9 TRAFFIC MANAGEMENT STRATEGY

This section discusses the suggested traffic control and management strategy that is designed to expedite the movement of evacuating traffic. The resources required to implement this strategy include:

- Personnel with the capabilities of performing the planned control functions of traffic guides (preferably, not necessarily, law enforcement officers).
- Traffic Control Devices to assist these personnel in the performance of their tasks. These devices should comply with the guidance of the Manual of Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA) of the U.S.D.O.T. All state transportation agencies have access to the MUTCD, which is available on-line: http://mutcd.fhwa.dot.gov which provides access to the official PDF version.
- A plan that defines all locations, provides necessary details and is documented in a format that is readily understood by those assigned to perform traffic control.

The functions to be performed in the field are:

1. Facilitate evacuating traffic movements that safely expedite travel out of the EPZ.
2. Discourage traffic movements that move evacuating vehicles in a direction which takes them significantly closer to the power plant, or which interferes with the efficient flow of other evacuees.

The terms "facilitate" and "discourage" are employed rather than "enforce" and "prohibit" to indicate the need for flexibility in performing the traffic control function. There are always legitimate reasons for a driver to prefer a direction other than that indicated. For example:

- A driver may be traveling home from work or from another location, to join other family members prior to evacuating.
- An evacuating driver may be travelling to pick up a relative, or other evacuees.
- The driver may be an emergency worker en route to perform an important activity.

The implementation of a plan must also be flexible enough for the application of sound judgment by the traffic guide.

The traffic management plan is the outcome of the following process:

1. The existing TCPs and ACPs identified by the offsite agencies in their existing emergency plans serve as the basis of the traffic management plan, as per NUREG/CR-7002.
2. Computer analysis of the evacuation traffic flow environment.
   This analysis identifies the best routing and those critical intersections that experience pronounced congestion. Any critical intersections that are not identified in the existing offsite plans are suggested as additional TCPs and ACPs
3. A field survey of the highway network within 15 miles of the power plant. The schematics describing traffic and access control at suggested additional TCPs and ACPs, which are presented in Appendix G, are based on data collected during field surveys, upon large scale maps, and on overhead photos.
4. Consultation with emergency management and law enforcement personnel.
   Trained personnel who are experienced in controlling traffic and are aware of the likely evacuation traffic patterns should review the control tactics at the suggested additional TCPs and ACPs.
5. Prioritization of TCPs and ACPs.
   Application of traffic and access control at some TCPs and ACPs will have a more pronounced influence on expediting traffic movements than at other TCPs and ACPs. For example, TCPs controlling traffic originating from areas in close proximity to the power plant could have a more beneficial effect on minimizing potential exposure to radioactivity than those TCPs located far from the power plant. These priorities should be assigned by state emergency management representatives and by law enforcement personnel.

It is recommended that the control tactics identified in the schematics in Appendix G be reviewed by the state emergency planners, and local and state police. Specifically the number and locations of the suggested TCPs and ACPs should be reviewed in detail, and the indicated resource requirements should be reconciled with current assets.

The use of Intelligent Transportation Systems (ITS) technologies can reduce manpower and equipment needs, while still facilitating the evacuation process. Dynamic Message Signs (DMS) can be placed within the EPZ to provide information to travelers regarding traffic conditions, route selection, and reception center information. DMS can also be placed outside of the EPZ to warn motorists to avoid using routes that may conflict with the flow of evacuees away from the power plant. Highway Advisory Radio (HAR) can be used to broadcast information to evacuees en route through their vehicle stereo systems. Automated Traveler Information Systems (ATIS) can also be used to provide evacuees with information. Internet websites can provide traffic and evacuation route information before the evacuee begins his trip, while on board navigation systems (GPS units), cell phones, and pagers can be used to provide information en route. These are only several examples of how ITS technologies can benefit the evacuation process. Consideration should be given that ITS technologies be used to facilitate the evacuation process, and any additional signage placed should consider evacuation needs.

The ETE analysis treated all controlled intersections that are existing TCP locations in the offsite

agency plans as being controlled by actuated signals.

Chapters 2N and 5G, and Part 6 of the 2009 MUTCD are particularly relevant and should be reviewed during emergency response training.

The ETE calculations reflect the assumption that all "external-external" trips are interdicted and diverted after 2 hours have elapsed from the ATE.

All transit vehicles and other responders entering the EPZ to support the evacuation are assumed to be unhindered by personnel manning ACPs and TCPs.

Study Assumptions 5 and 6 in Section 2.3 discuss ACP and TCP staffing schedules and operations.

10 EVACUATION ROUTES

Evacuation routes are comprised of two distinct components:

- Routing from a sub-area being evacuated to the boundary of the Evacuation Region and thence out of the EPZ.
- Routing of transit-dependent evacuees from the EPZ boundary to reception centers.

Evacuees will select routes within the EPZ in such a way as to minimize their exposure to risk. This expectation is met by the DYNEV II model routing traffic away from the location of the plant, to the extent practicable. The DTRAD model satisfies this behavior by routing traffic so as to balance traffic demand relative to the available highway capacity to the extent possible. See Appendices B through D for further discussion.

The routing of transit-dependent evacuees from the EPZ boundary to reception centers or host facilities is designed to minimize the amount of travel outside the EPZ, from the points where these routes cross the EPZ boundary.

Figure 10-1 and Figure 10-2 present maps showing the general population reception centers and school host facilities for evacuees. The major evacuation routes for the EPZ are presented in Figure 10-3.

It is assumed that all school evacuees will be taken to the appropriate host facility and subsequently picked up by parents or guardians. Transit-dependent evacuees are transported to the nearest host facility for each town. This study does not consider the transport of evacuees from reception centers to mass care shelters, if the towns do make the decision to relocate evacuees.

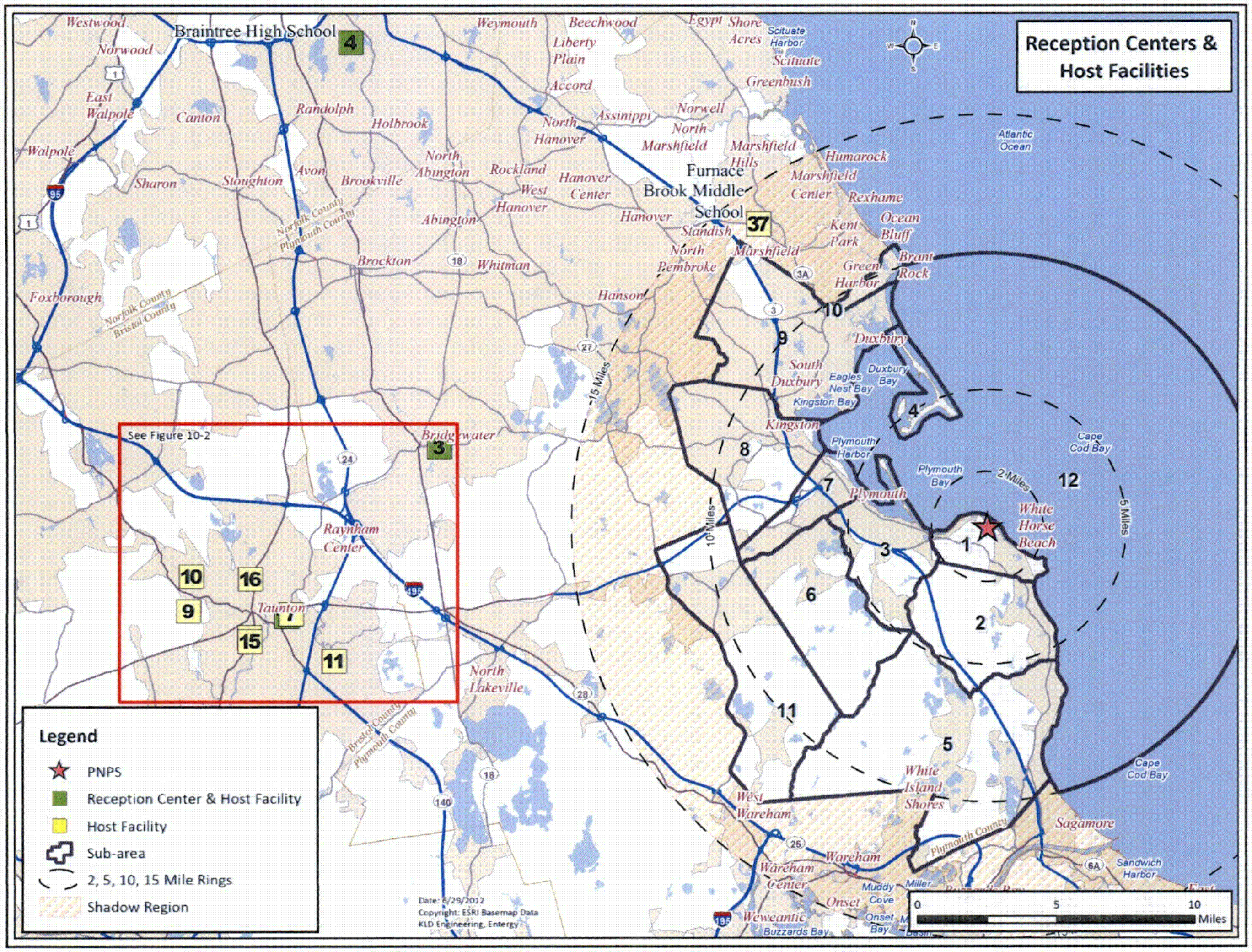


Figure 10-1. General Population Reception Centers and School Host Facilities

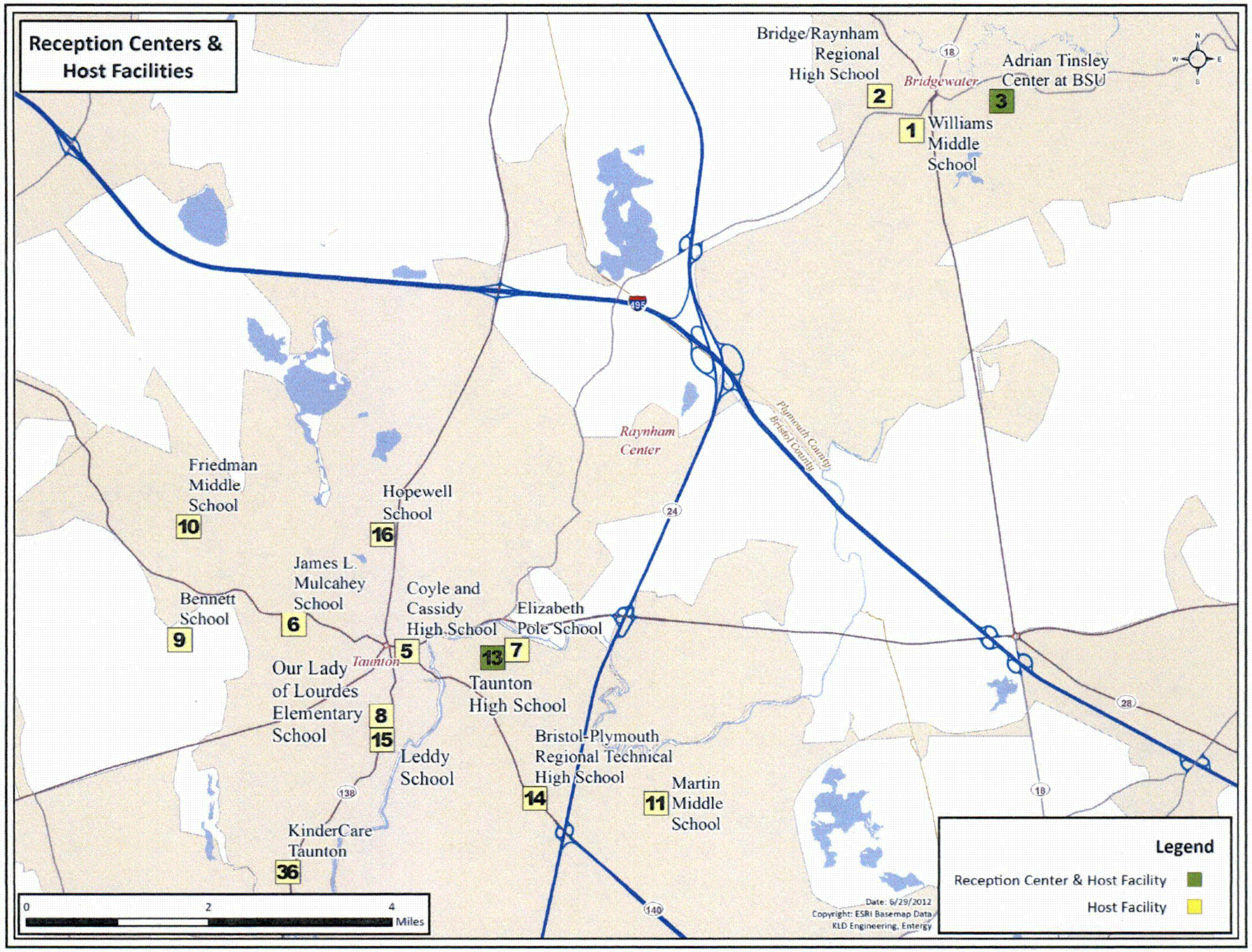


Figure 10-2. Bridgewater and Taunton Reception Centers and Host Facilities

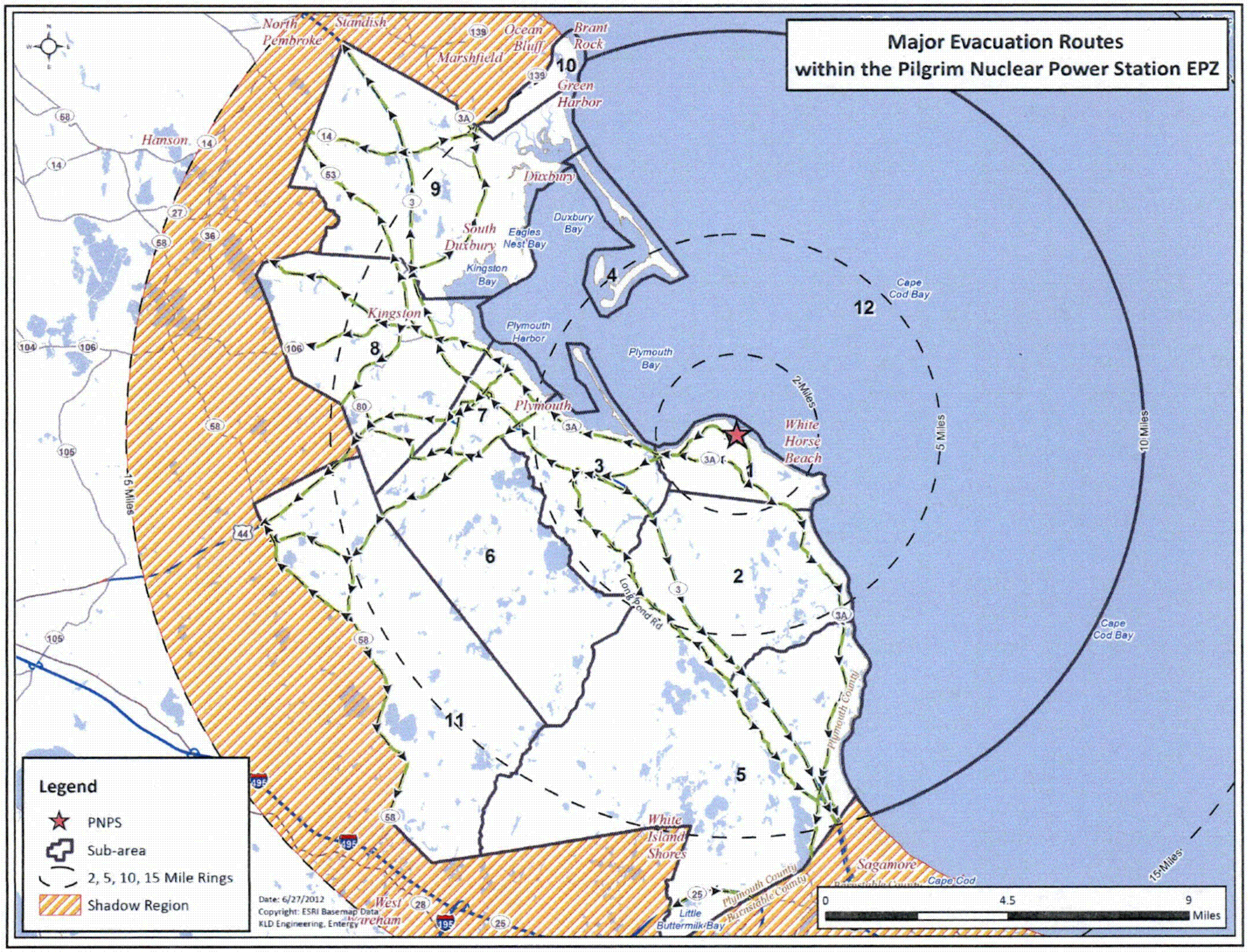


Figure 10-3. Evacuation Route Map

11 SURVEILLANCE OF EVACUATION OPERATIONS

There is a need for surveillance of traffic operations during the evacuation. There is also a need to clear any blockage of roadways arising from accidents or vehicle disablement. Surveillance can take several forms.

