

ALACHUA COUNTY  
AMATEUR RADIO EMERGENCY SERVICE  
SIMULATED EMERGENCY TEST 2017

Exercise “Steinhatchee Storm”  
October 7, 2017

EXERCISE PLAN

August 28, 2017

## EXERCISE OVERVIEW

<b>Exercise Name</b>	STEINHATCHEE STORM
<b>Exercise Dates</b>	10/07/17
<b>Scope</b>	This is a Full Scale Exercise carried out on the morning of October 7 <sup>th</sup> 2017, involving the Alachua County ARES group. While several Command and General Staff Officers of the Incident Command System will be in place, and as much as possible, ICS procedures will be implemented, this exercise effort primarily involves advanced communications in a disaster scenario.
<b>Mission Area(s)</b>	Response
<b>Core Capabilities</b>	<ol style="list-style-type: none"><li>1. Antenna Placement</li><li>2. Emergency Simplex Repeater (not involved in this exercise)</li><li>3. WINLINK Communications</li><li>4. Backup Power</li><li>5. Mobile Deployment</li><li>6. MT63 (not involved in this exercise)</li><li>7. Packet Chat (not involved in this exercise)</li><li>8. LinBPQ chat functions (not involved in this exercise)</li><li>9. ICS Forms</li></ol>
<b>Objectives</b>	<ol style="list-style-type: none"><li>1. Assess capabilities to function within ICS</li><li>2. Assess long-distance VHF digital communications capabilities</li><li>3. Practice &amp; Assess WINLINK communications skills, multiple bands</li></ol>
<b>Threat or Hazard</b>	Natural: Hurricane, flooding, and maritime accident.

**Scenario**

Hurricane Thoughtless floods Steinhatchee, Florida, downing utilities and normal telecommunications, prompting an urgent request for longer-distance communications assets just as Tallahassee is preparing for their own difficulties; volunteer Amateur Radio assets arrive just as an emergency is declared by cruise ship PoorNavigator, having run aground with injuries just outside the Steinhatchee channel. Amateur radio operators are tasked with communicating Resource Requests and obtaining disaster-related information.

**Sponsor**

Amateur Radio Emergency Service (ARES) of Alachua County

**Participating Organizations**

Alachua County ARES  
Alachua County EOC

**Point of Contact**

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## FOREWORD

Welcome!

Thank you so very much for participating in our training exercise! Giving of your time and preparation to benefit your community and neighbor are honorable and worthy actions --- and we appreciate your commitment and dedication.

This manual is designed to be read to give you an introduction to our upcoming Exercise – read it first, and then read the ICS-style documents that are being produced for our Exercise as well.

This manual is produced in accordance with the document **Homeland Security Exercise and Evaluation Program (HSEEP), April 2013**, which can be accessed here:

[https://www.fema.gov/media-library-data/20130726-1914-25045-8890/hseep\\_apr13\\_.pdf](https://www.fema.gov/media-library-data/20130726-1914-25045-8890/hseep_apr13_.pdf)

In order to best understand these plans and exercises, it is recommended that the participant take free online courses at the ICS-100, 200, 700 and 800 introductory level. Addition coursework such as the ICS-300 and ICS-400 are also helpful. There are ICS courses on exercise planning that will help the participant learn more about the development process as well.

Thank you again for your participation! You're a real asset to your community!

