist with traffic control, as needed.**

   g. **DOT officers** will report to I-59 Exit 4 and Exit 1 to provide traffic control. **MHSP officers will also respond to assist and establish contact with DOT and LSP officers.**
h. District 5 personnel assigned to traffic control device operation and maintenance will proceed to the junction of I-20 and I-59 to position Level 4 Changeable Message Signs (CMS). **CMS will be directed at oncoming traffic and turned on at this time.**

i. District 6 (D6) personnel shall place and anchor all remaining (Level 5) CMS and position all "flip-down" signs so they may be read by contraflow traffic. **Level 5 CMS will not be turned on. These CMS and flip-down signs cannot be seen until Mississippi Contraflow begins.**

j. Each of the two traffic control locations at Exits 1 and 4 will have a MDOT Crew Leader assigned. Once each MDOT employee completes his tasks under Level 4, he/she will report to the Crew Leader. Once all tasks have been completed and the Crew Leader notified, the Crew Leader will in turn notify the D6 Contraflow Supervisor at the D6 Area Emergency Operations Center (AEOC).

k. The D6 Contraflow Supervisor will keep a checklist of both traffic control locations. Not until both have reported that Level 4 tasks are completed will the D6 Contraflow Supervisor confirm that they are ready for Louisiana Contraflow implementation. The D6 Contraflow Supervisor will then contact the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC) in Jackson, to confirm Level 4 readiness.

l. The MDOT EC staff will notify the Emergency Services Manager (ESM) who will contact LDOTD advising them that Mississippi is ready for Louisiana contraflow to be initiated.

m. MDOT personnel are to monitor the operation of all traffic control devices and ensure their proper operation throughout the duration of the Level 4 (Louisiana Contraflow) operation.

n. DOT officers are to remain at their stations at Exits 1 and 4 to enforce the traffic control provisions. Significant traffic problems are to be reported to the D6 Contraflow Supervisor at the D6 AEOC.

o. Hourly status reports are to be made by the D6 Contraflow Supervisor to the MDOT EC staff at the SEOC in Jackson.
2. MISSISSIPPI CONTRAFLOW (LEVEL 5) IMPLEMENTATION

a. The Governor of Louisiana will contact the Mississippi Governor to request implementation of Mississippi Contraflow. The Mississippi Governor, upon consultation with the appropriate State agencies (MDOT, MHSP and MEMA), will agree to authorize implementation of Mississippi Contraflow for a Level 5 response.

b. MDOT personnel will be notified by the MDOT Emergency Coordination (EC) staff that Level 5 has been authorized. The EC staff will notify the District 6 (D6) Contraflow Supervisor and will make notifications to the following MDOT Divisions: Traffic Engineering, Enforcement and External Affairs.

c. The MDOT D6 Contraflow Supervisor assumes command and control of the Mississippi Contraflow (Level 5) transportation operations from the D6 Area Emergency Operations Center (AEOC) located at the D6 office, in Hattiesburg.

d. At the inception of Level 5, all assigned MDOT personnel, if not already on station, will report to their assigned duty stations.

e. MDOT personnel assigned to traffic control device operation and maintenance shall place and anchor all Changeable Message Signs (CMS) / Arrow Boards and position all "flip-down" signs so they may be read by the contraflow traffic. CMS will not be turned on until the actual contraflow operation begins.

f. Each traffic control location (interchange, crossover, etc.) will have a MDOT Crew Leader assigned. Once each MDOT employee completes his tasks under Level 5, he/she will report to the Crew Leader. Once all tasks have been completed and the Crew Leader notified, the Crew Leader will in turn notify the D6 Contraflow Supervisor at the D6 AEOC.

g. The MDOT D6 Contraflow Supervisor will keep a checklist of each traffic control location. Not until all traffic control locations have reported that Level 5 tasks are completed will the D6 Contraflow Supervisor confirm that they are ready for Mississippi Contraflow implementation.
h. Depending on the operating option selected, once MDOT personnel are in place, MDOT employees will barricade the southbound lanes of I-59, at Exits 27 and 29. No new traffic will be allowed to enter I-59 southbound, but rather will be forced to exit onto MS 53 and MS 26.

i. Clearance Officers comprised of DOT and MHSP officers or a combination of both will proceed through each I-59 southbound interchange from Exit 27 clearing all southbound traffic all the way to the Louisiana state line. The Clearance Officers will ensure that each intersection has the necessary traffic control devices in place and that access to the southbound lanes have been blocked prior to continuing on. **NO TRAFFIC WILL BE ALLOWED ONTO THE CONTRAFLOWED LANES UNTIL THE CLEARANCE OFFICERS HAVE ENSURED THAT ALL SOUTHBOUND TRAFFIC HAS BEEN CLEARED.** Upon reaching the Louisiana state line the Clearance Officers will notify the District 6 (D6) Area Emergency Operations Center (AEOC) that the route is clear and ready for Mississippi Contraflow. A DOT Officer will then proceed into Louisiana and take a position at the Louisiana Exit 11 crossover to serve in a liaison capacity with Louisiana State Police (LSP) and Louisiana Department of Transportation and Development (LDOTD).