1. Traffic control personnel, located at Traffic Control and Access Control points, provide fixed-point surveillance.
2. Ground patrols may be undertaken along well-defined paths to ensure coverage of those highways that serve as major evacuation routes.
3. Aerial surveillance of evacuation operations may also be conducted using helicopter or fixed-wing aircraft, if available.
4. Cellular phone calls (if cellular coverage exists) from motorists may also provide direct field reports of road blockages.

These concurrent surveillance procedures are designed to provide coverage of the entire EPZ as well as the area around its periphery. It is the responsibility of the Towns to support an emergency response system that can receive messages from the field and be in a position to respond to any reported problems in a timely manner. This coverage should quickly identify, and expedite the response to any blockage caused by a disabled vehicle.

Tow Vehicles

In a low-speed traffic environment, any vehicle disablement is likely to arise due to a low-speed collision, mechanical failure or the exhaustion of its fuel supply. In any case, the disabled vehicle can be pushed onto the shoulder, thereby restoring traffic flow. Past experience in other emergencies indicates that evacuees who are leaving an area often perform activities such as pushing a disabled vehicle to the side of the road without prompting.

While the need for tow vehicles is expected to be low under the circumstances described above, it is still prudent to be prepared for such a need. Consideration should be given that tow trucks with a supply of gasoline be deployed at strategic locations within, or just outside, the EPZ. These locations should be selected so that:

- They permit access to key, heavily loaded, evacuation routes.
- Responding tow trucks would most likely travel counter-flow relative to evacuating traffic.

Consideration should also be given that the state and local emergency management agencies encourage gas stations to remain open during the evacuation.

12 CONFIRMATION TIME

It is necessary to confirm that the evacuation process is effective in the sense that the public is complying with the Advisory to Evacuate. The EPZ town radiological emergency plans do not discuss a procedure for confirming evacuation. Should procedures not already exist, the following alternative or complementary approach is suggested.

The suggested procedure employs a stratified random sample and a telephone survey. The size of the sample is dependent on the expected number of households that do not comply with the Advisory to Evacuate. It is reasonable to assume, for the purpose of estimating sample size that at least 80 percent of the population within the EPZ will comply with the Advisory to Evacuate. On this basis, an analysis could be undertaken (see Table 12-1) to yield an estimated sample size of approximately 300.

The confirmation process should start at about 2½ hours after the Advisory to Evacuate, which is when approximately 90 percent of evacuees have completed their mobilization activities (see Table 5-9). At this time, virtually all evacuees will have departed on their respective trips and the local telephone system will be largely free of traffic.

As indicated in Table 12-1, approximately 7½ person hours are needed to complete the telephone survey. If six people are assigned to this task, each dialing a different set of telephone exchanges (e.g., each person can be assigned a different set of sub-areas), then the confirmation process will extend over a timeframe of about 75 minutes. Thus, the confirmation should be completed before the evacuated area is cleared. Of course, fewer people would be needed for this survey if the Evacuation Region were only a portion of the EPZ. Use of modern automated computer controlled dialing equipment or other technologies (e.g., reverse 911 or equivalent if available) can significantly reduce the manpower requirements and the time required to undertake this type of confirmation survey.

If this method is indeed used by the offsite agencies, consideration should be given to maintain a list of telephone numbers within the EPZ in the EOC at all times. Such a list could be purchased from vendors and should be periodically updated. As indicated above, the confirmation process should not begin until 2½ hours after the Advisory to Evacuate, to ensure that households have had enough time to mobilize. This 2½-hour timeframe will enable telephone operators to arrive at their workplace, obtain a call list and prepare to make the necessary phone calls.

Should the number of telephone responses (i.e., people still at home) exceed 20 percent, then the telephone survey should be repeated after an hour's interval until the confirmation process is completed.

Other techniques could also be considered. After traffic volumes decline, the personnel manning TCPs can be redeployed to travel through residential areas to observe and to confirm evacuation activities.

Table 12-1. Estimated Number of Telephone Calls Required for Confirmation of Evacuation

Problem Definition

Estimate number of phone calls, n, needed to ascertain the proportion, F of households that have not evacuated.

Reference: Burstein, H., Attribute Sampling, McGraw Hill, 1971

Given:

- No. of households plus other facilities, N, within the EPZ (est.) = 36,800
- Est. proportion, F, of households that will not evacuate = 0.20
- Allowable error margin, e: 0.05
- Confidence level, α: 0.95 (implies A = 1.96)

Applying Table 10 of cited reference,

$$p = F + e = 0.25; \;\; q = 1 - p = 0.75$$

$$n = \frac{A^2 pq + e}{e^2} = 308$$

Finite population correction:

$$n_F = \frac{nN}{n + N - 1} = 305$$

Thus, some 300 telephone calls will confirm that approximately 20 percent of the population has not evacuated. If only 10 percent of the population does not comply with the Advisory to Evacuate, then the required sample size, n_F = 215.

Est. Person Hours to complete 300 telephone calls

Assume:

- Time to dial using touch tone (random selection of listed numbers): 30 seconds
- Time for 6 rings (no answer): 36 seconds
- Time for 4 rings plus short conversation: 60 sec.
- Interval between calls: 20 sec.

Person Hours:

$$\frac{300[30 + 0.8(36) + 0.2(60) + 20]}{3600} = 7.6$$

APPENDIX A

Glossary of Traffic Engineering Terms

A. GLOSSARY OF TRAFFIC ENGINEERING TERMS

Table A-1. Glossary of Traffic Engineering Terms

Term	Definition
Analysis Network	A graphical representation of the geometric topology of a physical roadway system, which is comprised of directional links and nodes.
Link	A network link represents a specific, one-directional section of roadway. A link has both physical (length, number of lanes, topology, etc.) and operational (turn movement percentages, service rate, free-flow speed) characteristics.
Measures of Effectiveness	Statistics describing traffic operations on a roadway network.
Node	A network node generally represents an intersection of network links. A node has control characteristics, i.e., the allocation of service time to each approach link.
Origin	A location attached to a network link, within the EPZ or Shadow Region, where trips are generated at a specified rate in vehicles per hour (vph). These trips enter the roadway system to travel to their respective destinations.
Prevailing Roadway and Traffic Conditions	Relates to the physical features of the roadway, the nature (e.g., composition) of traffic on the roadway and the ambient conditions (weather, visibility, pavement conditions, etc.).
Service Rate	Maximum rate at which vehicles, executing a specific turn maneuver, can be discharged from a section of roadway at the prevailing conditions, expressed in vehicles per second (vps) or vehicles per hour (vph).
Service Volume	Maximum number of vehicles which can pass over a section of roadway in one direction during a specified time period with operating conditions at a specified Level of Service (The Service Volume at the upper bound of Level of Service, E, equals Capacity). Service Volume is usually expressed as vehicles per hour (vph).
Signal Cycle Length	The total elapsed time to display all signal indications, in sequence. The cycle length is expressed in seconds.
Signal Interval	A single combination of signal indications. The interval duration is expressed in seconds. A signal phase is comprised of a sequence of signal intervals, usually green, yellow, red.

Term	Definition
Signal Phase	A set of signal indications (and intervals) which services a particular combination of traffic movements on selected approaches to the intersection. The phase duration is expressed in seconds.
Traffic (Trip) Assignment	A process of assigning traffic to paths of travel in such a way as to satisfy all trip objectives (i.e., the desire of each vehicle to travel from a specified origin in the network to a specified destination) and to optimize some stated objective or combination of objectives. In general, the objective is stated in terms of minimizing a generalized "cost". For example, "cost" may be expressed in terms of travel time.
Traffic Density	The number of vehicles that occupy one lane of a roadway section of specified length at a point in time, expressed as vehicles per mile (vpm).
Traffic (Trip) Distribution	A process for determining the destinations of all traffic generated at the origins. The result often takes the form of a Trip Table, which is a matrix of origin-destination traffic volumes.
Traffic Simulation	A computer model designed to replicate the real-world operation of vehicles on a roadway network, so as to provide statistics describing traffic performance. These statistics are called Measures of Effectiveness.
Traffic Volume	The number of vehicles that pass over a section of roadway in one direction, expressed in vehicles per hour (vph). Where applicable, traffic volume may be stratified by turn movement.
Travel Mode	Distinguishes between private auto, bus, rail, pedestrian and air travel modes.
Trip Table or Origin-Destination Matrix	A rectangular matrix or table, whose entries contain the number of trips generated at each specified origin, during a specified time period, that are attracted to (and travel toward) each of its specified destinations. These values are expressed in vehicles per hour (vph) or in vehicles.
Turning Capacity	The capacity associated with that component of the traffic stream which executes a specified turn maneuver from an approach at an intersection.

APPENDIX B

DTRAD: Dynamic Traffic Assignment and Distribution Model

B. DYNAMIC TRAFFIC ASSIGNMENT AND DISTRIBUTION MODEL

This section describes the integrated dynamic trip assignment and distribution model named DTRAD (Dynamic Traffic Assignment and Distribution) that is expressly designed for use in analyzing evacuation scenarios. DTRAD employs logit-based path-choice principles and is one of the models of the DYNEVII System. The DTRAD module implements path-based *Dynamic Traffic Assignment* (DTA) so that time dependent Origin-Destination (OD) trips are "assigned" to routes over the network based on prevailing traffic conditions.

To apply the DYNEV II System, the analyst must specify the highway network, link capacity information, the time-varying volume of traffic generated at all origin centroids and, optionally, a set of accessible candidate destination nodes on the periphery of the EPZ for selected origins. DTRAD calculates the optimal dynamic trip distribution (i.e., trip destinations) and the optimal dynamic trip assignment (i.e., trip routing) of the traffic generated at each origin node traveling to its set of candidate destination nodes, so as to minimize evacuee travel "cost".

Overview of Integrated Distribution and Assignment Model

The underlying premise is that the selection of destinations and routes is intrinsically coupled in an evacuation scenario. That is, people in vehicles seek to travel out of an area of potential risk as rapidly as possible by selecting the "best" routes. The model is designed to identify these "best" routes in a manner that realistically distributes vehicles from origins to destinations and routes them over the highway network, in a consistent and optimal manner, reflecting evacuee behavior.

For each origin, a set of "candidate destination nodes" is selected by the software logic and by the analyst to reflect the desire by evacuees to travel away from the power plant and to access major highways. The specific destination nodes within this set that are selected by travelers and the selection of the connecting paths of travel, are both determined by DTRAD. This determination is made by a logit-based path choice model in DTRAD, so as to minimize the trip "cost", as discussed later.

The traffic loading on the network and the consequent operational traffic environment of the network (density, speed, throughput on each link) vary over time as the evacuation takes place. The DTRAD model, which is interfaced with the DYNEV simulation model, executes a succession of "sessions" wherein it computes the optimal routing and selection of destination nodes for the conditions that exist at that time.

Interfacing the DYNEV Simulation Model with DTRAD

The DYNEV II system reflects NRC guidance that evacuees will seek to travel in a general direction away from the location of the hazardous event. An algorithm was developed to support the DTRAD model in dynamically varying the Trip Table (O-D matrix) over time from one DTRAD session to the next. Another algorithm executes a "mapping" from the specified "geometric" network (link-node analysis network) that represents the physical highway system, to a "path" network that represents the vehicle [turn] movements. DTRAD computations are performed on the "path" network: DYNEV simulation model, on the "geometric" network.

DTRAD Description

DTRAD is the DTA module for the DYNEV II System.

When the road network under study is large, multiple routing options are usually available between trip origins and destinations. The problem of loading traffic demands and propagating them over the network links is called Network Loading and is addressed by DYNEVII using macroscopic traffic simulation modeling. Traffic assignment deals with computing the distribution of the traffic over the road network for given O-D demands and is a model of the route choice of the drivers. Travel demand changes significantly over time, and the road network may have time dependent characteristics, e.g., time-varying signal timing or reduced road capacity because of lane closure, or traffic congestion. To consider these time dependencies, DTA procedures are required.

The DTRAD DTA module represents the dynamic route choice behavior of drivers, using the specification of dynamic origin-destination matrices as flow input. Drivers choose their routes through the network based on the travel cost they experience (as determined by the simulation model). This allows traffic to be distributed over the network according to the time-dependent conditions. The modeling principles of D-TRAD include:

- It is assumed that drivers not only select the best route (i.e., lowest cost path) but some also select less attractive routes. The algorithm implemented by DTRAD archives several "efficient" routes for each O-D pair from which the drivers choose.
- The choice of one route out of a set of possible routes is an outcome of "discrete choice modeling". Given a set of routes and their generalized costs, the percentages of drivers that choose each route is computed. The most prevalent model for discrete choice modeling is the logit model. DTRAD uses a variant of Path-Size-Logit model (PSL). PSL overcomes the drawback of the traditional multinomial logit model by incorporating an additional deterministic path size correction term to address path overlapping in the random utility expression.
- DTRAD executes the TA algorithm on an abstract network representation called "the path network" which is built from the actual physical link-node analysis network. This execution continues until a stable situation is reached: the volumes and travel times on the edges of the path network do not change significantly from one iteration to the next. The criteria for this convergence are defined by the user.
- Travel "cost" plays a crucial role in route choice. In DTRAD, path cost is a linear summation of the generalized cost of each link that comprises the path. The generalized cost for a link, a, is expressed as

$$c_a = \alpha t_a + \beta l_a + \gamma s_a ,$$

  where c_a is the generalized cost for link a, and α, β, and γ are cost coefficients for link travel time, distance, and supplemental cost, respectively. Distance and supplemental costs are defined as invariant properties of the network model, while travel time is a dynamic property dictated by prevailing traffic conditions. The DYNEV simulation model

computes travel times on all edges in the network and DTRAD uses that information to constantly update the costs of paths. The route choice decision model in the next simulation iteration uses these updated values to adjust the route choice behavior. This way, traffic demands are dynamically re-assigned based on time dependent conditions. The interaction between the DTRAD traffic assignment and DYNEV II simulation models is depicted in Figure B-1. Each round of interaction is called a Traffic Assignment Session (TA session). A TA session is composed of multiple iterations, marked as loop B in the figure.