Gordon L. Gibby MD  
Newberry, Florida  
August, 2018

## EXERCISE SCOPE, OBJECTIVES, AND CORE CAPABILITIES

**The Goal of the Alachua County Communications Plan**  
(broader than just one hurricane test goal)

**TO FURNISH EMERGENCY COMMUNICATIONS WHEN REGULAR COMMUNICATIONS FAIL OR ARE INADEQUATE IN THE EVENT OF NATURAL OR MAN-MADE DISASTERS**

### **The Goals of The 2017 EXERCISE STEINHATCHEE STORM Full Scale Exercise**

<b>PURPOSE</b>
<p>This exercise is designed to provide feedback on our proficiency and capabilities to achieve the likely communications tasks required in a severe weather emergency of sufficient magnitude to overwhelm or temporarily disable normal communications and normal grid power. It is also a learning opportunity for peripherally involved amateur radio operators, and local government and NGO personnel to become more aware of the abilities as well as the limitations of the local amateur radio ARES group.</p>

### **CORE CAPABILITIES**

<b>Alachua County ARES Core Capabilities (as listed May, 2017)</b>	<b>Status</b>	<b>Involvement in this exercise</b>
1. Antenna Placement	Significant growth of our group; 18 antennas emplaced and drills held to practice emergency antenna placement.	This exercise will test HF and VHF deployment and for the first time, microwave antenna deployment.
2. Emergency Simplex Repeater	Utilized successfully in May 2017 Test; deficiencies recognized, and not yet corrected.	A peripheral involvement in this test.
3. WINLINK Communications	Significant skills demonstrated in	Significant involvement in this

	May 2017 Hurricane Exercise, but uneven skills across group.	S.E.T. exercise.
4. Backup Power	Several new “go-boxes” have been built since the May 2017 Hurricane Test and more ARES members have backup power capabilities, but still not 100%	Significant involvement in this exercise
5. Mobile Deployment	Tested during May 2017 Hurricane Test, but not to the extent we would be testing it during the S.E.T.	Very significant involvement --- group will be deployed to a small city 60 miles away.
6. MT63 Skills	Rudimentary level of skills at present; not successfully tested in the May 2017 Hurricane Test.	Not involved in this exercise.
7. Packet Chat	Although the linbpq functions have not proven fast enough for wide usage, Vann Chesney has spearheaded getting “unconnected packet” chat skills developed in our group	Not involved in this exercise
8. LINBPQ Chat Functions	Acceptable only for up to 3 participants at this time.	Not involved in this exercise.
9. ICS Forms	Moderately developed skills that were somewhat utilized in the May 2017 Hurricane Test but need considerable improvement.	Intensive immersion in the ICS system and paperwork is planned

<b>OBJECTIVES</b>	
1	Assess the capabilities of our group to work within the Incident Command System framework on a deployed mission outside of Alachua County.
2	Assess the capability of our group to provide a 60+ mile digital VHF communications link, and provide practice to our members in making multiple connections to reach a distant station.
3	Provide practice for, and assess our capabilities at sending/receiving WINLINK email messages and attachments by VHF and/or HF and/or Microwave technologies.

## SCOPE --- in multiple aspects

DIMENSION	LIMITATIONS
Kinds of Exercise Participants	Primarily ARES-associated licensed amateur radio operators with prior training but flexible enough to allow untrained amateur radio operators whom we are mentoring to participate; EOC personnel from the Emergency Manager's office where possible.
Geographic Area	Physical locations spread from Gainesville all the way to water's edge in Steinhatchee.
Number of Participants	Not any real limitation on the number of amateur radio operators, other than adding additional layers as needed for span of control issues.
Responder Functions	Communication of messages by VHF/HF/Microwave is the bottom line outcome, with process measurement of intermediate functions to achieve the end-goal of communications.
Hazard Type	Severe weather event, flooding, grounded cruise ship, with loss of normal cell phone / telephone / Internet / 700-800 MHz police/fire systems, and widespread loss of conventional power.

## PARTICIPANT ROLES AND RESPONSIBILITIES

Participants will integrate into a mythical Incident Command System already in operation to deal with the weather disaster at Steinhatchee, Florida, and then assume new duties as that ICS expands to handle an evolving situation.

Our volunteers will staff multiple positions:

- Incident Commander
- Safety Officer
- Logistics Section Chief
  - Communications Unit #1
  - Communications Unit #2
  - Communications Unit #3
  - Communications Unit #4
- Planning Section Chief
- Operations Section Chief

### Scenario

This is the approximate scenario we will be carrying out. The exact details (hours, tactics etc) may change slightly as the planning continues and as the incident plays out and the on-scene Incident Commander and Section Chiefs order, but this will serve to give the basic scenario.