j. The D6 Contraflow Supervisor at the MDOT D6 AEOC shall keep a checklist of each section of I-59 and will coordinate with all parties, including the State of Louisiana, to ensure everything is ready to introduce northbound traffic onto the southbound I-59 traffic lanes.

k. Not until all Mississippi sections of I-59 have been cleared for contraflow, will the D6 Contraflow Supervisor confirm that MDOT is ready to introduce northbound traffic onto the southbound I-59. When all is ready, MDOT field personnel will be notified by radio that the introduction of contraflow traffic is about to begin. **At this time the Changeable Message Signs (CMS) and Arrow Boards for Level 5 operations will be turned on.**
l. The District 6 (D6) Contraflow Supervisor shall then contact the DOT officer, who is positioned at the I-59 Exit 11 crossover at the Pearl River Bridge in Louisiana and instruct the officer to request the Louisiana State Police place the crossover into operation and thereby introduce northbound traffic onto the southbound I-59 traffic lanes. This DOT officer shall remain in Louisiana at I-59 Exit 11 to assist with termination of the contraflow operations when ordered.

m. The I-59 northbound evacuation traffic will be allowed to exit and/or enter freely from either side of the interstate at all interchanges. DOT officers and MDOT crews are to pay particular attention to all interchanges to prevent the introduction of southbound traffic onto the contraflow lanes of I-59.

n. MDOT personnel are to monitor the operation of all traffic control devices and ensure their proper operation throughout the duration of the Level 5 operation. DOT officers are to remain at their stations at the junctions of the exit / entrance ramps and enforce the traffic control provisions, paying particular attention to preventing the introduction of southbound traffic onto I-59. Significant traffic problems and congestion are to be reported to the D6 Contraflow Supervisor at the D6 Area Emergency Operations Center (AEOC). MDOT vehicles will be stationed along the plan route to assist disabled motorists, as conditions allow.

o. MHSP officers will monitor I-59 and its feeder routes to confirm traffic conditions during Level 5 operations. MHSP operations will be directed from the MHSP Troop J Headquarters in Hattiesburg. A MHSP officer will be stationed at the MDOT D6 AEOC to serve as a liaison between MHSP and MDOT.

p. Helicopters from both MHSP and MDOT will be utilized, as weather conditions permit, to monitor traffic conditions along the contraflowed route.

q. Hourly status reports are to be made by the D6 Contraflow Supervisor to the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC) in Jackson.
D. Termination Procedures for I-59

*Returning Traffic Flow to Normal Conditions →* Depending on which contraflow option is being terminated, once I-59 traffic has been returned to normal flow, MDOT personnel will inventory and return all equipment and traffic control devices to their assigned locations and prepare to redeploy should an emergency response to the Mississippi Gulf Coast become necessary.

1. **LOUISIANA CONTRAFLOW (LEVEL 4) TERMINATION**

   a. Level 4 will terminate upon notification that Louisiana has ceased contraflow operations, or conditions worsen resulting in escalation to a Level 5 response. The Louisiana Department of Transportation and Development (LDOTD) will contact the MDOT Emergency Services Manager (ESM) to confirm termination of I-59 Louisiana contraflow operations.

   b. The MDOT ESM will contact the MDOT Director for authorization to terminate Level 4 operations. (The termination of Level 4 operations will be authorized by the MDOT Director, or his authorized representative.) The ESM will then notify the Emergency Coordination (EC) staff who will then forward the decision to terminate Louisiana Contraflow to the District 6 (D6) Contraflow Supervisor at the D6 Area Emergency Operations Center (AEOC).

   c. I-59 Exit 4 barricades will not be removed until confirmation from Louisiana that contraflow traffic has been cleared and I-59 is again ready to accept southbound traffic.

   d. Folding flip-down signs, securing Changeable Message Signs (CMS), Arrow Boards and inventorying equipment will be addressed as soon as possible depending on current conditions and whether or not a response by MDOT to the Mississippi Gulf Coast in necessary.
2. **MISSISSIPPI CONTRAFLOW (LEVEL 5) TERMINATION**

After consultation with Louisiana and the appropriate State agencies (MDOT, MHSP & MEMA), the Mississippi Governor will authorize the MDOT Director to terminate Mississippi Contraflow (Level 5) operations. The decision to terminate Mississippi Contraflow will then be forwarded to the District 6 (D6) Contraflow Supervisor at the D6 Area Emergency Operations Center (AEOC) by the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC).

a. MDOT and MHSP, at the MDOT D6 AEOC and the SEOC respectfully, will confer with each other concerning the decision to terminate Level 5 operations.

b. The D6 Contraflow Supervisor shall notify the field personnel by radio that Level 5 is about to be terminated (taken out of operation).

c. The D6 Contraflow Supervisor shall then contact the Louisiana State Police (LSP) officer at the beginning crossover to confirm when the crossover will be taken out of operation thereby restricting the northbound traffic flow to the northbound I-59 traffic lanes.

d. MDOT personnel and DOT officers, at each interchange, are responsible for assuring all ramps into and out of that interchange are clear and ready to accept normal traffic flow.