- The supplemental cost is based on the "survival distribution" (a variation of the exponential distribution).The Inverse Survival Function is a "cost" term in DTRAD to represent the potential risk of travel toward the plant:

  $s_a = -\beta \ln(p), 0 \leq p \leq l ; \beta > 0$

  $p = \frac{d_n}{d_0}$

  d_n = Distance of node, n, from the plant
  d_0 =Distance from the plant where there is zero risk
  β = Scaling factor

The value of d_o = 15 miles, the outer distance of the shadow region. Note that the supplemental cost, s_a, of link, a, is (high, low), if its downstream node, n, is (near, far from) the power plant.

Network Equilibrium

In 1952, John Wardrop wrote:

> *Under equilibrium conditions traffic arranges itself in congested networks in such a way that no individual trip-maker can reduce his path costs by switching routes.*

The above statement describes the "User Equilibrium" definition, also called the "Selfish Driver Equilibrium". It is a hypothesis that represents a [hopeful] condition that evolves over time as drivers search out alternative routes to identify those routes that minimize their respective "costs". It has been found that this "equilibrium" objective to minimize costs is largely realized by most drivers who routinely take the same trip over the same network at the same time (i.e., commuters). Effectively, such drivers "learn" which routes are best for them over time. Thus, the traffic environment "settles down" to a near-equilibrium state.

Clearly, since an emergency evacuation is a sudden, unique event, it does not constitute a long-term learning experience which can achieve an equilibrium state. Consequently, DTRAD was not designed as an equilibrium solution, but to represent drivers in a new and unfamiliar situation, who respond in a flexible manner to real-time information (either broadcast or observed) in such a way as to minimize their respective costs of travel.

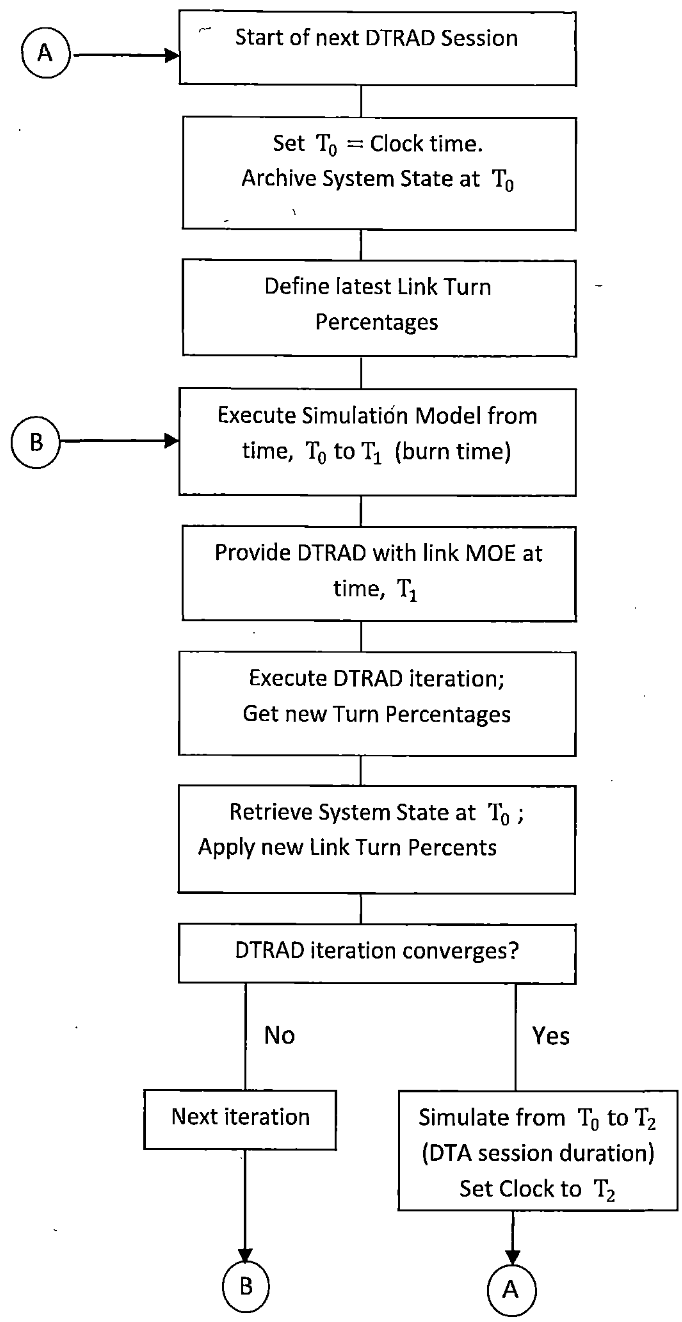


Figure B-1. Flow Diagram of Simulation-DTRAD Interface

APPENDIX C

DYNEV Traffic Simulation Model

C. DYNEV TRAFFIC SIMULATION MODEL

The DYNEV traffic simulation model is a *macroscopic* model that describes the operations of traffic flow in terms of aggregate variables: vehicles, flow rate, mean speed, volume, density, queue length, *on each link*, for each turn movement, during each Time Interval (simulation time step). The model generates trips from "sources" and from Entry Links and introduces them onto the analysis network at rates specified by the analyst based on the mobilization time distributions. The model simulates the movements of all vehicles on all network links over time until the network is empty. At intervals, the model outputs Measures of Effectiveness (MOE) such as those listed in Table C-1.

Model Features Include:

- Explicit consideration is taken of the variation in density over the time step; an iterative procedure is employed to calculate an average density over the simulation time step for the purpose of computing a mean speed for moving vehicles.
- Multiple turn movements can be serviced on one link; a separate algorithm is used to estimate the number of (fractional) lanes assigned to the vehicles performing each turn movement, based, in part, on the turn percentages provided by the DTRAD model.
- At any point in time, traffic flow on a link is subdivided into two classifications: queued and moving vehicles. The number of vehicles in each classification is computed. Vehicle spillback, stratified by turn movement for each network link, is explicitly considered and quantified. The propagation of stopping waves from link to link is computed within each time step of the simulation. There is no "vertical stacking" of queues on a link.
- Any link can accommodate "source flow" from zones via side streets and parking facilities that are not explicitly represented. This flow represents the evacuating trips that are generated at the source.
- The relation between the number of vehicles occupying the link and its storage capacity is monitored every time step for every link and for every turn movement. If the available storage capacity on a link is exceeded by the demand for service, then the simulator applies a "metering" rate to the entering traffic from both the upstream feeders and source node to ensure that the available storage capacity is not exceeded.
- A "path network" that represents the specified traffic movements from each network link is constructed by the model; this path network is utilized by the DTRAD model.
- A two-way interface with DTRAD: (1) provides link travel times; (2) receives data that translates into link turn percentages.
- Provides MOE to animation software, EVAN
- Calculates ETE statistics

All traffic simulation models are data-intensive. Table C-2 outlines the necessary input data elements.

To provide an efficient framework for defining these specifications, the physical highway environment is represented as a network. The unidirectional links of the network represent roadway sections: rural, multi-lane, urban streets or freeways. The nodes of the network generally represent intersections or points along a section where a geometric property changes (e.g. a lane drop, change in grade or free flow speed).

Figure C-1 is an example of a small network representation. The freeway is defined by the sequence of links, (20,21), (21,22), and (22,23). Links (8001, 19) and (3, 8011) are Entry and Exit links, respectively. An arterial extends from node 3 to node 19 and is partially subsumed within a grid network. Note that links (21,22) and (17,19) are grade-separated.

Table C-1. Selected Measures of Effectiveness Output by DYNEV II

Measure	Units	Applies To
Vehicles Discharged	Vehicles	Link, Network, Exit Link
Speed	Miles/Hours (mph)	Link, Network
Density	Vehicles/Mile/Lane	Link
Level of Service	LOS	Link
Content	Vehicles	Network
Travel Time	Vehicle-hours	Network
Evacuated Vehicles	Vehicles	Network, Exit Link
Trip Travel Time	Vehicle-minutes/trip	Network
Capacity Utilization	Percent	Exit Link
Attraction	Percent of total evacuating vehicles	Exit Link
Max Queue	Vehicles	Node, Approach
Time of Max Queue	Hours:minutes	Node, Approach
Route Statistics	Length (mi); Mean Speed (mph); Travel Time (min)	Route
Mean Travel Time	Minutes	Evacuation Trips; Network

Table C-2. Input Requirements for the DYNEV II Model

HIGHWAY NETWORK

- Links defined by upstream and downstream node numbers
- Link lengths
- Number of lanes (up to 9) and channelization
- Turn bays (1 to 3 lanes)
- Destination (exit) nodes
- Network topology defined in terms of downstream nodes for each receiving link
- Node Coordinates (X,Y)
- Nuclear Power Plant Coordinates (X,Y)

GENERATED TRAFFIC VOLUMES

- On all entry links and source nodes (origins), by Time Period

TRAFFIC CONTROL SPECIFICATIONS

- Traffic signals: link-specific, turn movement specific
- Signal control treated as fixed time or actuated
- Location of traffic control points (these are represented as actuated signals)
- Stop and Yield signs
- Right-turn-on-red (RTOR)
- Route diversion specifications
- Turn restrictions
- Lane control (e.g. lane closure, movement-specific)

DRIVER'S AND OPERATIONAL CHARACTERISTICS

- Driver's (vehicle-specific) response mechanisms: free-flow speed, discharge headway
- Bus route designation.

DYNAMIC TRAFFIC ASSIGNMENT

- Candidate destination nodes for each origin (optional)
- Duration of DTA sessions
- Duration of simulation "burn time"
- Desired number of destination nodes per origin

INCIDENTS

- Identify and Schedule of closed lanes
- Identify and Schedule of closed links

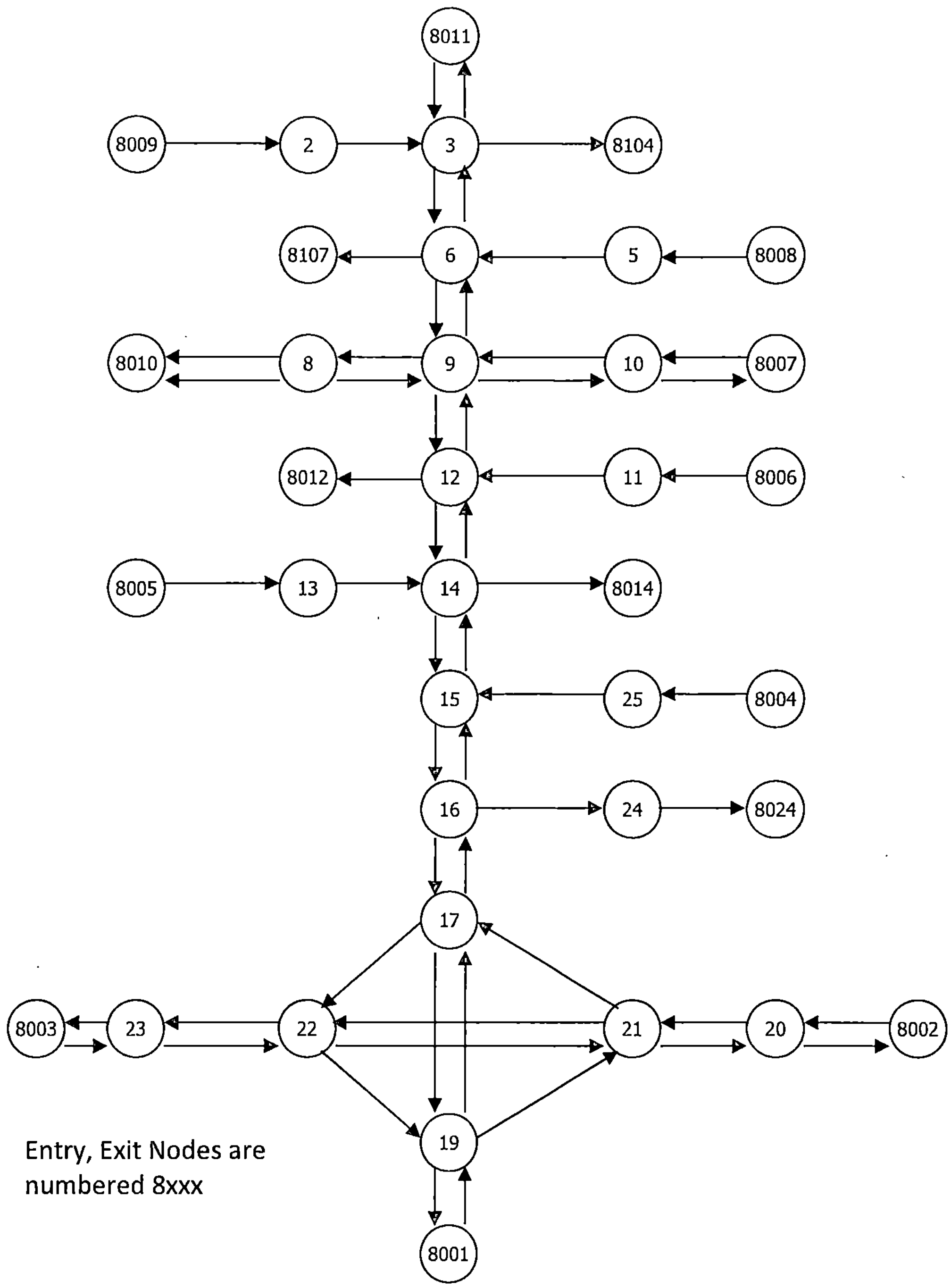


Figure C-1. Representative Analysis Network

C.1 Methodology

C.1.1 The Fundamental Diagram

It is necessary to define the fundamental diagram describing flow-density and speed-density relationships. Rather than "settling for" a triangular representation, a more realistic representation that includes a "capacity drop", (I-R)Q_{max}, at the critical density when flow conditions enter the forced flow regime, is developed and calibrated for each link. This representation, shown in Figure C-2, asserts a constant free speed up to a density, k_f, and then a linear reduction in speed in the range, $k_f \leq k \leq k_c = 45$ vpm, the density at capacity. In the flow-density plane, a quadratic relationship is prescribed in the range, $k_c < k \leq k_s = 95$ vpm which roughly represents the "stop-and-go" condition of severe congestion. The value of flow rate, Q_s, corresponding to k_s, is approximated at $0.7\,RQ_{max}$. A linear relationship between k_s and k_j completes the diagram shown in Figure C-2. Table C-3 is a glossary of terms.

The fundamental diagram is applied to moving traffic on every link. The specified calibration values for each link are: (1) Free speed, v_f ; (2) Capacity, Q_{max} ; (3) Critical density, $k_c = 45$ vpm ; (4) Capacity Drop Factor, R = 0.9 ; (5) Jam density, k_j . Then, $v_c = \frac{Q_{max}}{k_c}$, $k_f = k_c - \frac{(v_f - v_c)\,k_c^2}{Q_{max}}$. Setting $\bar{k} = k - k_c$, then $Q = RQ_{max} - \frac{RQ_{max}}{8333}\bar{k}^2$ for $0 \leq \bar{k} \leq \bar{k}_s = 50$. It can be shown that $Q = (0.98 - 0.0056\,\bar{k})\,RQ_{max}$ for $\bar{k}_s \leq \bar{k} \leq \bar{k}_j$, where $\bar{k}_s = 50$ and $\bar{k}_j = 175$.