Hurricane Thoughtless has been moving through the Gulf of Mexico for 2 days and finally settled in on a course that took it right to Steinhatchee, Florida, a sleepy fishing, tourist-scalloping town of about 1200 residents that has been flooded many times by hurricanes.

As the projected path of the Hurricane became more confident, about half the population of Steinhatchee voluntarily evacuated inland, remembering the recent flooding brought about by Hurricane Hermine that shut down large parts of the town for weeks and months. The Sheriff of Taylor County recognized the developing situation and activated the ICS system, becoming the Incident Commander, with careful communications to the Sheriff of Dixie County (beginning on the southern edge of the Steinhatchee River) as well as the town leadership of Steinhatchee, Keaton Beach (11 miles to the north) and Horseshoe Beach (to the south).

The Incident Commander took preparatory steps to have citizens prepare for the oncoming hurricane in

the evening hours of October 6<sup>th</sup>, as winds were rising. Water was stored as much as possible, debris secured, boats secured as much as possible, and everyone battened down the hatches for the coming storm, which was strengthening into a Category II hurricane.

Unbeknownst to the Incident Commander, cruise ship Poor Navigator was being driven by the storm and moving in the direction of their area, driven with the storm surge that allowed its 19-foot draft to enter the relatively shallow waters of the northern Gulf of Mexico. A bit behind the curve, the Captain of the cruise ship did not recognize the full implications of his loss of control of his track; similar to the tragic course of the barge El Faro that intentionally held course right through a hurricane a few years back, with the sinking and loss of all the crew.

As the storm strengthened, the Incident Commander grew increasingly concerned about the possible damages, which might be greater than what had been experienced by Steinhatchee in 2016. When the storm made landfall at 0400, not only did all electrical power go out (quite as expected) but also within 30 minutes, normal telecommunications, including cell phone, landline, and Internet also quit. Communications were still possible for another half hour with the remotely operated Coast Guard Marine Radio tower in Horseshoe Beach, but by 0500 internet control of that radio failed and the Incident Commander realized that his communications extended only as far as his marine FM transceiver could reach --- not a happy feeling. He decided to send a courier inland to try and ask for assistance. At 0600 a courier was able to leave the area, making a circuitous route to avoid the peak intensity of the inland hurricane, and found working telephone service at Old Town, Florida, and contacted State of Florida Emergency Management in Tallahassee. A request for some form of "longer-distance communications support" was communicated since normally Steinhatchee residents simply endure hurricanes to the best of their ability, but the Incident Commander did want the ability to request additional resources quickly should something unexpected happen.

The State EOC was watching the storm now turn toward Tallahassee and quite concerned about communications losses in the capital city that would need large amounts of cellphone capacity, but he was aware of a volunteer communications ARES group in Alachua County and reached out to the Alachua County EOC to see if they would be able to reach the area before larger satellite trucks could move in from caches throughout the Southeast. The Alachua County emergency manager contacted Jeff Capehart of the Alachua County ARES group (a part of ESF#2) and Jeff's response was eager and enthusiastic. As winds were really not dangerous in Gainesville, he knew a good group of communicators would be having their traditional Saturday breakfast at 0730. He thought he could muster a significant set of resources by 0830 or earlier to head westward, as the storm was weakening and sharply turned toward Tallahassee.

Realizing that the Alachua County ARES group has specific digital capabilities involving email, the Alachua County EOC agreed to monitor a prescribed email address for communications, in addition to remaining available on the 146.82 repeater and 146.52 simplex. The State EOC also indicated that they would also monitor a prescribed email address, but that they currently did not have packet amateur radio access.