e. The D6 Contraflow Supervisor will notify the DOT Officer that was stationed at the beginning crossover in Louisiana, to proceed northbound on the southbound traffic lanes ensuring that all northbound traffic is cleared behind him/her. As the DOT Officer passes an interchange, that interchange may be placed back into normal operation. *This procedure is to continue northward until the entire limits of the contraflow operation have been returned to normal traffic flow.*

f. All traffic control devices, including Changeable Message Signs (CMS) and Arrow Boards are to be picked up, inventoried and returned to storage locations.

g. MDOT personnel are to be prepared to redeploy to the Mississippi Gulf Coast should an emergency response there be required.
E. I-59 CONTRAFLOW ROUTE LIMITS
## F. I-59 INTERCHANGE / CROSSOVER IDENTIFICATION

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<tr>
<th>IDENTIFICATION</th>
<th>DESCRIPTION</th>
<th>STATUS</th>
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</thead>
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<td>INTERCHANGE</td>
<td>SERVICE</td>
</tr>
<tr>
<td>Mile Marker 1.5</td>
<td>Scales</td>
<td>Closed</td>
</tr>
<tr>
<td>Mile Marker 2</td>
<td>Welcome Center</td>
<td>Open</td>
</tr>
<tr>
<td>EXIT 4 (MS 43 S - Picayune)</td>
<td>INTERCHANGE</td>
<td>SERVICE</td>
</tr>
<tr>
<td>EXIT 6 (MS 43 N - Picayune)</td>
<td>INTERCHANGE</td>
<td>SERVICE</td>
</tr>
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<tr>
<td>EXIT 15</td>
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<tr>
<td>EXIT 19</td>
<td>INTERCHANGE</td>
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<td>Mile Marker 21</td>
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<td>ENDING TERMINI</td>
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<tr>
<td>Mile Marker 22.6</td>
<td>Emergency</td>
<td>Barricaded Vehicle Crossing</td>
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<tr>
<td>EXIT 27 (MS 53 - Poplarville)</td>
<td>INTERCHANGE</td>
<td>SOUTHBOUND LANE TERMINATION</td>
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<td>EXIT 29 (MS 26 - Poplarville)</td>
<td>INTERCHANGE</td>
<td>PREEMPTIVE SOUTHBOUND LANE TERMINATION</td>
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H. I-59 CONTRAFLOW STAFFING REQUIREMENTS

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<th>LOCATION</th>
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<th>DOT Enforcement (vehicles)</th>
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<tr>
<td>AEOC @ MDOT D6 office, in Hattiesburg</td>
<td>5</td>
<td>2 (2)</td>
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<tr>
<td>SEOC @ Jackson</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>MDOT EOC @ Jackson (Maintenance Div. Office)</td>
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<td>-</td>
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LA Contraflow Operations (Level 4)

- Uncovering In-Place Signs 8 (7) | - |
- SB Lane Closure @ Exits 1 & 4 4 (3) | 6 (5) |

MS Contraflow Operations (Level 5)

- Uncovering In-Place Signs 7 (6) | - |
- Service Interchanges (5) 10 (10) | 14 (10) |
- Non-Service Interchanges (1) 2 (2) | 2 (1) |
- Ending Termini @ mm 21 6 (5) | 3 (2) |
- SB Lane Termination @ Exit 27 4 (3) | 2 (2) |
- Preemptive SB Lane Termination @ Exit 29 2 (2) | 2 (2) |
- Beginning Termini in Louisiana - | 1 (1) |
- Emergency Vehicle Crossing @ mm 22.6 2 (1) | - |
- CMS (13) & Arrow Board (7) Placement 18 (9) | - |
- Scales - | - |
- Welcome Center 2 (1) | - |
- Supervising/Support Staff - | 2 (2) |
- Additional Personnel 12 (7) | 10 (10) |

**STAFFING TOTALS** 84 (56) | 44 (37)**
I. INDEX OF I-59 CONTRAFLOW TRAFFIC CONTROL DIAGRAMS *

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<td>Signing Plan for Louisiana Contraflow to MS State Line (Exit 1 SB Barricade Placement)</td>
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<td>Signing Plan for Louisiana Contraflow to MS State Line (Exit 4 SB Detour)</td>
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<td>LEVEL 5 – Lane Reversal Ending In Mississippi Near Mile Marker 21</td>
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<tr>
<td>Welcome Center (just South of Picayune)</td>
<td>I59-LEV5-03</td>
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<tr>
<td>Exit 4 (Service Interchange)</td>
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<tr>
<td>Exit 6 (Service Interchange)</td>
<td>I59-LEV5-05</td>
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<tr>
<td>Rest Area (just South of Exit 10)</td>
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<tr>
<td>Exit 10 (Service Interchange)</td>
<td>I59-LEV5-07</td>
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<td>Exit 19 (Non-Service Interchange)</td>
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<td>Termination Crossover near Mile Marker 21</td>
<td>I59-LEV5-11</td>
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<td>Changeable Message Sign Locations around Hattiesburg</td>
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<td>Changeable Message Sign Locations for I-59 near Meridian</td>
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(LEV designates the Contraflow Operational Levels 4 or 5.)