C.1.2 The Simulation Model

The simulation model solves a sequence of "unit problems". Each unit problem computes the movement of traffic on a link, for each specified turn movement, over a specified time interval (TI) which serves as the simulation time step for all links. Figure C-3 is a representation of the unit problem in the time-distance plane. Table C-3 is a glossary of terms that are referenced in the following description of the unit problem procedure.

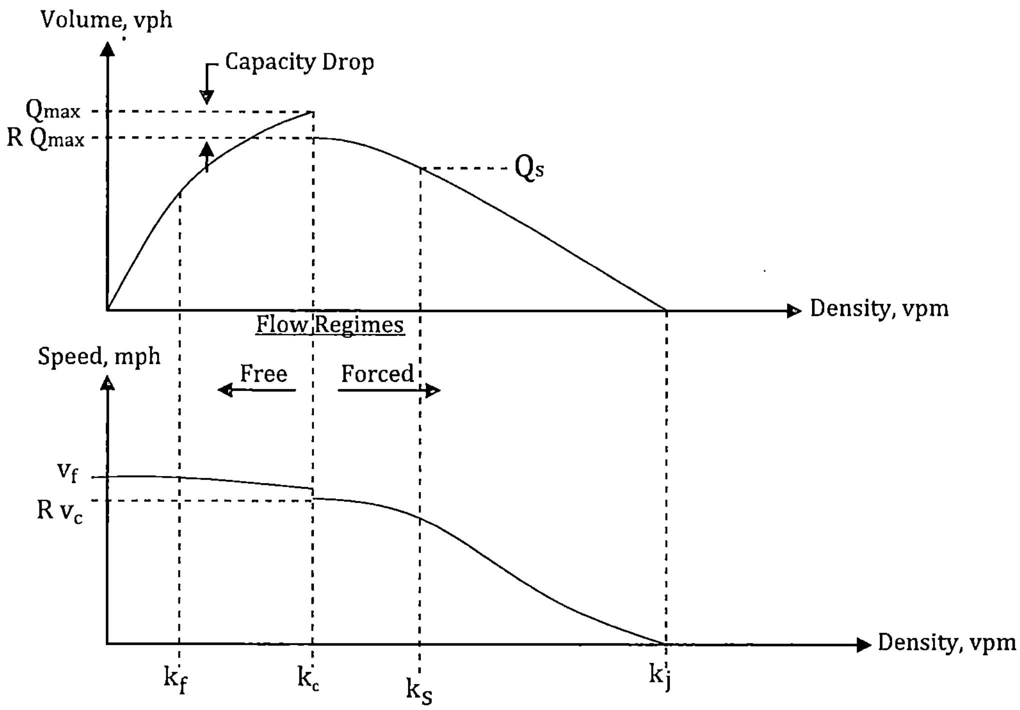


Figure C-2. Fundamental Diagrams

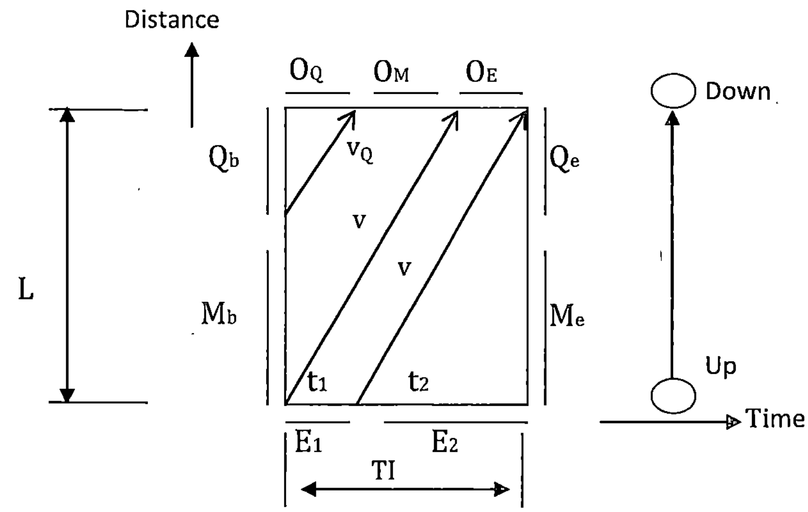


Figure C-3. A UNIT Problem Configuration with $t_1 > 0$

Table C-3. Glossary

Cap	The maximum number of vehicles, of a particular movement, that can discharge from a link within a time interval.
E	The number of vehicles, of a particular movement, that enter the link over the time interval. The portion, E_{TI}, can reach the stop-bar within the TI.
G/C	The green time: cycle time ratio that services the vehicles of a particular turn movement on a link.
h	The mean queue discharge headway, seconds.
k	Density in vehicles per lane per mile.
$\bar{k}$	The average density of moving vehicles of a particular movement over a TI, on a link.
L	The length of the link in feet.
L_b, L_e	The queue length in feet of a particular movement, at the [beginning, end] of a time interval.
LN	The number of lanes, expressed as a floating point number, allocated to service a particular movement on a link.
L_v	The mean effective length of a queued vehicle including the vehicle spacing, feet.
M	Metering factor (Multiplier): 1.
M_b, M_e	The number of moving vehicles on the link, of a particular movement, that are moving at the [beginning, end] of the time interval. These vehicles are assumed to be of equal spacing, over the length of link upstream of the queue.
O	The total number of vehicles of a particular movement that are discharged from a link over a time interval.
O_Q, O_M, O_E	The components of the vehicles of a particular movement that are discharged from a link within a time interval: vehicles that were Queued at the beginning of the TI; vehicles that were Moving within the link at the beginning of the TI; vehicles that Entered the link during the TI.
P_x	The percentage, expressed as a fraction, of the total flow on the link that executes a particular turn movement, x.

Q_b , Q_e	The number of queued vehicles on the link, of a particular turn movement, at the [beginning, end] of the time interval.
Q_{max}	The maximum flow rate that can be serviced by a link for a particular movement in the absence of a control device. It is specified by the analyst as an estimate of link capacity, based upon a field survey, with reference to the HCM.
R	The factor that is applied to the capacity of a link to represent the "capacity drop" when the flow condition moves into the forced flow regime. The lower capacity at that point is equal to RQ_{max} .
RCap	The remaining capacity available to service vehicles of a particular movement after that queue has been completely serviced, within a time interval, expressed as vehicles.
S_x	Service rate for movement x, vehicles per hour (vph).
t_1	Vehicles of a particular turn movement that enter a link over the first t_1 seconds of a time interval, can reach the stop-bar (in the absence of a queue down-stream) within the same time interval.
TI	The time interval, in seconds, which is used as the simulation time step.
v	The mean speed of travel, in feet per second (fps) or miles per hour (mph), of moving vehicles on the link.
v_Q	The mean speed of the last vehicle in a queue that discharges from the link within the TI. This speed differs from the mean speed of moving vehicles, v.
W	The width of the intersection in feet. This is the difference between the link length which extends from stop-bar to stop-bar and the block length.

The formulation and the associated logic presented below are designed to solve the unit problem for each sweep over the network (discussed below), for each turn movement serviced on each link that comprises the evacuation network, and for each TI over the duration of the evacuation.

Given = $Q_b, M_b, L, TI, E_0, LN, G/C, h, L_v, R_0, L_c, E, M$
Compute = O, Q_e, M_e
Define $O = O_Q + O_M + O_E$; $E = E_1 + E_2$

1. For the first sweep, s = 1, of this TI, get initial estimates of mean density, k_0, the R – factor, R_0 and entering traffic, E_0, using the values computed for the final sweep of the prior TI. For each subsequent sweep, $s > 1$, calculate $E = \sum_i P_i \, O_i + S$ where P_i, O_i are the relevant turn percentages from feeder link, i, and its total outflow (possibly metered) over this TI; S is the total source flow (possibly metered) during the current TI.
   Set iteration counter, n = 0, $k = k_0$, and $E = E_0$.

2. Calculate $v(k)$ such that $k \leq 130$ using the analytical representations of the fundamental diagram.
   Calculate $Cap = \frac{Q_{max}(TI)}{3600} \left(G/C\right) LN$, in vehicles, this value may be reduced due to metering
   Set $R = 1.0$ if $G/C < 1$ or if $k \leq k_c$; Set $R = 0.9$ only if $G/C = 1$ and $k > k_c$
   Calculate queue length, $L_b = Q_b \frac{L_v}{LN}$

3. Calculate $t_1 = TI - \frac{L}{V}$. If $t_1 < 0$, set $t_1 = E_1 = O_E = 0$; Else, $E_1 = E \frac{t_1}{TI}$.

4. Then $E_2 = E - E_1$; $t_2 = TI - t_1$

5. If $Q_b \geq Cap$, then
   $O_Q = Cap, O_M = O_E = 0$
   If $t_1 > 0$, then
   $Q'_e = Q_b + M_b + E_1 - Cap$
   Else
   $Q'_e = Q_b - Cap$
   End if
   Calculate Q_e and M_e using Algorithm A (below)

6. Else $(Q_b < Cap)$
   $O_Q = Q_b$, $RCap = Cap - O_Q$

7. If $M_b \leq RCap$, then

8. If $t_1 > 0$, $O_M = M_b, O_E = \min\left(RCap - M_b, \frac{t_1 \, Cap}{TI}\right) \geq 0$

$Q'_e = E_1 - O_E$

If $Q'_e > 0$, then

Calculate Q_e, M_e with Algorithm A

Else

$Q_e = 0,\ M_e = E_2$

End if

Else $(t_1 = 0)$

$O_M = \left(\frac{v(TI)-L_b}{L-L_b}\right) M_b$ and $O_E = 0$

$M_e = M_b - O_M + E\ ;\ Q_e = 0$

End if

9. Else $(M_b > RCap)$

$O_E = 0$

If $t_1 > 0$, then

$O_M = RCap,\ Q'_e = M_b - O_M + E_1$

Calculate Q_e and M_e using Algorithm A

10. Else $(t_1 = 0)$

$M_d = \left[\left(\frac{v(TI)-L_b}{L-L_b}\right) M_b\right]$

If $M_d > RCap$, *then*

$O_M = RCap$

$Q'_e = M_d - O_M$

Apply Algorithm A to calculate Q_e and M_e

Else

$O_M = M_d$

$M_e = M_b - O_M + E$ and $Q_e = 0$

End if

End if

End if

End if

11. Calculate a new estimate of average density, $\bar{k}_n = \frac{1}{4}[k_b + 2\,k_m + k_e]$,

where k_b = density at the beginning of the TI

k_e = density at the end of the TI

k_m = density at the mid-point of the TI

All values of density apply only to the <u>moving</u> vehicles.

If $|\bar{k}_n - \bar{k}_{n-1}| > \epsilon$ and $n < N$

where N = max number of iterations, and ϵ is a convergence criterion, then

12. set $n = n + 1$, and return to step 2 to perform iteration, n, using $k = \bar{k}_n$.
End if

Computation of unit problem is now complete. Check for excessive inflow causing spillback.

13. If $Q_e + M_e > \frac{(L-W)\,LN}{L_v}$, then

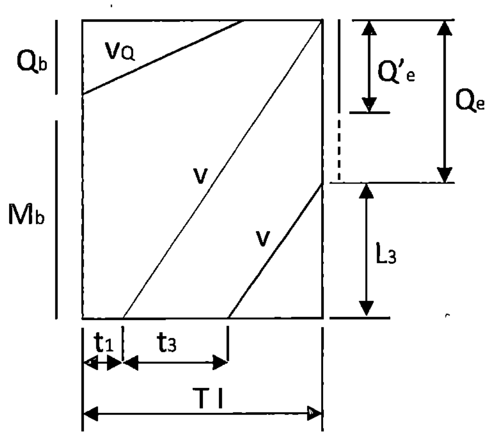
The number of excess vehicles that cause spillback is: $SB = Q_e + M_e - \frac{(L-W) \cdot LN}{L_v}$, where W is the width of the upstream intersection. To prevent spillback, meter the outflow from the feeder approaches and from the source flow, S, during this TI by the amount, SB. That is, set

$$M = 1 - \frac{SB}{(E + S)} \geq 0 \text{, where M is the metering factor (over all movements).}$$

This metering factor is assigned appropriately to all feeder links and to the source flow, to be applied during the next network sweep, discussed later.

Algorithm A

This analysis addresses the flow environment over a TI during which moving vehicles can join a standing or discharging queue. For the case shown, $Q_b \leq Cap$, with $t_1 > 0$ and a queue of length, Q'_e, formed by that portion of M_b and E that reaches the stop-bar within the TI, but could not discharge due to inadequate capacity. That is, $Q_b + M_b + E_1 > Cap$. This queue length, $Q'_e = Q_b + M_b + E_1 - Cap$ can be extended to Q_e by traffic entering the approach during the current TI, traveling at speed, v, and reaching the rear of the queue within the TI. A portion of the entering vehicles, $E_3 = E\,\frac{t_3}{TI}$, will likely join the queue. This analysis calculates t_3, Q_e and M_e for the input values of L, TI, v, E, t, L_v, LN, Q'_e .



When $t_1 > 0$ and $Q_b \leq Cap$:

Define: $L'_e = Q'_e \frac{L_v}{LN}$. From the sketch, $L_3 = v(TI - t_1 - t_3) = L - (Q'_e + E_3)\frac{L_v}{LN}$.

Substituting $E_3 = \frac{t_3}{TI} E$ yields: $-vt_3 + \frac{t_3}{TI} E \frac{L_v}{LN} = L - v(TI - t_1) - L'_e$. Recognizing that the first two terms on the right hand side cancel, solve for t_3 to obtain:

$$t_3 = \frac{L'_e}{\left[v - \frac{E}{TI}\frac{L_v}{LN}\right]} \qquad \text{such that} \quad 0 \le t_3 \le TI - t_1$$

If the denominator, $\left[v - \frac{E}{TI}\frac{L_v}{LN}\right] \le 0$, set $t_3 = TI - t_1$.

Then, $Q_e = Q'_e + E\,\frac{t_3}{TI}$, $M_e = E\left(1 - \frac{t_1 + t_3}{TI}\right)$

The complete Algorithm A considers all flow scenarios; space limitation precludes its inclusion, here.

C.1.3 Lane Assignment

The "unit problem" is solved for each turn movement on each link. Therefore it is necessary to calculate a value, LN_x, of allocated lanes for each movement, x. If in fact all lanes are specified by, say, arrows painted on the pavement, either as full lanes or as lanes within a turn bay, then the problem is fully defined. If however there remain un-channelized lanes on a link, then an analysis is undertaken to subdivide the number of these physical lanes into turn movement specific virtual lanes, LN_x.

C.2 Implementation

C.2.1 Computational Procedure

The computational procedure for this model is shown in the form of a flow diagram as Figure C-4. As discussed earlier, the simulation model processes traffic flow for each link independently over TI that the analyst specifies; it is usually 60 seconds or longer. The first step is to execute an algorithm to define the sequence in which the network links are processed so that as many links as possible are processed after their feeder links are processed, within the same network sweep. Since a general network will have many closed loops, it is not possible to guarantee that every link processed will have all of its feeder links processed earlier.

The processing then continues as a succession of time steps of duration, TI, until the simulation is completed. Within each time step, the processing performs a series of "sweeps" over all network links; this is necessary to ensure that the traffic flow is synchronous over the entire network. Specifically, the sweep ensures continuity of flow among all the network links; in the context of this model, this means that the values of E, M, and S are all defined for each link such that they represent the synchronous movement of traffic from each link to all of its outbound links. These sweeps also serve to compute the metering rates that control spillback.