Thus, by 0830 a caravan of volunteers headed westward from Gainesville toward the Check-In station

at Casey's Cove just outside Steinhatchee, with multiple VHF, HF and even microwave gear. Permission to use the antenna on top of the Jonesboro lookout tower had been graciously provided by its private owner, who had purchased the tower years ago from the Florida Forest Service. The team thought that not only were HF connections quite easily made with portable stations, but VHF digital packet communications could be achieved by placing a portable “node” station at the Jonesboro lookout tower, and another portable “node” station near the highest point in town --- the bridge over the Steinhatchee River.

Upon reaching the Casey's Cove check- in station (a gas station/deli/convenience store with a large parking lot) the Incident Commander at the Good Times Marina bar and grill (“WATS DAT”) was notified by FM marine radio.

### **Participants will fill out the ICS – 211 Incident Check-In List**

**Teams were given copies of the 0900 ICS 201 Incident Briefing, and of the 0900 Incident Action Plan, including multiple forms.** Instructions (ICS form 204) were quickly given to emplace units at

- Incident Command Post, Good Times Marina
- Logistics station at Hungry Howies
- high ground at the FL-358 bridge over the Steinhatchee River
- Jonesboro lookout tower at the intersection of FL-358 and US-19

and the Communications Teams quickly formed up and deployed.

Once teams were in place, each group tested their communications and found to their delight that digital VHF communications were possible to both Gainesville and Lake City, allowing them to send radio email messages to anyone out of the Steinhatchee area. This is because digital repeaters can be easily commanded to “connect” and link one to another, much more easily than voice repeaters. Furthermore, HF communications were established by the Bridge communications unit giving another way to send digital email messages.

The Incident Commander now had a means of outside communications should he need it --- and indeed, he was about to need it.

An emergency message over FM Marine Channel 16 was received from the Captain of the cruise ship PoorNavigator indicating their 19-foot draft had finally grounded solidly about 4 miles SW of the outer marker of the dredged canal out of the Steinhatchee River. Worse, the grounding had significantly damaged onboard systems, so the ship was now without motive power and had only emergency electrical power and was losing potable water pressure. There were significant injuries sustained among the total 600 souls on board, and the ship came to rest in what are normally 10 foot waters, with a list of about 30 degrees port --- a very difficult situation. Starboard life boats were unable to be deployed, and winds and seas --- 10-12 foot waves were making it risky to deploy port life boats. The captain wanted to stay put for now but requested emergency help in evacuating injuries as soon as

conditions permitted.

The 0900 ICS 201 Briefing and Incident Action Plan indicated that many boats had sunk in Steinhatchee River, creating submerged and sometimes unseen navigational hazards. Only a fraction of the available rental boats at the three local marinas were still floating and in recoverable condition. There is only one doctor in Steinhatchee, a pediatrician who normally is only available 4 days per week. The nearest hospital is 45 minutes away in normal times, in Perry, Florida. There are two police vehicles stationed in Steinhatchee Florida, and one of them was disabled by a fallen tree. There is one ambulance --- at Fire Station 51 – in Steinhatchee.

These resources aren't exactly what one would wish to evacuate a 600-person cruise ship in a precarious position 10 miles over water from the town, and with multiple injuries among the victims.

Recognizing the significant worsening of his disaster, and the increased resources that would be required, the Incident Commander issued orders to request additional resources from inland:

- Triage medical team & equipment
- 6 total ambulances, split between Type I and Type II
- Water truck
- Helicopter Life Flight & crew on standby for possible Life flight rescues.

The Alachua County ARES volunteers went to work getting these messages out. With non-existent communications to the local counties, they took advantage of the monitoring being provided by Alachua County EOC as well as State of Florida EOC and sent requests to both those organizations (who still had normal communications) by any and all means possible, to allow them to work out the best response. Given the communications difficulties, this complied with the State Comprehensive Emergency Management Plan.