* Individual diagrams of the Contraflow hurricane evacuation traffic control operations are found in the Traffic Control Diagram Plan for I-59 Contraflow Hurricane Evacuation.
III. I-55 CONTRAFLOW OPERATIONS TRAFFIC PLAN

A. Louisiana Contraflow for I-55 (LEVEL 4)

If the State of Louisiana implements contraflow, but does not require Mississippi to do the same, the Louisiana Department of Transportation and Development (LDOTD) will notify MDOT of their plans to contraflow in Louisiana to the Mississippi state line. The MDOT Director, or his authorized representative, will authorize Louisiana Contraflow (Level 4) implementation. Level 4 operations is MDOT’s responsibility and involves unfolding I-55 traffic control signs and placement of barricades to effect closure of the I-55 southbound lanes at the Louisiana state line.

1. NOTIFICATION OF INTENT TO CONTRAFLOW IN LOUISIANA

MDOT will require a minimum advance notice of three (3) hours from LDOTD in order for MDOT to stage personnel and equipment to implement Level 4. (After LDOTD contacts MDOT that they intend to implement Louisiana Contraflow this time frame begins when the MDOT Director authorizes Level 4 implementation.)

2. TRAFFIC CONTROL SIGNS

District 7 (D7) personnel will unfold previously erected flip-down signs along I-55 from Brookhaven, MS to the Louisiana state line. The sign’s purpose is to alert the traveling public that I-55 southbound is closed, so many miles ahead, at the Louisiana state line.

3. CHANGEABLE MESSAGE SIGNS / ARROW BOARDS

a. Traffic Engineering Division and D7 personnel assigned to Changeable Message Sign (CMS) and Arrow Board placement will proceed to their respective locations to position Level 4 CMS. Level 4 CMS will be directed at oncoming traffic and turned on at this time.

b. D7 personnel shall place and anchor all remaining (Level 5) CMS and position all "flip-down" signs so they may be read by contraflow traffic. (These CMS and flip-down signs cannot be seen until Mississippi Contraflow begins.) Level 5 CMS will not be turned on.
4. SOUTHBOUND LANE CLOSURE AT LOUISIANA STATE LINE

District 7 (D7), Pike County Maintenance Crew personnel will place barricades across I-55 at Exit 1 (MS 584) to prevent any I-55 southbound traffic from traveling further. DOT officers will be stationed at Exit 1 to provide traffic control.

5. MANPOWER REQUIREMENTS

a. MDOT staff that respond to Level 4 may also have to respond to Level 5, if implemented. Upon implementation of contraflow operations all MDOT staff will report to their assigned duty stations no matter which Level is placed into action.

b. Level 4 implementation will require MDOT Traffic Engineering Division, Enforcement Division and District personnel enough response time to stage / mobilize personnel and equipment, unfold traffic control signs and close I-55 southbound at the state line.

6. COMMAND AND CONTROL

a. The D7 Contraflow Supervisor will assume operational command and control of MDOT resources during Level 4 (Louisiana Contraflow) operations from the D7 Area Emergency Operations Center (AEOC) located at the MDOT D7 office in McComb, Mississippi. The physical address for this location is Highway 51 North, McComb, 39648. Phone number is (601) 684-2111.

b. The D7 AEOC staff will coordinate ESF-1 (Emergency Service Function - Transportation) emergency response activities with the State Emergency Operations Center (SEOC) located in Jackson, Mississippi. MDOT point of contact at the SEOC is the MDOT Emergency Coordination (EC) staff. Coordination of the overall State emergency response activities will occur at the SEOC.

c. The MDOT Emergency Services Manager (ESM) will be in close contact with LDOTD from the MDOT Administration Building in Jackson. From this location emergency information will be relayed to and from D7 to the EC staff at the SEOC.
B. Mississippi Contraflow for I-55 (LEVEL 5)

Upon request from the Louisiana Governor to the Mississippi Governor for assistance with New Orleans hurricane evacuation, the Governor of Mississippi will agree to implement Mississippi Contraflow (Level 5). This operation will require MDOT to fully implement I-55 contraflow in Mississippi to I-55 mile marker 31.

1. NOTIFICATION OF INTENT TO CONTRAFLOW INTO MISSISSIPPI

MDOT will require a minimum advance notice of four (4) hours from LDOTD in order for MDOT to stage personnel and equipment to implement Level 5 when Level 4 is fully operational. NOTE that if it is necessary to immediately implement Level 5 without Level 4, then a total of seven (7) hours advance notice will be necessary. (This time frame begins when the Mississippi Governor authorizes Level 5 implementation, after Louisiana contacts Mississippi that they intend to implement contraflow into Mississippi.)

2. BEGINNING AND ENDING TERMINI

a. The State of Louisiana will initiate the contraflow operations. The beginning termini will be located in Louisiana at the junction of I-55 and I-12. Louisiana will assist contraflow operations into Mississippi on I-55 by managing traffic flow as follows:

1) Wide-load cargo vehicles will be parked in Louisiana and denied access to the contraflowed evacuation route.

2) Louisiana’s Kentwood crossover near the state line will be used to facilitate the equalization of traffic loading on the Interstate heading into Mississippi.

b. The ending termini for I-55 Level 5 will be located at I-55 mile marker 31, just south of Brookhaven, Mississippi.
3. INTERCHANGES

Eleven (11) interchanges are located along I-55 from the Louisiana state line to mile marker 31 within the limits of the Contraflow Plan. Six (6) of these will be classified as SERVICE and five (5) will be classified as NON-SERVICE.