Within each sweep, processing solves the "unit problem" for each turn movement on each link. With the turn movement percentages for each link provided by the DTRAD model, an algorithm

allocates the number of lanes to each movement serviced on each link. The timing at a signal, if any, applied at the downstream end of the link, is expressed as a G/C ratio, the signal timing needed to define this ratio is an input requirement for the model. The model also has the capability of representing, with macroscopic fidelity, the actions of actuated signals responding to the time-varying competing demands on the approaches to the intersection.

The solution of the unit problem yields the values of the number of vehicles, O, that discharge from the link over the time interval and the number of vehicles that remain on the link at the end of the time interval as stratified by queued and moving vehicles: Q_e and M_e. The procedure considers each movement separately (multi-piping). After all network links are processed for a given network sweep, the updated consistent values of entering flows, E; metering rates, M; and source flows, S are defined so as to satisfy the "no spillback" condition. The procedure then performs the unit problem solutions for all network links during the following sweep.

Experience has shown that the system converges (i.e. the values of E, M and S "settle down" for all network links) in just two sweeps if the network is entirely under-saturated or in four sweeps in the presence of extensive congestion with link spillback. (The initial sweep over each link uses the final values of E and M, of the prior TI). At the completion of the final sweep for a TI, the procedure computes and stores all measures of effectiveness for each link and turn movement for output purposes. It then prepares for the following time interval by defining the values of Q_b and M_b for the start of the next TI as being those values of Q_e and M_e at the end of the prior TI. In this manner, the simulation model processes the traffic flow over time until the end of the run. Note that there is no space-discretization other than the specification of network links.

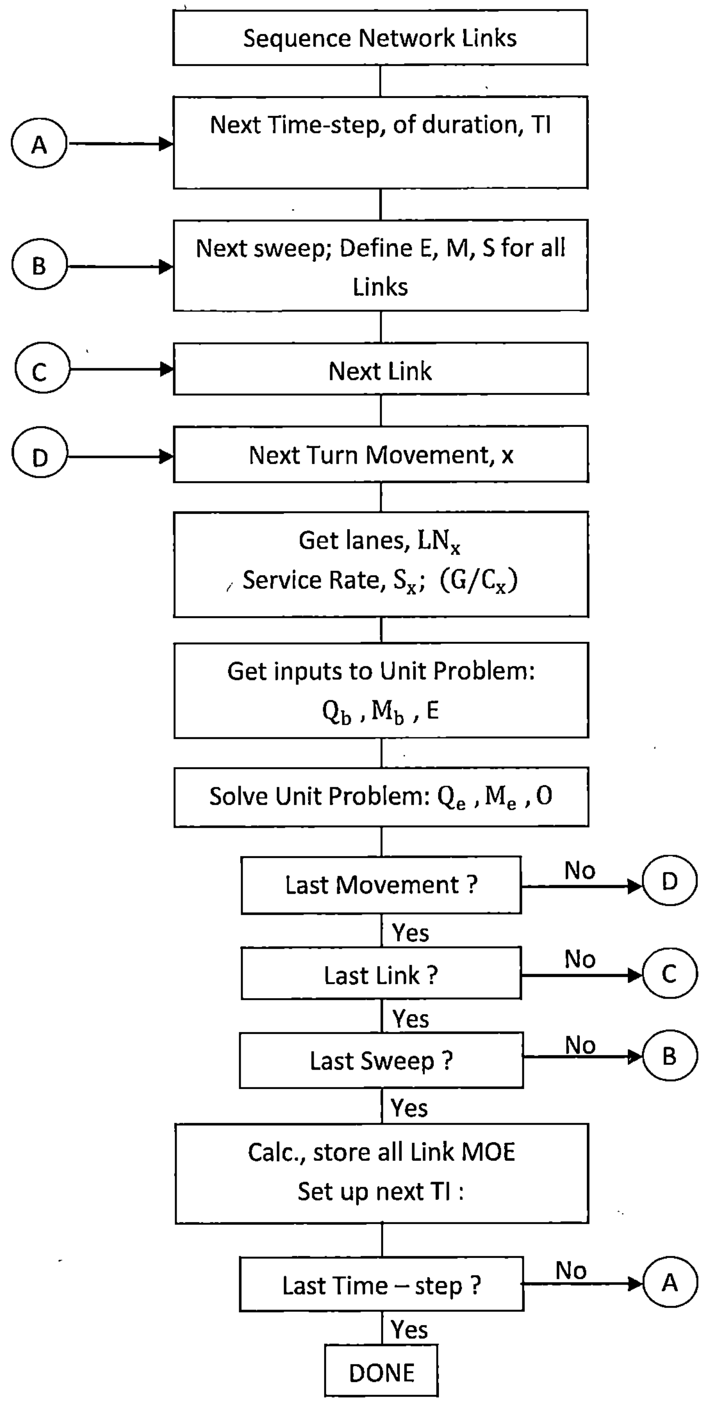


Figure C-4. Flow of Simulation Processing (See Glossary: Table C-3)

C.2.2 Interfacing with Dynamic Traffic Assignment (DTRAD)

The **DYNEV II** system reflects NRC guidance that evacuees will seek to travel in a general direction away from the location of the hazardous event. Thus, an algorithm was developed to identify an appropriate set of destination nodes for each origin based on its location and on the expected direction of travel. This algorithm also supports the DTRAD model in dynamically varying the Trip Table (O-D matrix) over time from one DTRAD session to the next.

Figure B-1 depicts the interaction of the simulation model with the DTRAD model in the **DYNEV II** system. As indicated, **DYNEV II** performs a succession of DTRAD "sessions"; each such session computes the turn link percentages for each link that remain constant for the session duration, $[T_0, T_2]$, specified by the analyst. The end product is the assignment of traffic volumes from each origin to paths connecting it with its destinations in such a way as to minimize the network-wide cost function. The output of the DTRAD model is a set of updated link turn percentages which represent this assignment of traffic.

As indicated in Figure B-1, the simulation model supports the DTRAD session by providing it with operational link MOE that are needed by the path choice model and included in the DTRAD cost function. These MOE represent the operational state of the network at a time, $T_1 \leq T_2$, which lies within the session duration, $[T_0, T_2]$. This "burn time", $T_1 - T_0$, is selected by the analyst. For each DTRAD iteration, the simulation model computes the change in network operations over this burn time using the latest set of link turn percentages computed by the DTRAD model. Upon convergence of the DTRAD iterative procedure, the simulation model accepts the latest turn percentages provided by the DTA model, returns to the origin time, T_0, and executes until it arrives at the end of the DTRAD session duration at time, T_2. At this time the next DTA session is launched and the whole process repeats until the end of the **DYNEV II** run.

Additional details are presented in Appendix B.

APPENDIX D

Detailed Description of Study Procedure

D. DETAILED DESCRIPTION OF STUDY PROCEDURE

This appendix describes the activities that were performed to compute Evacuation Time Estimates. The individual steps of this effort are represented as a flow diagram in Figure D-1. Each numbered step in the description that follows corresponds to the numbered element in the flow diagram.

Step 1

The first activity was to obtain EPZ boundary information and create a GIS base map. The base map extends beyond the Shadow Region which extends approximately 15 miles (radially) from the power plant location. The base map incorporates the local roadway topology, a suitable topographic background and the EPZ boundary.

Step 2

2010 Census block information was obtained in GIS format. This information was used to estimate the resident population within the EPZ and Shadow Region and to define the spatial distribution and demographic characteristics of the population within the study area. Data for employees, transients, schools, and other facilities were obtained from local emergency management agencies.

Step 3

A kickoff meeting was conducted with major stakeholders (state and local emergency managers, on-site and off-site utility emergency managers, local and state law enforcement agencies). The purpose of the kickoff meeting was to present an overview of the work effort, identify key agency personnel, and indicate the data requirements for the study. Specific requests for information were presented to local emergency managers. Unique features of the study area were discussed to identify the local concerns that should be addressed by the ETE study.

Step 4

Next, a physical survey of the roadway system in the study area was conducted to determine the geometric properties of the highway sections, the channelization of lanes on each section of roadway, whether there are any turn restrictions or special treatment of traffic at intersections, the type and functioning of traffic control devices, gathering signal timings for pre-timed traffic signals, and to make the necessary observations needed to estimate realistic values of roadway capacity.

Step 5

A telephone survey of households within the EPZ was conducted to identify household dynamics, trip generation characteristics, and evacuation-related demographic information of the EPZ population. This information was used to determine important study factors including the average number of evacuating vehicles used by each household, and the time required to perform pre-evacuation mobilization activities.

Step 6

A computerized representation of the physical roadway system, called a link-node analysis network, was developed using the UNITES software developed by KLD. Once the geometry of the network was completed, the network was calibrated using the information gathered during the road survey (Step 4). Estimates of highway capacity for each link and other link-specific characteristics were introduced to the network description. Traffic signal timings were input accordingly. The link-node analysis network was imported into a GIS map. 2010 Census data were overlaid in the map, and origin centroids where trips would be generated during the evacuation process were assigned to appropriate links.

Step 7

The EPZ is subdivided into 12 sub-areas. Based on wind direction and speed, Regions (groupings of sub-areas) that may be advised to evacuate, were developed.

The need for evacuation can occur over a range of time-of-day, day-of-week, seasonal and weather-related conditions. Scenarios were developed to capture the variation in evacuation demand, highway capacity and mobilization time, for different time of day, day of the week, time of year, and weather conditions.

Step 8

The input stream for the DYNEV II model, which integrates the dynamic traffic assignment and distribution model, DTRAD, with the evacuation simulation model, was created for a prototype evacuation case – the evacuation of the entire EPZ for a representative scenario.

Step 9

After creating this input stream, the DYNEV II System was executed on the prototype evacuation case to compute evacuating traffic routing patterns consistent with the appropriate NRC guidelines. DYNEV II contains an extensive suite of data diagnostics which check the completeness and consistency of the input data specified. The analyst reviews all warning and error messages produced by the model and then corrects the database to create an input stream that properly executes to completion.

The model assigns destinations to all origin centroids consistent with a (general) radial evacuation of the EPZ and Shadow Region. The analyst may optionally supplement and/or replace these model-assigned destinations, based on professional judgment, after studying the topology of the analysis highway network. The model produces link and network-wide measures of effectiveness as well as estimates of evacuation time.

Step 10

The results generated by the prototype evacuation case are critically examined. The examination includes observing the animated graphics (using the EVAN software which operates on data produced by DYNEV II) and reviewing the statistics output by the model. This is a labor-intensive activity, requiring the direct participation of skilled engineers who possess the necessary practical experience to interpret the results and to determine the causes of any problems reflected in the results.

Essentially, the approach is to identify those bottlenecks in the network that represent locations where congested conditions are pronounced and to identify the cause of this congestion. This cause can take many forms, either as excess demand due to high rates of trip generation, improper routing, a shortfall of capacity, or as a quantitative flaw in the way the physical system was represented in the input stream. This examination leads to one of two conclusions:

- The results are satisfactory; or
- The input stream must be modified accordingly.

This decision requires, of course, the application of the user's judgment and experience based upon the results obtained in previous applications of the model and a comparison of the results of the latest prototype evacuation case iteration with the previous ones. If the results are satisfactory in the opinion of the user, then the process continues with Step 13. Otherwise, proceed to Step 11.

Step 11

There are many "treatments" available to the user in resolving apparent problems. These treatments range from decisions to reroute the traffic by assigning additional evacuation destinations for one or more sources, imposing turn restrictions where they can produce significant improvements in capacity, changing the control treatment at critical intersections so as to provide improved service for one or more movements, or in prescribing specific treatments for channelizing the flow so as to expedite the movement of traffic along major roadway systems. Such "treatments" take the form of modifications to the original prototype evacuation case input stream. All treatments are designed to improve the representation of evacuation behavior.

Step 12

As noted above, the changes to the input stream must be implemented to reflect the modifications undertaken in Step 11. At the completion of this activity, the process returns to Step 9 where the DYNEV II System is again executed.

Step 13

Evacuation of transit-dependent evacuees and special facilities are included in the evacuation analysis. Fixed routing for transit buses and for school buses, ambulances, and other transit vehicles are introduced into the final prototype evacuation case data set. DYNEV II generates route-specific speeds over time for use in the estimation of evacuation times for the transit dependent and special facility population groups.

Step 14

The prototype evacuation case was used as the basis for generating all region and scenario-specific evacuation cases to be simulated. This process was automated through the UNITES user interface. For each specific case, the population to be evacuated, the trip generation distributions, the highway capacity and speeds, and other factors are adjusted to produce a customized case-specific data set.

Step 15

All evacuation cases are executed using the DYNEV II System to compute ETE. Once results were available, quality control procedures were used to assure the results were consistent, dynamic routing was reasonable, and traffic congestion/bottlenecks were addressed properly.

Step 16

Once vehicular evacuation results are accepted, average travel speeds for transit and special facility routes were used to compute evacuation time estimates for transit-dependent permanent residents, schools, hospitals, and other special facilities.

Step 17

The simulation results are analyzed, tabulated and graphed. The results were then documented, as required by NUREG/CR-7002.

Step 18

Following the completion of documentation activities, the ETE criteria checklist (see Appendix N) was completed. An appropriate report reference is provided for each criterion provided in the checklist.

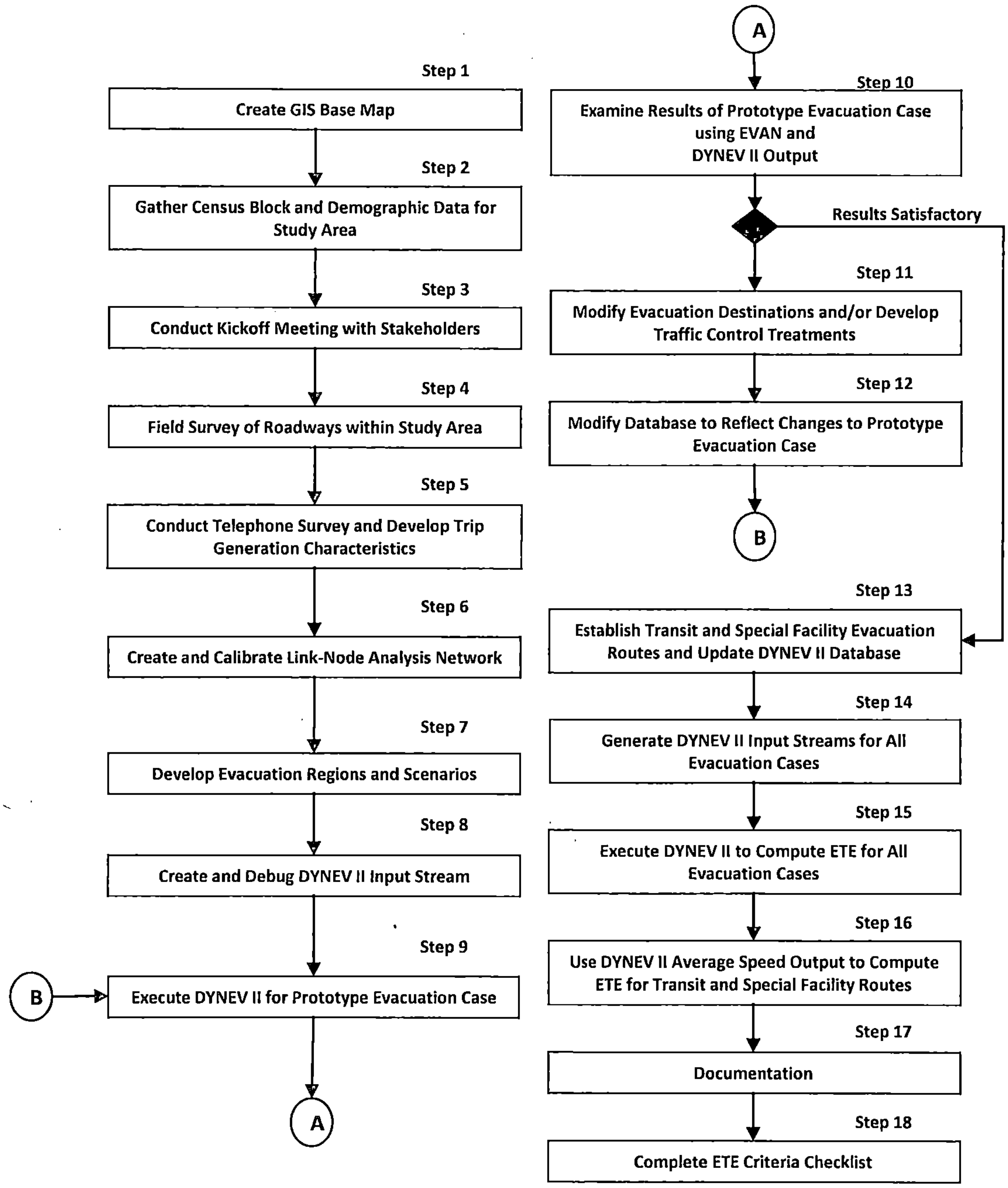


Figure D-1. Flow Diagram of Activities

APPENDIX E

Special Facility Data

E. SPECIAL FACILITY DATA

The following tables list population information, as of June, 2012, for special facilities, transient attractions and major employers that are located within the PNPS EPZ. Special facilities are defined as schools, pre-schools/day cares, major employers, recreational areas, lodging facilities, correctional facilities and day camps. Transient population data is included in the tables for recreational areas and lodging facilities. Employment data is included in the tables for major employers. The location of the facility is defined by its straight-line distance (miles) and direction (magnetic bearing) from the center point of the plant. Maps of each school, pre-school/day care, major employer, recreational area, lodging facility, correctional facility and day camp are also provided.