The Incident Commander also ordered Logistics to immediately start locating, acquiring, and staffing up to 20 small vessel rescue boats from the remaining floating stock of the local marinas, recognizing that larger resources were not within 100 miles and would not reach them for many hours at typical watercraft speeds. The three local marinas and many volunteers went into action, locating capable small craft operators, bailing out half-sunk boats, refueling them, equipping them and getting them ready within the protected waters of the Steinhatchee river. With seas still FAR beyond those boat's capabilities, it would be several hours before they would be able to assist in any rescue effort, however.

## **Exercise Assumptions and Artificialities**

Since an exercise isn't reality, there are always assumptions and artificial constraints that are necessary

to make practice possible. Exercise participants should make reasonable responses to events as they are presented to gain the most training advantage from the exercise.

## **Assumptions**

Some assumptions are required for this exercise:

1. Participants are here to practice and to learn, mistakes will be made and learned from if we all work together.
2. Although the events may not be perfectly planned, we accept them as plausible and move forward with the exercise.
3. If a real world emergency occurs, it certainly takes precedence over our exercise!

## **Artificialities**

During this exercise, the following constraints:

Exercise communication and coordination is limited to participating exercise organizations, venues, and the systems we're trying to test and practice; refrain from using cell phones!

## RULES OF CONDUCT

This is a laid-back training exercise designed to give our group a chance to both practice deployed and long-distance emergency communications, and to immerse themselves in the “paperwork and procedures” of the Incident Command System.

Participants should observe normal driving regulations and safety precautions at all times. We will be operating on the side of one road, and within two commercial restaurants. Certainly position yourself well off the roadway and clearly marked and make no hazard to traffic! Find outside seating if possible at the commercial restaurants (who have been contacted about our exercise) and cause as little disturbance as possible to their normal operations. Have amateur radio brochures available to help the public understand your activities.

## SAFETY ISSUES

**SHOULD A REAL EMERGENCY OCCUR, USE THE PHRASE “THIS IS A REAL-WORLD EMERGENCY” TO EXPLAIN THAT YOU ARE DEALING WITH AN ACTUAL, RATHER THAN SIMULATED EMERGENCY SITUATION. THESE COMMUNICATIONS HAVE PRIORITY OVER ALL EXERCISE COMMUNICATION.**

**TRAVEL:** This exercise includes significant travel by private vehicle. Check vehicles for fuel, fluids, tires, headlights, brake & turn lights, windshield wipers and other safety equipment prior to departure. Drivers should be aware of the planned route to the Check In point and Staging. Driver should have a paper map to supplement GPS or other navigational aids, as during real incidents, there may be interference to electronic navigational systems. Although group communications may be carried on via cell phone or radio, the driver should remain vigilant and undistracted. Communications duties should be handled by a passenger.

**IN THE EVENT OF TORRENTIAL RAIN OR OTHER DRIVING HAZARD WE WILL STOP AT AN APPROPRIATE POINT AND DELAY THE EXERCISE UNTIL DRIVING CONDITIONS ARE SAFE AGAIN.**

**IN THE EVENT OF A VEHICLE DISABLED, WE WILL ARRANGE FOR NECESSARY REPAIR / TOW / SAFETY AND THE INCIDENT COMMANDER (JEFF CAPEHART) WILL DIRECT HOW TO FURTHER PROCEED.**

**CHECK IN AND STAGING:** The check-in/staging area is a commercial establishment. Although this isn't a prime season for Steinhatchee, there still could be significant traffic and uninvolved personnel in the area. Proceed slowly and carefully in the check-in/staging area and stay clear of the commercial establishment to avoid interfering with their operations, while attending to parking, restroom usage etc.