One (1) additional interchange is listed as the Southbound Lane Termination. Additional traffic control devices and/or staffing will be required for these locations in order to aid in the safe functioning of these interchanges during plan operation.

To aid in the identification of the I-55 interchanges, a strip map of I-55 has been modified and included in this plan.

4. CHANGEABLE MESSAGE SIGNS / ARROW BOARDS

a. MDOT District 7 (D7) personnel will be assigned specific Changeable Message Sign (CMS) and Arrow Board placement responsibilities. CMS will be placed along the I-55 corridor to advise the evacuating public of the contraflow operations. The design of the ending termini and interchanges will require different types of traffic control devices, i.e. both CMS and Arrow Board.

b. "Secondary traffic locations" outside of the actual Contraflow Plan limits have been identified for the placement of CMS. These CMS would be placed in advance of the actual contraflow limits notifying the traveling public of the existence and enactment of the plan. This would allow the traveling public to select an alternate route to reach their destination prior to encountering the contraflow operation. The placement of CMS would be on I-20 east and west of its junction with I-55 and on I-55 near Hazlehurst. Additional MDOT employees will be required to monitor the operation of these CMS.

5. MANPOWER REQUIREMENTS

a. The design of the ending termini and I-55 interchanges require specific staffing requirements which are presented in this document. MDOT personnel will be required at the ending termini, interchanges and command/control locations to ensure that the required traffic control devices are in place and in good working order throughout the duration of the contraflow operation.
b. Mississippi Contraflow (Level 5) operations will require sufficient response time for MDOT to stage personnel/equipment and clear southbound lanes for I-55 contraflow traffic.

6. COMMAND AND CONTROL

a. For Mississippi Contraflow operations the **District 7 (D7) Area Emergency Operations Center (AEOC)** will be located at the MDOT D7 office in McComb.

b. The **MDOT D7 Contraflow Supervisor in the D7 AEOC** will assume overall operational command and control of MDOT resources during Mississippi contraflow operations. A Mississippi Highway Safety Patrol (MHSP) officer will locate to the D7 AEOC, serving as a law enforcement traffic control operations liaison between MDOT and MHSP.

c. The D7 AEOC staff will coordinate ESF-1 (Emergency Service Function - Transportation) emergency response activities with the State Emergency Operations Center (SEOC) in Jackson. MDOT point of contact at the SEOC is the MDOT Emergency Coordination (EC) staff. Coordination of the overall State emergency response activities will occur at the SEOC.

d. The MDOT Emergency Services Manager (ESM) will be in close contact with the Louisiana Department of Transportation and Development (LDOTD) from the MDOT Administration Building in Jackson. From this location emergency information will be relayed to and from D7 to the EC staff at the SEOC.
C. Implementation Procedures for I-55

1. LOUISIANA CONTRAFLOW (LEVEL 4) IMPLEMENTATION

   a. LDOTD will contact the MDOT Emergency Services Manager (ESM), or member of the Emergency Coordination (EC) staff, to announce their intent to implement contraflow within Louisiana up to the state line. The ESM will contact the MDOT Director, or his authorized representative, for authority to implement Level 4 response for Louisiana Contraflow.

   b. Upon notification of Level 4 implementation the MDOT EC staff will notify the District 7 (D7) Contraflow Supervisor and the following MDOT Divisions: Traffic Engineering, Enforcement and External Affairs.

   c. The D7 Area Emergency Operations Center (AEOC), located at the MDOT D7 office in McComb, is activated with the D7 Contraflow Supervisor assuming command and control of the Louisiana Contraflow transportation operations from this location.

   d. MDOT personnel with responsibilities at Level 4 are notified to report to their duty stations and carry out their assigned tasks. (Any other MDOT personnel with responsibilities under Level 5 operations are also activated at this time.)

   e. D7 personnel will proceed to their assignments and unfold previously erected flip-down signs along the I-55 controflowed route. Mobilization time constraints will not allow all signs to be unfolded prior to the implementation of Louisiana Contraflow. Any remaining signs will be unfolded as soon as possible.

   f. D7 crews from the Pike County Maintenance Yard will place barricades across I-55 at Exit 1 (MS 584) to prevent any southbound traffic from traveling further. MDOT crews will remain at these exits to assist with traffic control, as needed.

   g. DOT officers will report to I-55 Exit 1 to provide traffic control. MHSP officers will also respond to assist and establish contact with DOT and Louisiana State Police (LSP) officers.
h. **Traffic Engineering Division personnel** assigned to traffic control device operation and maintenance will proceed to the junction of I-55 at I-20 and I-55 near Hazlehurst to position Level 4 Changeable Message Signs (CMS). **CMS will be directed at oncoming traffic and turned on at this time.**

i. **District 7 (D7) personnel** shall place and anchor all remaining (Level 5) CMS and position all "flip-down" signs so they may be read by contraflow traffic. **Level 5 CMS will not be turned on. These CMS and flip-down signs cannot be seen until Mississippi Contraflow begins.**

j. The traffic control location at Exit 1 will have a **MDOT Crew Leader** assigned. Once each MDOT employee completes his tasks under Level 4, he/she will report to the Crew Leader. Once all tasks have been completed and the Crew Leader notified, the Crew Leader will in turn notify the **D7 Contraflow Supervisor** at the D7 Area Emergency Operations Center (AEOC).