Table E-1. Schools within the EPZ

Sub-area	Distance (miles)	Direction	School Name	Street Address	Municipality	Phone	Enrollment	Staff
1	2.1	SE	Manomet Elementary School	70 Manomet Point Road	Plymouth	(508) 830-4380	375	52
2	4.3	SSE	Indian Brook Elementary School	1181 State Road	Plymouth	(508) 830-4370	770	70
2	4.8	SSW	Plymouth South High School	490 Long Pond Road	Plymouth	(508) 224-7523	1,531	212
2	4.4	SSW	Plymouth South Middle School	488 Long Pond Road	Plymouth	(508) 224-2725	750	70
3	4.2	W	Mount Pleasant School	22 1/2 Whiting Street	Plymouth	(508) 830-4347	142	35
3	4.2	W	Nathaniel Morton Elementary School	6 Lincoln Street	Plymouth	(508) 830-4320	636	90
3	4.3	WSW	Plymouth Community Intermediate School	117 Long Pond Road	Plymouth	(508) 830-4450	1,277	191
3	3.7	W	Plymouth North High School	41 Obery Street	Plymouth	(508) 830-4400	1,116	171
5	9.1	S	New Testament Christian School	1120 Long Pond Road	Plymouth	(508) 888-1889	111	23
5	7.7	S	South Elementary School	178 Bourne Road	Plymouth	(508) 830-4390	755	90
6	7.8	WSW	Federal Furnace School	860 Federal Furnace Road	Plymouth	(508) 830-4360	460	101
6	7.7	WSW	Woodside School and Community Resource Center	34 Southers Marsh Lane	Plymouth	(508) 830-3384	48	12
7	5.3	WNW	Cold Spring Elementary School	26 Alden Street	Plymouth	(508) 830-4335	258	36
7	6.0	WNW	Hedge Elementary School	258 Standish Street	North Plymouth	(508) 830-4340	226	29
7	6.7	W	Pilgrim Academy	42 Industrial Park Road	North Plymouth	(508) 747-6686	58	9
7	6.9	W	Rising Tide Charter Public School	6 Resnik Road	Plymouth	(508) 747-2620	320	47
7	7.2	W	West Elementary School	170 Plympton Road	Plymouth	(508) 830-4350	478	81
8	7.9	WNW	Kingston Elementary School	150 Main Street	Kingston	(781) 585-3821	675	112
8	7.9	WNW	Kingston Intermediate School	62 2nd Brook Street	Kingston	(781) 585-0472	709	67

Sub-area	Distance (miles)	Direction	School Name	Street Address	Municipality	Phone	Enrollment	Staff
8	8.2	W	Sacred Heart Elementary School	329 Bishops Highway	Kingston	(781) 585-2114	355	40
8	8.1	W	Sacred Heart High School	399 Bishops Highway	Kingston	(781) 585-7511	462	68
8	11.7	WNW	Silver Lake Regional High School	256 Pembroke Street	Kingston	(781) 585-3844	1,251	150
8	11.6	WNW	Silver Lake Regional Middle School	256 Pembroke Street	Kingston	(781) 582-3555	610	74
9	8.9	NW	Alden School	75 Alden Street	Duxbury	(781) 934-7630	822	106
9	10.4	NW	Chandler Elementary School	93 Chandler Street	Duxbury	(781) 934-7680	642	126
9	8.0	NW	Duxbury Bay Maritime School	457 Washington Street	Duxbury	(781) 934-7555	250	75
9	8.9	NW	Duxbury High School	130 Saint George Sreett	Duxbury	(781) 934-7650	1,017	148
9	8.9	NW	Duxbury Middle School	71 Alden Street	Duxbury	(781) 934-7640	810	101
9	9.0	WNW	Good Shepherd Christian Academy	2 Tremont Street	Duxbury	(781) 934-6007	108	23
9	8.9	NW	Pilgrim Area Collab. (High School)	130 Saint George Street	Duxbury	(781) 934-9755	17	12
9	8.9	NW	Pilgrim Area Collab. (Middle)	75 Alden Street	Duxbury	(781) 934-9755	5	6
9	8.9	NW	Pilgrim Area Collaborative	130 Saint George Street	Duxbury	(781) 934-9755	17	12
10	9.9	NNW	Governor Edward Winslow School	60 Regis Road	Marshfield	(781) 834-5060	450	66
11	10.7	WSW	Carver Elementary School	85 Main Street	Carver	(508) 866-6220	448	40
11	9.7	WSW	Carver High School	60 South Meadow Road	Carver	(508) 866-6140	526	97
11	9.8	WSW	Carver Middle School	60 South Meadow Road	Carver	(508) 866-6130	452	49
11	10.7	WSW	Erwin K. Washburn Primary School	85 Main Street	Carver	(508) 866-6210	407	86
						TOTAL:	19,344	2,777

Table E-2. Preschools within the EPZ

Sub-area	Distance (miles)	Dire-ction	School Name	Street Address	Municipality	Phone	Enroll-ment	Staff
1	1.4	WSW	Garden of Knowledge	40 State Road	Plymouth	(508) 830-6050	44	10
1	1.4	SSE	Kinder Kollege	478 State Road	Plymouth	(508) 224-8753	30	5
1	2.3	SE	Leaping Frogs Preschool	21 Manomet Point Road	Plymouth	(508) 224-4999	20	4
2	4.5	SSE	Tiny Town Inc.	1226 State Road	Plymouth	(508) 224-7769	45	12
3	5.1	W	Children's Creative Learning Center	41 Westerly Road	Plymouth	(508) 747-9281	20	3
3	4.9	W	Hop, Skip & Jump Preschool	1 Park Place	Plymouth	(508) 591-7238	20	4
3	5.7	W	KinderCare - Pilgrim Hill	24 Pilgrim Hill Road	Plymouth	(508) 830-0817	71	16
3	4.5	W	Small Scholars Preschool	8 Town Square	Plymouth	(774) 454-7115	38	8
3	4.5	W	Room 2 Grow Nursery School	8 Spring Lane	Plymouth	(508) 747-3111	31	5
3	4.4	WSW	Learning Safari Day Care & Preschool	8 Natalie Way	Plymouth	(508) 830-6805	44	9
5	8.6	S	Bright Ideas Preschool	24 Mountain Hill Road	Plymouth	(774) 413-7466	36	6
5	9.6	S	Ponds Childcare Center	133 Raymond Road	Plymouth	(508) 759-1333	83	17
6	6.2	W	Methodist Nursery School	29 1/2 Carver Road	Plymouth	(508) 746-7063	30	3
6	8.1	WSW	Miss Jo Anne's Bright Begnnngs	204 S Meadow Road	Plymouth	(508) 747-4475	25	4
7	6.1	WNW	Crayon College At Plymouth	98 Nicks Rock Road	Plymouth	(508) 747-5437	39	9
7	6.7	W	KinderCare - Richard's Road	3 Richards Road	Plymouth	(508) 746-0612	55	15
8	6.7	WNW	Crayon College Inc.	24 Main Street	Kingston	(781) 585-5437	55	11
8	8.6	WNW	Growth Unlimited Preschool	7 Green St # 1	Kingston	(781) 585-5864	30	6
8	9.5	WNW	Little Peoples Country Day	25 Wapping Road	Kingston	(781) 582-1399	9	3

Sub-area	Distance (miles)	Dire-ction	School Name	Street Address	Municipality	Phone	Enroll-ment	Staff
8	8.5	W	Sacred Heart Early Childhood	251 Bishops Highway	Kingston	(781) 585-2290	100	12
8	10.9	WNW	South Shore Early Education	142 Pembroke Street	Kingston	(781) 585-0400	245	10
8	8.1	WNW	Wooded Acres Child Care	168 Main Street	Kingston	(781) 585-0041	45	15
9	8.9	NW	After School Club Alden	75 Alden Street	Duxbury	(781) 934-7630	35	5
9	8.5	WNW	Bay Farm Montessori Academy	145 Loring Road	Duxbury	(781) 934-7101	188	42
9	10.1	WNW	Berrybrook School	267 Winter Street	Duxbury	(781) 585-2307	54	11
9	11.4	NW	Blue River Montesorri School	484 Temple Street	Duxbury	(781) 834-4480	10	3
9	10.4	NW	Breakfast Club Chandler	93 Chandler Sreet	Duxbury	(781) 934-7610	30	23
9	6.8	NW	Cedarhill Retreat Conference Center Daycare	346 Standish Street	Duxbury	(781) 934-2207	10	2
9	11.2	WNW	Discovery Corner Daycare	88 Lake Shore Drive	Duxbury	(N/A)	10	3
9	10.5	NW	Elements Montessori School	221 Summer Street	Duxbury	(781) 585-8222	19	3
9	10.4	NW	Junior Club Chandler	93 Chandler Sreet	Duxbury	(781) 934-7610	47	8
9	10.4	NW	Kindergarten Ext Chandler	93 Chandler Sreet	Duxbury	(N/A)	97	8
9	10.4	NW	Magic Dragon Childrens Center	93 Chandler Sreet	Duxbury	(781) 934-7671	170	27
9	9.6	WNW	Pied Piper Preschool	38 Kingstown Way	Duxbury	(781) 585-6843	49	10
9	8.9	NW	Pilgrim Area Collab. (Alden)	75 Alden Street	Duxbury	(781) 934-7430	8	7
9	10.4	NW	Pilgrim Area Collab. (Chandler)	93 Chandler Sreet	Duxbury	(781) 582-0305	13	11
9	8.0	NW	Pilgrim Child Care & Preschool	404 Washington Street	Duxbury	(781) 934-8145	76	23

Sub-area	Distance (miles)	Dire-ction	School Name	Street Address	Municipality	Phone	Enroll-ment	Staff
9	8.8	NW	South Shore Cons Preschool	64 Saint George Street	Duxbury	(N/A)	34	4
11	10.5	WSW	Capt Pal Pre School	15 Main Street	Carver	(508) 866-5415	30	5
11	11.7	WSW	Cranberry Crossing Day Care	42 North Main Street	Carver	(508) 866-2400	58	6
11	11.7	W	Kids Count Day School	185 Plymouth Street	Carver	(508) 866-9737	39	5
11	10.7	WSW	Kidstop Early Childhood Center	90 Main Street	Carver	(508) 866-9200	92	18
11	10.7	WSW	Old Colony YMCA	85 Main Street	Carver	(508) 833-4796	80	8
						TOTAL:	**2,264**	**419**

Table E-3. Medical Facilities within the EPZ

Sub-area	Distance (miles)	Dire-ction	Facility Name	Street Address	Municipality	Phone	Cap-acity	Current Census	Ambul-atory Patients	Wheel-chair Patients	Bed-ridden Patients
2	4.5	SSE	High Point Treatment Center	1233 State Rd	Plymouth	(508) 746-2000	219	210	111	2	44
3	4.7	WNW	Chilton House Inc.	3 Chilton Street	Plymouth	(508) 224-7701	42	40	21	10	8
3	2.8	W	Emeritus	97 Warren Avenue	Plymouth	(508) 746-4343	101	97	58	30	9
3	3.6	W	Golden Living Center-Plymouth	19 Obery Street	Plymouth	(508) 746-2999	135	130	50	22	58
3	3.5	W	Jordan Hospital	275 Sandwich St	Plymouth	(781) 585-2200	155	149	79	39	31
3	4.0	W	Life Care Center of Plymouth	94 Obery Street	Plymouth	N/A	213	204	65	79	60
3	4.6	W	Newfield House	19 Newfield Street	Plymouth	(781) 585-2231	95	91	57	31	3
3	4.1	W	Plymouth Crossings	157 South Street	Plymouth	(781) 585-2200	95	91	48	4	19
3	4.2	W	Radius Health Care Nursing Home	123 South Street	Plymouth	(508) 830-9990	238	228	98	96	34
3	4.4	W	Stafford Hill Assisted Living	60 Stafford Street	Plymouth	(508) 224-6097	120	115	61	6	24
5	8.3	SSW	Team Works	225 Cutters Field Rd	Plymouth	(781) 585-5526	22	21	11	5	4
7	6.3	WNW	Baird Center Group Home	16 Forest Avenue	Plymouth	(508) 747-4790	36	35	19	9	7
7	6.6	W	Community Connections Inc.	130 Industrial Park Road	Plymouth	(781) 585-6589	48	46	24	5	10
7	6.1	WNW	Cozy Corner ADHC LLC	94 Nicks Rock Road	Plymouth	(508) 746-2000	43	41	22	4	9
7	6.5	WNW	Habilitation Assistance Corporation	434 Court Street	Plymouth	(508) 503-1457	88	84	45	26	18
8	11.8	WNW	Wingate at Silver Lake	17 Chipman Way	Kingston	(508) 224-7701	252	241	128	63	51
9	10.2	NW	Bay Path Rehabilitation & Nursing Center	308 Kingstown Way	Duxbury	(508) 746-7433	120	115	61	30	24
9	10.2	NW	Duxbury House	298 Kingstown Way	Duxbury	(508) 747-9800	23	22	12	6	5
9	10.1	NW	The Village At Duxbury	290 Kingstown Way	Duxbury	(508) 746-9733	60	58	31	15	12
						TOTAL:	**2,105**	**2,018**	**1,001**	**482**	**430**