**DEPLOYMENT LOCATIONS:** Steinhatchee is a boating/fishing town. Large boats are frequently towed by ordinary citizens who may have variable levels of towing skill, and have limited visibility of areas around their vehicle/boat. Stay well clear of people towing such objects. Those deployed off the 358 Jena bridge need to be WELL CLEAR of the roadway and well marked with cones, or other objects to reduce risk of injury. Those in parking lots, position yourself at the far end of a parking lot to cause the least interaction with others, put your self between two parked cars with abundant marking. Those in a commercial establishment, obtain your refreshments and position yourselves so as to cause the least intrusion on the normal operations, and use signage to explain to onlookers what is your purpose. Having brochures about Amateur Radio Emergency Communications might be a wise move to help deal with questions while you are busy.

**SUN:** Susceptible individuals can acquire a painful or dangerous burn in full sun exposure for only

minutes. Protect yourself with awnings, canopies, large-brimmed hats, sunscreen, clothing and wise positioning.

**HEAT:** Florida mid-day temperatures can be brutal and dangerous. If you feel overheated, seek a cooler environment quickly, which might be an airconditioned building or vehicle; get yourself OUT of sun exposure.

**CARBON MONOXIDE:** be aware of the hazard in any idling vehicle and get fresh air if you develop initial symptoms such as a headache, dizziness, confusion.

**WATER HAZARDS:** At the water's edge in a saltwater town are SHARP BARNACLES and similar items that can CUT AND INFECT you badly. Avoid entering the water, wear appropriate footwear at all times and be careful of wet/slippery surfaces. If a radio or other item is dropped into the water, it is likely gone forever, so keep cell phones, radios and other equipment firmly under control or safely stowed.

**GENERATORS:** Check generators for fuel leaks before operation. Do not refuel a hot generator until it has time to cool somewhat.

**ELECTRICAL EQUIPMENT:** Be very careful of the currents that low-voltage high-power equipment may require. All power circuits must have fuses or circuit breakers and correct sizing of wire. Do not attempt to draw excessive current from a vehicle accessory or cigarette lighter outlet. Be careful when making connections to vehicle electrical systems to properly connect, avoid reverse polarity, and avoid any kind of dead short across vehicle high current supplies.

**ELECTROCUTION:** Do not allow water to reach extension cords and connections.

**MICROWAVE:** Although our microwave equipment is relatively LOW POWER, do not allow directional antennas to be pointed at nearby animal or human life for even seconds. Keep equipment unpowered until it is securely positioned.

**ANTENNA PLACEMENT:** Be cautious when emplacing antennas. Do not attach anything to railings. Use appropriately secure bases for VHF or HF or microwave antennas.

## LOGISTICS

1. Participants will meet for breakfast at the County Foodly restaurant (or parking lot) by 0745. They should bring go-box communications gear and other equipment suitable for their assignments, and also suitable clothing depending on their outdoor/indoor assignment. Vehicles for travel to/from Steinhatchee will have been pre-arranged, and should be in good working order with adequate gas, oil, safe tires, etc.
2. Communications between vehicles on the way out will be by Simplex FM on 146.52 MHz.
3. Drivers/or team leaders will also exchange cell phone numbers in case someone gets lost or has a significant vehicle difficulty.
4. **DESTINATION: CASEY'S COVE: 4527 SW Highway 358, Steinhatchee, FL 32359-8116**  
We'll travel south on 34<sup>th</sup> street to 39<sup>th</sup> avenue, then turn left when we reach CR-241, and proceed south; then east on Newberry Road, until we merge into US 19. We can make a bathroom stop at a Hardees on the way. We'll turn left onto FL358 about 10 miles west of Cross City, proceed to the check-in location at Casey's Cove; park out of the way. Another bathroom stop is possible there. The Planning Section is encouraged to have a small portable table for this purpose, possibly with a canopy.
5. Complete your checkin procedures there and proceed with the Exercise.
6. After the Exercise is concluded, your Team will proceed to Roy's Restaurant for a hotwash debriefing section and all demobilization paperwork, which can be completed either in the Roys Restaurant parking lot or in their (small) lobby and gift shop. The Planning Section is encouraged to have a small portable table for this purpose, possibly with a canopy for outside deployment out of the way of normal restaurant traffic. Do not set tables etc up inside of Roys!
7. After lunch, the Planning Section will ensure that all Participants are accounted for and transported back out of Steinhatchee.
8. FM Simplex 146.52 will be a communications tool on the trip back.