k. The **D7 Contraflow Supervisor** will keep a checklist of the traffic control location. Not until it has reported that Level 4 tasks are completed will the **D7 Contraflow Supervisor** confirm that they are ready for Louisiana Contraflow implementation. The **D7 Contraflow Supervisor** will then contact the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC) to confirm Level 4 readiness.

l. The **MDOT EC staff** will notify the **Emergency Services Manager (ESM)** who will contact Louisiana Department of Transportation and Development (LDOTD) advising them that Mississippi is ready for Louisiana contraflow to be initiated.

m. MDOT personnel are to monitor the operation of all traffic control devices and ensure their proper operation throughout the duration of the Level 4 (Louisiana Contraflow) operation.

n. **DOT officers** are to remain at their stations at Exit 1 to enforce the traffic control provisions. Significant traffic problems are to be reported to the **D7 Contraflow Supervisor** at the D7 AEOC.

o. Hourly status reports are to be made by the **D7 Contraflow Supervisor** to the **MDOT EC staff** at the SEOC in Jackson.
2. MISSISSIPPI CONTRAFLOW (LEVEL 5) IMPLEMENTATION

a. The Governor of Louisiana will contact the Mississippi Governor to request implementation of Mississippi Contraflow. The Mississippi Governor, upon consultation with the appropriate State agencies (MDOT, MHSP and MEMA), will agree to authorize implementation of Mississippi Contraflow for a Level 5 response.

b. MDOT personnel will be notified by the MDOT Emergency Coordination (EC) staff that Level 5 has been authorized. The EC staff will notify the District 7 (D7) Contraflow Supervisor and will make notifications to the following MDOT Divisions: Traffic Engineering, Enforcement and External Affairs.

c. The MDOT D7 Contraflow Supervisor assumes command and control of the Mississippi Contraflow (Level 5) transportation operations from the D7 Area Emergency Operations Center (AEOC) located at the D7 office, in McComb.

d. At the inception of Level 5, all assigned MDOT personnel, if not already on station, will report to their assigned duty stations.

e. MDOT personnel assigned to traffic control device operation and maintenance shall place and anchor all Changeable Message Signs (CMS) / Arrow Boards and position all "flip-down" signs so they may be read by the contraflow traffic. CMS will not be turned on until the actual contraflow operation begins.

f. Each traffic control location (interchange, crossover, etc.) will have a MDOT Crew Leader assigned. Once each MDOT employee completes his tasks under Level 5, he/she will report to the Crew Leader. Once all tasks have been completed and the Crew Leader notified, the Crew Leader will in turn notify the D7 Contraflow Supervisor at the D7 AEOC.

g. The D7 Contraflow Supervisor will keep a checklist of each traffic control location. Not until all traffic control locations have reported that Level 5 tasks are completed will the D7 Contraflow Supervisor confirm that they are ready for Level 5 (Mississippi Contraflow) implementation.
h. Depending on the operating option selected, once MDOT personnel are in place, MDOT employees will barricade the southbound lanes of I-55, at Exits 38. No new traffic will be allowed to enter I-55 southbound, but rather will be forced to exit onto US 84.

i. Clearance Officers comprised of DOT and MHSP officers or a combination of both will proceed through each I-55 southbound interchange from Exit 38 clearing all southbound traffic all the way to the Louisiana state line. The Clearance Officers will ensure that each intersection has the necessary traffic control devices in place and that access to the southbound lanes have been blocked prior to continuing on. **NO TRAFFIC WILL BE ALLOWED ONTO THE CONTRAFLOWED LANES UNTIL THE CLEARANCE OFFICERS HAVE ENSURED THAT ALL SOUTHBOUND TRAFFIC HAS BEEN CLEARED.** Upon reaching the Louisiana state line the Clearance Officers will notify the District 7 (D7) Area Emergency Operations Center (AEOC) that the route is clear and ready for Mississippi Contraflow. A DOT officer will then proceed into Louisiana and take a position at the Louisiana Kentwood crossover to serve in a liaison capacity with Louisiana State Police (LSP) and Louisiana Department of Transportation and Development (LDOTD).

j. The D7 Contraflow Supervisor at the MDOT D7 AEOC shall keep a checklist of each section of I-55 and will coordinate with all parties, including the State of Louisiana, to ensure everything is ready to introduce northbound traffic onto the southbound I-55 traffic lanes.

k. Not until all Mississippi sections of I-55 have been cleared for contraflow, will the D7 Contraflow Supervisor confirm that MDOT is ready to introduce northbound traffic onto the southbound I-55. When all is ready, MDOT field personnel will be notified by radio that the introduction of contraflow traffic is about to begin. **At this time the Changeable Message Signs (CMS) and Arrow Boards for Level 5 operations will be turned on.**
l. The District 7 (D7) Contraflow Supervisor shall then contact the DOT officer, who is positioned at the I-55 Kentwood crossover in Louisiana and instruct the officer to request the Louisiana State Police place the crossover into operation and thereby introduce northbound traffic onto the southbound I-55 traffic lanes. This DOT officer shall remain in Louisiana at I-55 Kentwood crossover to assist with termination of the contraflow operations when ordered.