Table E-4. Major Employers within the EPZ

Sub-area	Distance (miles)	Dire-ction	Facility Name	Street Address	Municipality	Phone	Employees (max shift)	% Non-EPZ	Employees (Non EPZ)
1	0.1	SE	Pilgrim Nuclear Station	600 Rocky Hill Road	Plymouth	(508) 830-7000	685	56%	301
3	4.0	WSW	BJ's Wholesale Club	Shops at 5 Way	Plymouth	(508) 591-1009	75	24%	18
3	4.1	W	Home Goods/TJ Maxx	65 Shops at Five Way	The Shops at Five	(508) 747-9641	75	20%	15
3	4.1	W	Mayflower Service Station Inc	164 South Street	Plymouth	(508) 746-2009	50	5%	3
3	3.8	W	Plymouth County Correctional Facility	52 Obery St #1	Plymouth	508-747-2962	300	44%	132
3	4.4	WSW	The Home Depot - Plymouth	39 Long Pond Road	Plymouth	(508) 830-6702	50	5%	3
5	7.9	SSW	MCI Plymouth	1 Bumps Pond Road	South Carver	(508) 295-2647	100	44%	44
6	7.9	WSW	South Shore Community Action Council	196 South Meadow Road	Plymouth	(508) 747-7587	50	30%	15
7	6.7	W	CDF Corporation	77 Industrial Park Road	Plymouth	(800) 443-1920	80	30%	24
7	5.5	W	Colonial Ford	147 Samoset Street	Plymouth	(508) 746-3400	50	60%	30
7	5.8	W	Harvest Technologies Corporation	40 Grissom Rd # 100	Plymouth	(508) 732-7500	75	40%	30
7	6.0	W	Pre-Media Global Productions	<Null>	<Null>	<Null>	100	75%	75
7	5.8	W	SmartPack	40 Grissom Road	Plymouth	<Null>	250	85%	213
7	6.1	W	Suncor Stainless, Inc.	70 Armstrong Road	Plymouth	(508) 732-9191	60	90%	54
7	6.0	W	Tech-Etch Inc	45 Aldrin Road	Plymouth	(508) 747-0300	325	58%	189
Various (See Table E-1)			Board of Education	Various (See Table E-1)			2,474	44%	1,089
						TOTAL:	**4,799**	**-**	**2,235**

Table E-5. Recreational Areas within the EPZ

Sub-area	Distance (miles)	Dire-ction	Facility Name	Street Address	Municipality	Phone	Transients	Vehicles
1	1.8	WSW	Plymouth Country Club	221 Warren Avenue	Plymouth	(508) 746-5001	38	15
2	2.8	SSE	Briggs Playground	838 State Road	Plymouth	N/A	15	6
2	4.6	SSW	Crosswinds Golf Club	424 Long Pond Road	Plymouth	(508) 224-6700	819	320
2	3.5	SW	Forges Field	83 Jordan Road	Plymouth	(508) 732-9962	120	47
2	3.3	SSE	Fresh Pond	220 Bartlett Road	Plymouth	N/A	25	10
2	4.4	SSE	Manomet Recreation Facility	State Road	Plymouth	(508) 747-2325	64	25
2	3.0	SSW	Old Sandwich Golf Club	41 Doublebrook Road	Plymouth	(508) 209-2200	10	4
2	4.3	SSW	Pinehills Golf Club	54 Clubhouse Drive	Plymouth	(508) 888-8700	33	13
2	2.3	SSE	Stop and Shop Plaza	State Road	Plymouth	(781) 837-1181	30	30
2	4.4	SSW	Waverly Oaks Golf Club	444 Long Pond Road	Plymouth	N/A	415	162
3	3.9	W	Avery Memorial Playground	Nook Road	Plymouth	N/A	77	30
3	4.3	W	Brewer Yacht Yards - Plymouth Marine	14 Union Street	Plymouth	(508) 930-8173	256	100
3	4.4	W	Brewster Gardens	Water Street	Plymouth	(508) 747-4544	38	15
3	4.7	WNW	Hedge House Museum	126 Water Street	Plymouth	N/A	14	5
3	2.8	WSW	Howland House	33 Sandwich Road	Plymouth	(508) 746-8825	10	4
3	4.5	W	Jenney Grist Mill Park	6 Spring Lane	Plymouth	(508) 746-6932	241	94
3	4.3	WSW	John Armstrong Memorial Skating Rink	103 Long Pond Road	Plymouth	N/A	192	75
3	4.5	WNW	Mayflower II Museum	137 Warren Avenue	Plymouth	(508) 866-2526	35	13
3	4.7	WNW	Pilgrim Hall Museum	75 Court Street	Plymouth	(508) 866-2580	80	31
3	2.2	W	Plymouth Plantation	137 Warren Avenue	Plymouth	N/A	1,050	410
3	2.3	W	Plymouth Long Beach	1 Ryder Way	Plymouth	(508) 866-2526	433	169
3	4.4	WNW	Plymouth Rock	Water Street	Plymouth	(781) 837-3112	35	13

Sub-area	Distance (miles)	Dire-ction	Facility Name	Street Address	Municipality	Phone	Transients	Vehicles
3	4.2	W	Plymouth Yacht Club	34 Union Street	Plymouth	N/A	230	90
3	5.7	W	Shaw's Supermarket Plaza	20 Pilgrim Hill Road	Plymouth	(508) 746-3493	68	68
3	4.0	W	Stephen's Field	132 Sandwich Street	Plymouth	N/A	23	9
3	4.7	WNW	Town Wharf Enterprises Inc.	10 Town Wharf	Plymouth	(781) 585-9117	97	38
5	10.1	S	Atlantic Country Club	450 Little Sandy Pond Road	Plymouth	(508) 830-3535	20	8
5	9.5	S	Camp Bournedale	110 Valley Road	Plymouth	(508) 746-6200	117	46
5	7.8	S	Camp Clark	200 Hedges Pond Road	Plymouth	(508) 747-4544	465	182
5	9.7	S	Camp Massasoit	4 Elbow Pond Road	Plymouth	N/A	97	38
5	8.6	SSW	Camp Squanto	200 Cutters Field Road	Plymouth	(508) 746-6877	428	167
5	7.2	SSE	Ellisville Harbor State Park	State Road	Plymouth	N/A	8	3
5	9.1	S	Elmer E Raymond Playground	1138 Long Pond Road	Plymouth	N/A	4	2
5	7.3	SSE	Indianhead Resort	1929 State Road	Plymouth	N/A	720	180
5	5.6	SSW	Long Pond Public Beach and Boat Launch	West Long Pond Road	Plymouth	(508) 224-6039	13	5
5	6.2	S	Pinewoods Camp	80 Cornish Field Road	Plymouth	(508) 746-1622	256	100
5	10.5	S	Sandy Pond Campground	834 Bourne Road	Plymouth	(508) 746-9590	571	223
5	8.6	S	Shaw's Supermarket Plaza	2260 State Road	Plymouth	N/A	38	38
5	8.9	SSE	Whitecliff Country Club	White Cliff Drive	Plymouth	(508) 759-6644	20	8
5	5.7	SSW	Wind-The Pines Girl Scout Center	190 West Long Pond Road	Plymouth	(781) 534-0249	320	125
6	6.7	SW	College Pond	Myles Standish State Park	Plymouth	N/A	255	100
6	7.2	WSW	Ellis-Haven Campgrounds	531 Federal Furnace Road	Plymouth	(508) 747-4544	38	15
6	5.7	W	Morton Park	Little Pond Road	Plymouth	N/A	486	190
6	5.9	WSW	Myles Standish State Forest	194 Cranberry Road	Carver	(508) 746-1622	1,060	414
6	8.4	W	Pinewood Lodge Campground	190 Pinewood Road	Plymouth	(508) 224-2002	768	300
6	7.7	WSW	Southers Marsh Golf Club	30 Southers Marsh Lane	Plymouth	(508) 746-7800	8	3
6	7.5	W	Squirrel Run Country Club	32 Elderberry Drive	Plymouth	(508) 830-1199	61	24
6	8.2	WSW	Village Link Golf Club	265 South Meadow Road	Plymouth	(508) 746-5001	61	24

Sub-area	Distance (miles)	Dire-ction	Facility Name	Street Address	Municipality	Phone	Transients	Vehicles
7	8.6	W	Camp Norse	112 Parting Ways Road	Kingston	(508) 747-1240	224	88
7	5.1	WNW	National Monument to the Forefathers	70 Allerton Road	Plymouth	N/A	35	13
7	5.1	WNW	Nelson Memorial Park/Beach	Nelson Street	Plymouth	(508) 759-9336	215	84
7	5.7	WNW	Siever Field	112 Standish Avenue	Plymouth	(508) 833-2975	49	19
7	5.6	W	Super Stop & Shop Plaza	127 Samoset Street	Plymouth	(781) 837-9617	66	66
7	5.9	WNW	Veteran's Memorial Playground	219 Standish Avenue	Plymouth	(508) 746-1444	10	4
7	4.9	WNW	Village Landing Marketplace	170 Water Street	Plymouth	(508) 746-4500	79	79
8	8.3	W	Camp Mishannock	363 Bishops Highway	Kingston	(781) 934-9092	47	18
8	8.4	WNW	Indian Pond Country Club	60 Country Club Way	Kingston	(508) 209-3000	148	58
9	9.0	NW	Alden House Museum	105 Alden Street	Duxbury	(508) 746-9805	128	50
9	8.9	NW	Art Complex Museum	189 Alden Street	Duxbury	N/A	128	50
9	12.7	NW	Camp Wing	19 Myrtle Street	Duxbury	(508) 746-1620	520	203
9	6.8	NW	Cedar Hill Retreat Center	346 Standish Street	Duxbury	N/A	12	5
9	8.1	NNW	Duxbury Beach	Gurnet Road	Duxbury	(508) 224-4858	4,526	1,768
9	8.4	NW	Duxbury Yacht Club	70 Fairway Lane	Duxbury	(508) 746-7207	64	25
9	7.2	NW	Myles Standish State Park	Crescent Street	Duxbury	(508) 746-7100	128	50
9	9.5	NW	North Hill Country Club	29 Merry Avenue	Duxbury	(781) 934-3249	128	50
10	10.7	NNW	Brant Rock Beach	Ocean Street	Marshfield	(508) 295-2117	653	255
10	10.4	NNW	Green Harbor Marina	239 Dyke Road	Marshfield	(781) 934-2578	215	84
10	10.4	NNW	Green Harbor Yacht Club	257 Dyke Road	Marshfield	(508) 747-6193	215	84
10	10.1	NNW	Taylor Marine Corporation	95 Central Street	Marshfield	(781) 834-9115	215	84
11	11.2	SW	Cachalot Scout Reservation	SE Line Road	South Carver	(508) 746-0012	235	92
11	10.0	SW	Shady Acres Campground	20 Shoestring Road	Carver	N/A	410	160
						TOTAL:	**18,712**	**7,380**

Table E-6. Lodging Facilities within the EPZ

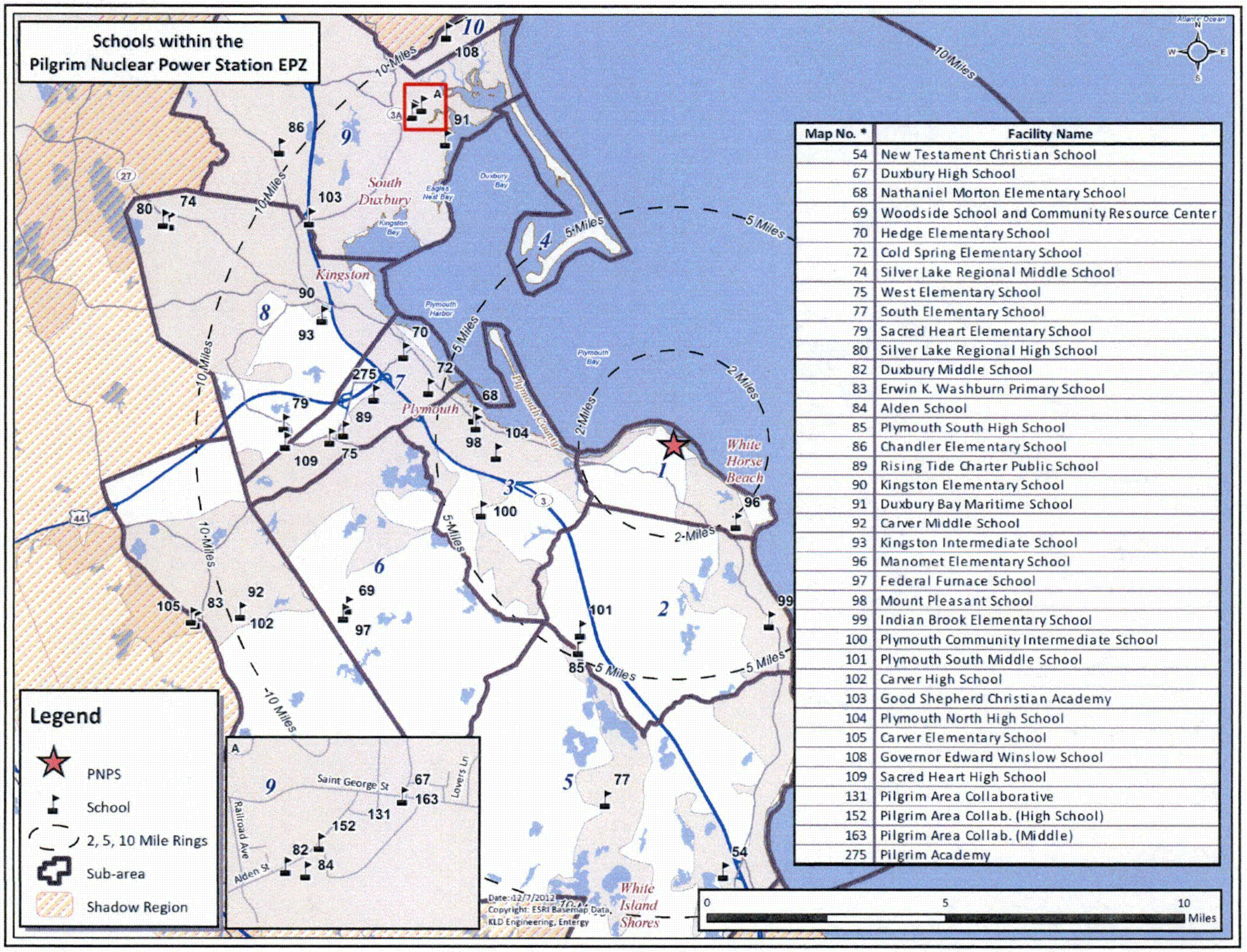
Sub-area	Distance (miles)	Dire-ction	Facility Name	Street Address	Municipality	Phone	Transients	Vehicles
1	2.2	SE	A White Swan Bed and Breakfast	146 Manomet Point Road	Plymouth	(508) 224-3759	12	6
1	2.2	SSE	Blue Spruce Motel	710 State Road	Plymouth	(508) 224-3990	58	29
3	3.0	W	Above the Bay at Thornton Adams House B&B	73 Warren Avenue	Plymouth	(866) 746-0280	6	3
3	4.2	W	Blue Anchor Motel	7 Lincoln Street	Plymouth	(508) 746-9551	6	3
3	4.5	WNW	By the Sea Bed & Breakfast	22 Winslow Street	Plymouth	(508) 830-9643	6	3
3	4.4	W	Hilton Garden Inn Plymouth	4 Home Depot Drive	Plymouth	(781) 830-0200	122	61
3	4.6	W	John Carver Inn & Spa	25 Summer Street	Plymouth	(508) 746-7100	160	100
3	2.2	W	Pilgrim Sands Motel	150 Warren Ave	Plymouth	(508) 747-0900	126	63
3	4.7	WNW	Seabreeze Inn Bed & Breakfast	20 Chilton Street	Plymouth	(508) 746-2800	6	3
5	6.9	SSE	A Beach House Oceanfront	45 Black Pond Lane	Plymouth	(508) 224-3517	2	1
7	5.2	WNW	Best Western Plus Cold Spring	180 Court Street	Plymouth	(508) 746-2222	112	56
7	5.7	W	Comfort Inn	155 Samoset St. (US 44)	Plymouth	(508) 746-2800	134	67
7	7.1	W	Hampton Inn & Suites	10 Plaza Way	Plymouth	(508) 747-5000	329	165
7	4.9	WNW	Radisson Hotel Plymouth Harbor	180 Water Street	Plymouth	(508) 747-4900	95	190
8	7.9	WNW	Plymouth Bay Inn and Suites	149 Main Street	Kingston	(508) 830-1849	50	25
9	8.3	NNW	Powder Point Bed & Breakfast	182 Powder Point Avenue	Duxbury	(781) 934-7727	10	5
						TOTAL:	**1,234**	**780**