## SECURITY

There is no specific “security” for this exercise. Please keep watch over your communications gear / generators /etc. Lock your vehicle when you leave it with valuable gear inside of it. Utilize chains or other protective measures to protect valuable gear such as a generator in your open truck bed.

## COMMUNICATIONS

1. During transport to and from Steinhatchee, both cell phones and FM Simplex 146.52 will provide communications.
2. During the actual Exercise, please discontinue cell phones unless you have a situation you cannot resolve over the assigned radio frequencies, or there is a safety issue or security issue that must be addressed.
3. Please be certain that your cell phone and radio gear batteries are well charged prior to the beginning. You may wish to bring vehicle charging equipment.
4. During the exercise, at least 4 location will be staffed with varying bands --- please see the ICS-205a ADDENDUM for detailed information on HF, VHF, Microwave frequencies, emissions, callsigns, modes, as well as IP numbers on relevant Ethernet local area networks for web server, voice over IP telephones etc., that are involved in this test. To avoid having multiple sources of information that may not remain “in-sync” that information is present on the ICS205A ADDENDUM.
5. **SHOULD A REAL EMERGENCY OCCUR, USE THE PHRASE “THIS IS A REAL-WORLD EMERGENCY” TO EXPLAIN THAT YOU ARE DEALING WITH AN ACTUAL, RATHER THAN SIMULATED EMERGENCY SITUATION. THESE COMMUNICATIONS HAVE PRIORITY OVER ALL EXERCISE COMMUNICATION.**

## SCHEDULES

- 0645 Earliest that you might want to arrive at Country Foodly
- 0800 Form up in the parking lot for the trip to Steinhatchee. Planning Section Chief is in charge of keeping manifests for transportation.
- 0930 Approximate arrival time to Steinhatchee (it is 65 miles, with several slower points. Drive to CASEY's COVE for check in.
- 1030 Approximate time of checkin & deployment of teams
- 1045 Approximate time of teams reaching operational capacity. The Incident Commander will be keeping track and will provide the 1000 Briefing updates on Assignments, allowing you to commence with long distance formal traffic assigned to your position.
- 1145 Approximate time that formal communications will likely be completed and that the Incident Commander will authorize you to cease communications operations and begin to move to Roys Restaurant
- 1200 Approximate time that demobilization paperwork will be in process at Roys Restaurant and participants will move inside to obtain seating for their hotwash debrief. We will arrange ahead of time with Roys
- 1330 We expect to depart from Steinhatchee by this time.
- 1500 We expect to return to Gainesville / Country Foodly by this time. Please keep the Planning Section updated on your disbursement of participants.

## MAPS AND DIRECTIONS

### Addresses:

County Foodly: 5240 NW 34th Blvd, Gainesville, FL 32605  
352 377 7863 Breakfast

Hardee's Old Town: Hwy 351-U, Old Town, FL 32680  
352 542 8887 Bathroom stop

CASEY's COVE: 4527 SW Highway 358, Steinhatchee, FL 32359-8116  
352 498 1061 Checkin Station

Good Times Marina: 7022 SW 358 Hwy, Steinhatchee, FL 32359  
352 498 8088 **COMM UNIT #1**

Hungry Howies: 806 S. Riverside Dr., Steinhatchee, FL 32359  
352 498 7100 **COMM UNIT #2**

BRIDGE FL-358 crossing the Steinhatchee River.  
**COMM UNIT #3**

JONESBORO LOOKOUT Intersection of FL358 and US-19 **COMM UNIT #4**

ROY's RESTAURANT: 100 1st Ave S, Steinhatchee, FL 32359  
352 498 5000 LUNCH & Hotwash Discussion