m. The I-55 northbound evacuation traffic will be allowed to exit and/or enter freely from either side of the interstate at all interchanges, except for the southwest quadrants of Exits 10 & 15. (The logistics of these exits require that they be closed.) DOT officers and MDOT crews are to pay particular attention to these locations to prevent the introduction of southbound traffic onto the contraflow lanes of I-55.

n. MDOT personnel are to monitor the operation of all traffic control devices and ensure their proper operation throughout the duration of the Level 5 operation. DOT officers are to remain at their stations at the junctions of the exit / entrance ramps and enforce the traffic control provisions, paying particular attention to preventing the introduction of southbound traffic onto I-55. Significant traffic problems and congestion are to be reported to the D7 Contraflow Supervisor at the D7 Area Emergency Operations Center (AEOC). MDOT vehicles will be stationed along the plan route to assist disabled motorists, as conditions allow.

o. MHSP officers will monitor I-55 and its feeder routes to confirm traffic conditions during Level 5 operations. MHSP operations will be directed from the MHSP Troop M Headquarters in Brookhaven. A MHSP officer will be stationed at the MDOT D7 AEOC to serve as a liaison between MHSP and MDOT.

p. Helicopters from both MHSP and MDOT will be utilized, as weather conditions permit, to monitor traffic conditions along the contraflowed route.

q. Hourly status reports are to be made by the D7 Contraflow Supervisor to the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC) in Jackson.
D. Termination Procedures for I-55

Returning Traffic Flow to Normal Conditions → Depending on which contraflow option is being terminated, once I-55 traffic has been returned to normal flow, MDOT personnel will inventory and return all equipment and traffic control devices to their assigned locations and prepare to redeploy elsewhere should conditions warrant.

1. LOUISIANA CONTRAFLOW (LEVEL 4) TERMINATION

a. Level 4 will terminate upon notification that Louisiana has ceased contraflow operations, or conditions worsen resulting in escalation to a Level 5 response. The Louisiana Department of Transportation and Development (LDOTD) will contact the MDOT Emergency Services Manager (ESM) to confirm termination of I-55 Louisiana contraflow operations.

b. The MDOT ESM will contact the MDOT Director for authorization to terminate Level 4 operations. (The termination of Level 4 operations will be authorized by the MDOT Director, or his authorized representative.) The ESM will then notify the Emergency Coordination (EC) staff who will then forward the decision to terminate Louisiana Contraflow to the District 7 (D7) Contraflow Supervisor at the D7 Area Emergency Operations Center (AEOC).

c. I-55 Exit 1 barricades will not be removed until confirmation from Louisiana that contraflow traffic has been cleared and I-55 is again ready to accept southbound traffic.

d. Folding flip-down signs, securing Changeable Message Signs (CMS), Arrow Boards and inventorying equipment will be addressed as soon as possible depending on current conditions.
2. **MISSISSIPPI CONTRAFLOW (LEVEL 5) TERMINATION**

After consultation with Louisiana and the appropriate State agencies (MDOT, MHSP & MEMA), the Mississippi Governor will authorize the MDOT Director to terminate Mississippi Contraflow (Level 5) operations. The decision to terminate Mississippi Contraflow will then be forwarded to the District 7 (D7) Contraflow Supervisor at the D7 Area Emergency Operations Center (AEOC) by the MDOT Emergency Coordination (EC) staff at the State Emergency Operations Center (SEOC).

a. MDOT and MHSP, at the MDOT D7 AEOC and the SEOC respectfully, will confer with each other concerning the decision to terminate Level 5 operations.

b. The D7 Contraflow Supervisor shall notify the field personnel by radio that Level 5 is about to be terminated (taken out of operation).

c. The D7 Contraflow Supervisor shall then contact the Louisiana State Police (LSP) officer at the beginning crossover to confirm when the crossover will be taken out of operation thereby restricting the northbound traffic flow to the northbound I-55 traffic lanes.

d. MDOT personnel and DOT officers, at each interchange, are responsible for assuring all ramps into and out of that interchange are clear and ready to accept normal traffic flow.

e. The D7 Contraflow Supervisor will notify the DOT Officer that was stationed at the beginning crossover in Louisiana, to proceed northbound on the southbound traffic lanes ensuring that all northbound traffic is cleared behind him/her. As the DOT Officer passes an interchange, that interchange may be placed back into normal operation. *This procedure is to continue northward until the entire limits of the contraflow operation have been returned to normal traffic flow.*

f. All traffic control devices, including Changeable Message Signs (CMS) and Arrow Boards are to be picked up, inventoried and returned to storage locations.

g. MDOT personnel are to be prepared to redeploy elsewhere should an emergency assistance be required.
E. I-55 CONTRAFLOW ROUTE LIMITS
## F. I-55 INTERCHANGE / Crossover Identification

<table>
<thead>
<tr>
<th>Identification</th>
<th>Description</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>EXIT 1 (MS 584)</td>
<td>INTERCHANGE</td>
<td>NON-SERVICE</td>
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<tr>
<td>Mile Marker 1.5</td>
<td>Welcome Center</td>
<td>Open</td>
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<tr>
<td>Mile Marker 2</td>
<td>Scales</td>
<td>Closed</td>
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<tr>
<td>EXIT 4</td>
<td>INTERCHANGE</td>
<td>NON-SERVICE</td>
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<td>Mile Marker 7</td>
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<td>EXIT 8 (MS 568)</td>
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<td>EXIT 10 (MS 48)</td>
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<td>SERVICE</td>
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<tr>
<td>Mile Marker 12</td>
<td>Emergency Vehicle Crossing</td>
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<td>SERVICE</td>
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<tr>
<td>EXIT 15 (US 98 E - McComb)</td>
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<tr>
<td>EXIT 17 (Delaware Ave - McComb)</td>
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<td>EXIT 18 (MS 570 - McComb)</td>
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<td>EXIT 20 (US 98 W)</td>
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<td>Mile Marker 22</td>
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<td>EXIT 24</td>
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<td>Mile Marker 28</td>
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<td>EXIT 30</td>
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<td>Mile Marker 31</td>
<td>CROSSOVER</td>
<td>ENDING TERMINI</td>
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<td>Mile Marker 35</td>
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<tr>
<td>EXIT 38 (US 84)</td>
<td>INTERCHANGE</td>
<td>SOUTHBOUND LANE TERMINATION</td>
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### H. I-55 CONTRAFLOW STAFFING REQUIREMENTS

<table>
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<tr>
<th>LOCATION</th>
<th>MDOT Staff Div/Dist/Admin (vehicles)</th>
<th>DOT Enforcement (vehicles)</th>
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<tbody>
<tr>
<td>• AEOC @ MDOT D7 office, in McComb</td>
<td>3</td>
<td>1 (1)</td>
</tr>
<tr>
<td>• SEOC @ Jackson</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>• MDOT EOC @ Jackson (Maintenance Div. Office)</td>
<td>*</td>
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</tr>
</tbody>
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#### LA Contraflow Operations (Level 4)

- Uncovering In-Place Signs 8 (7) -
- SB Lane Closure @ Exit 1 2 (1) 8 (4)

#### MS Contraflow Operations (Level 5)

- Uncovering In-Place Signs 7 (6) -
- Service Interchanges (6) 20 (10) 24 (13)
- Non-Service Interchanges (5) 10 (5) 10 (5)
- Ending Termini @ mm 31 4 (2) 4 (2)
- SB Lane Termination @ Exit 38 4 (2) 8 (4)
- Beginning Termini in Louisiana - 1 (1)
- Emergency Vehicle Crossings (5) 10 (5) -
- CMS (7) & Arrow Board (6) Placement 18 (9) -
- Scales 2 (1) -
- Welcome Center 2 (1) -
- Supervising/Support Staff - 2 (2)
- Additional Personnel 12 (7) 10 (10)

#### STAFFING TOTALS

<table>
<thead>
<tr>
<th>MDOT Staff Div/Dist/Admin (vehicles)</th>
<th>DOT Enforcement (vehicles)</th>
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<tbody>
<tr>
<td>102 (56)</td>
<td>68 (41)</td>
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</table>

* MDOT staffing for these locations already listed under I-59 plan.
### I. INDEX OF I-55 CONTRAFLOW TRAFFIC CONTROL DIAGRAMS *

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<td>Signing Plan for Louisiana Contraflow to MS State Line</td>
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<tr>
<td>Signing Plan for Louisiana Contraflow to MS State Line</td>
<td>I55-LEV4-02</td>
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<tr>
<td>Signing Plan for Louisiana Contraflow to MS State Line</td>
<td>I55-LEV4-03</td>
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<tr>
<td>Signing Plan for Louisiana Contraflow to MS State Line (Exit 1 SB Barricade Placement)</td>
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<td><strong>LEVEL 5 – Lane Reversal Ending In Mississippi Near Mile Marker 31</strong></td>
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<tr>
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<td>I55-LEV5-02</td>
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<tr>
<td>Scales (between Mile Marker 1 and Mile Marker 2)</td>
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<td>Exit 8 (Non-Service Interchange)</td>
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<td>Exit 10 (Service Interchange NB Only)</td>
<td>I55-LEV5-07</td>
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<tr>
<td>Emergency Vehicle Crossing (near Mile Marker 12)</td>
<td>I55-LEV5-08</td>
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<tr>
<td>Exit 13 (Service Interchange)</td>
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<td>Emergency Vehicle Crossing (near Mile Marker 22)</td>
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<td>Emergency Vehicle Crossing (near Mile Marker 28)</td>
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<td><strong>Termination Crossover</strong> near Mile Marker 31</td>
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(LEV designates the Contraflow Operational Levels 4 or 5.)

* Individual diagrams of the Contraflow hurricane evacuation traffic control operations are found in the Traffic Control Diagram Plan for I-55 Contraflow Hurricane Evacuation.
IV. CONTRAFLOW TRAFFIC CONTROL DIAGRAM PLANS

(Detailed diagrams for Interstate 59 and Interstate 55 Contraflow traffic control hurricane evacuation operations are contained in their respective Traffic Control Diagram Plan.)