Table E-7. Correctional Facilities within the EPZ

Sub-area	Distance (miles)	Direction	Facility Name	Street Address	Municipality	Phone	Capacity
3	3.8	W	Plymouth County Correctional Facility	52 Obery St #1	Plymouth	(508) 747-2962	1,600
5	7.9	SSW	MCI Plymouth	1 Bumps Pond Road	South Carver	(508) 295-2647	220
						TOTAL:	**1,820**

Table E-8. Daycamps within the EPZ

Sub-area	Distance (miles)	Dire-ction	Facility Name	Street Address	Municipality	Phone	Cap-acity	Vehicles
7	8.6	W	Camp Norse Boy Scout Camp	112 Parting Ways Road	Kingston	(508) 286-9202	224	8
8	8.0	W	Camp Mishannock	363 Bishops Highway	Kingston	(781) 585-8592	47	2
9	8.9	NW	Before & After Dark	130 Saint George Street	Duxbury	(781) 934-7633	320	12
9	10.4	NW	Magic Dragon Summer Camp	93 Chandler Street	Duxbury	(781) 934-7671	138	6
11	11.5	SW	Camp Clear	40 Wareham Street	Carver	(508) 866-4549	70	4
						TOTAL:	799	32



Map No. *	Facility Name
54	New Testament Christian School
67	Duxbury High School
68	Nathaniel Morton Elementary School
69	Woodside School and Community Resource Center
70	Hedge Elementary School
72	Cold Spring Elementary School
74	Silver Lake Regional Middle School
75	West Elementary School
77	South Elementary School
79	Sacred Heart Elementary School
80	Silver Lake Regional High School
82	Duxbury Middle School
83	Erwin K. Washburn Primary School
84	Alden School
85	Plymouth South High School
86	Chandler Elementary School
89	Rising Tide Charter Public School
90	Kingston Elementary School
91	Duxbury Bay Maritime School
92	Carver Middle School
93	Kingston Intermediate School
96	Manomet Elementary School
97	Federal Furnace School
98	Mount Pleasant School
99	Indian Brook Elementary School
100	Plymouth Community Intermediate School
101	Plymouth South Middle School
102	Carver High School
103	Good Shepherd Christian Academy
104	Plymouth North High School
105	Carver Elementary School
108	Governor Edward Winslow School
109	Sacred Heart High School
131	Pilgrim Area Collaborative
152	Pilgrim Area Collab. (High School)
163	Pilgrim Area Collab. (Middle)
275	Pilgrim Academy

Figure E-1. Schools within the EPZ

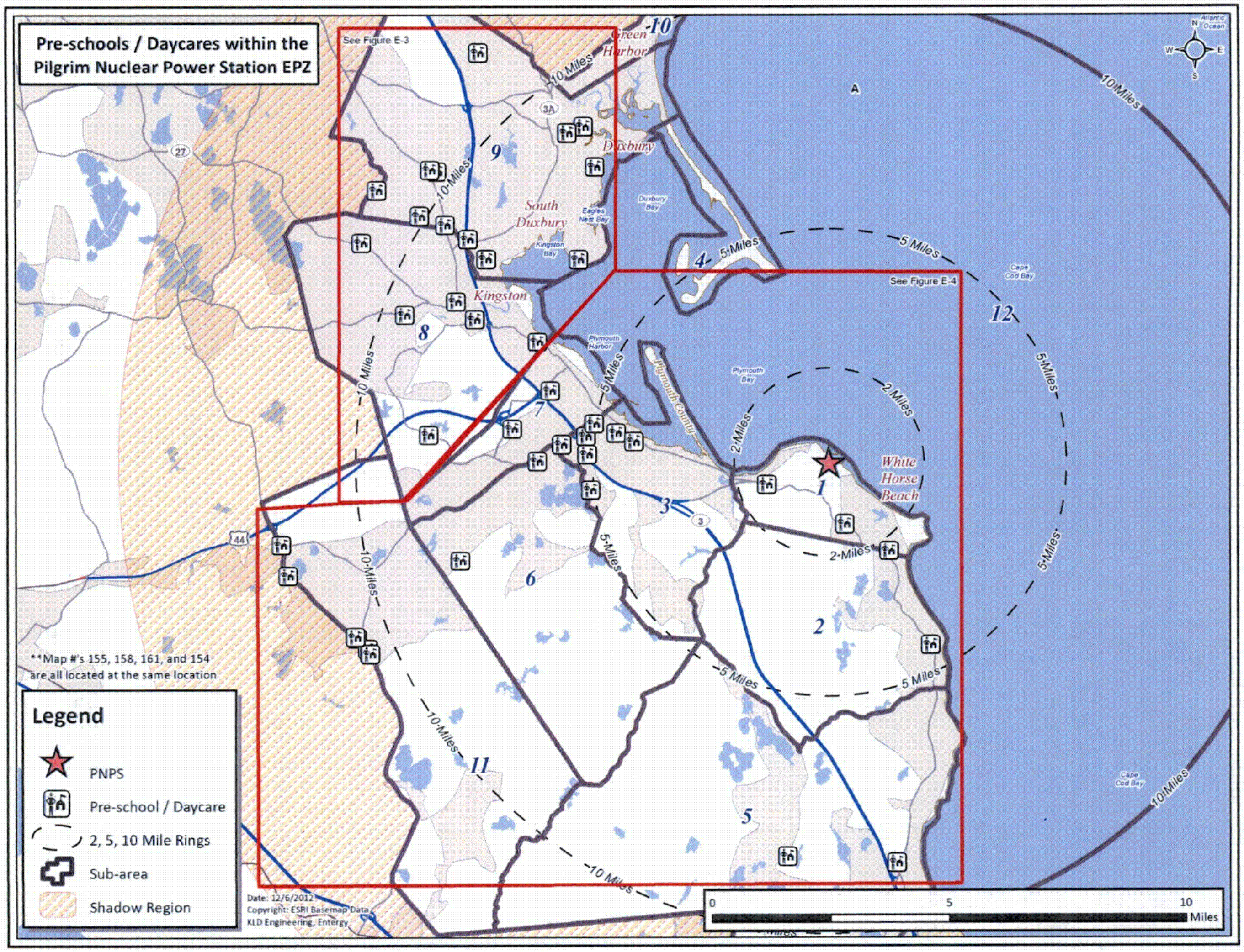
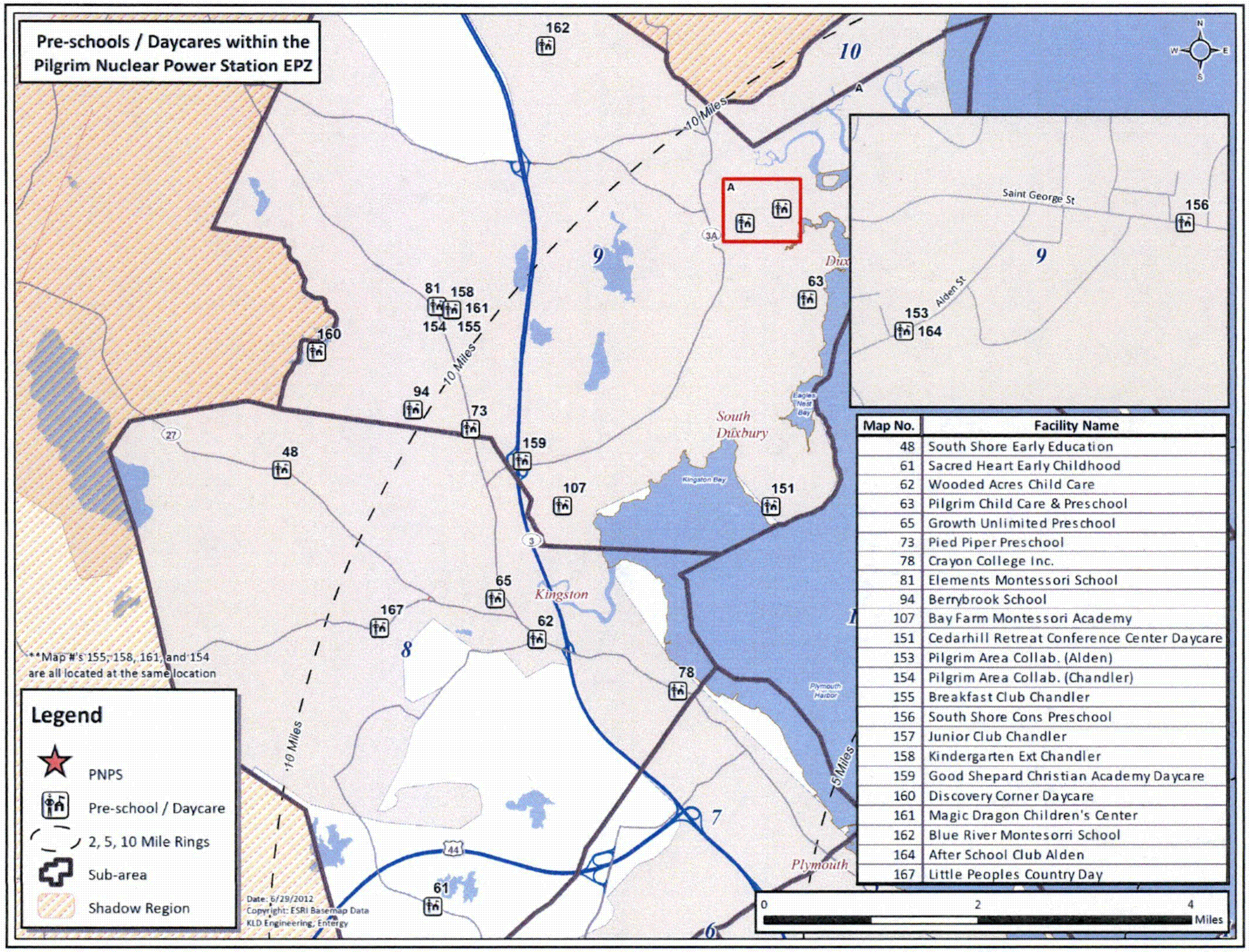


Figure E-2. Pre-schools / Daycares within the EPZ



Map No.	Facility Name
48	South Shore Early Education
61	Sacred Heart Early Childhood
62	Wooded Acres Child Care
63	Pilgrim Child Care & Preschool
65	Growth Unlimited Preschool
73	Pied Piper Preschool
78	Crayon College Inc.
81	Elements Montessori School
94	Berrybrook School
107	Bay Farm Montessori Academy
151	Cedarhill Retreat Conference Center Daycare
153	Pilgrim Area Collab. (Alden)
154	Pilgrim Area Collab. (Chandler)
155	Breakfast Club Chandler
156	South Shore Cons Preschool
157	Junior Club Chandler
158	Kindergarten Ext Chandler
159	Good Shepard Christian Academy Daycare
160	Discovery Corner Daycare
161	Magic Dragon Children's Center
162	Blue River Montesorri School
164	After School Club Alden
167	Little Peoples Country Day

Figure E-3. Kingston Pre-schools/Daycares within the EPZ

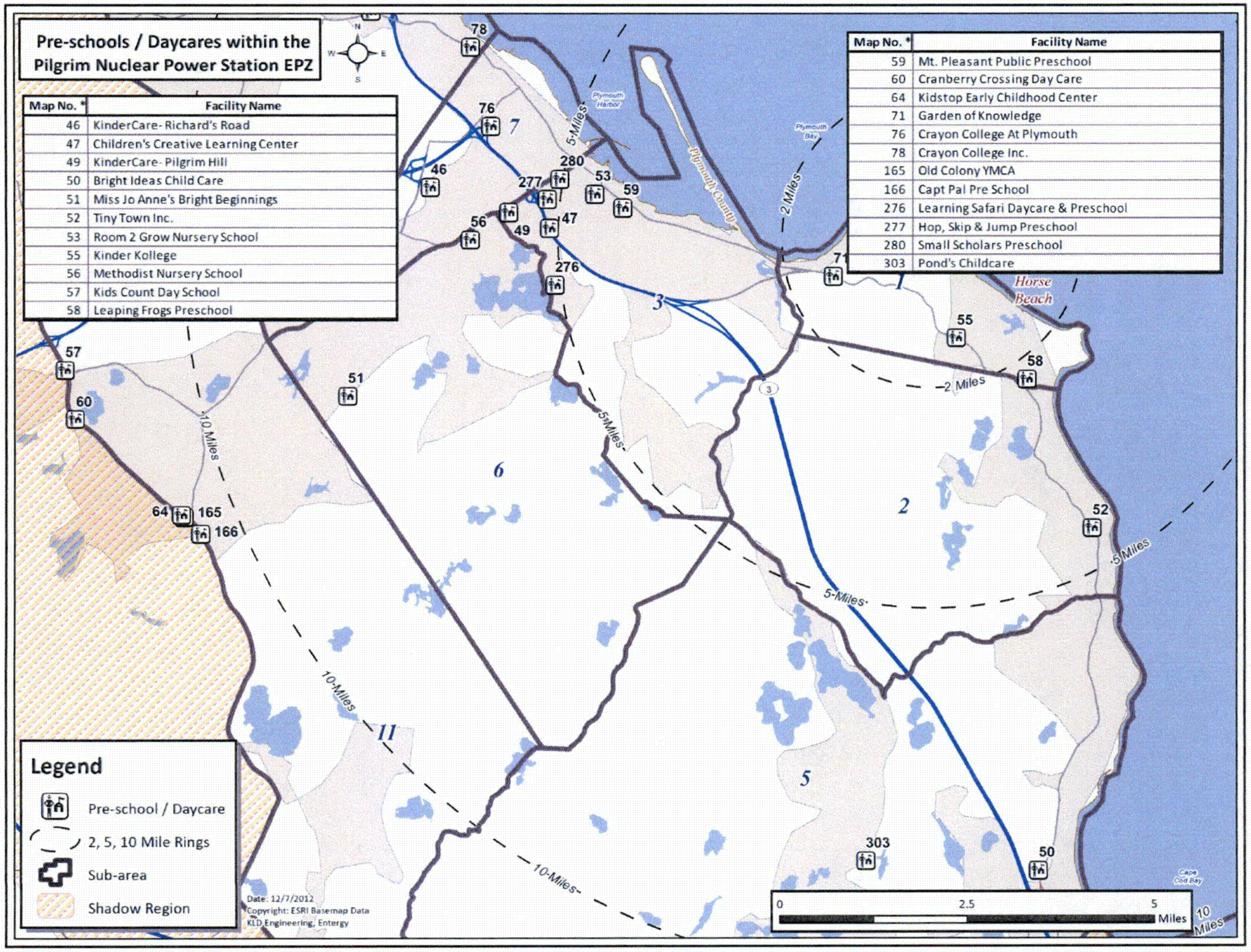
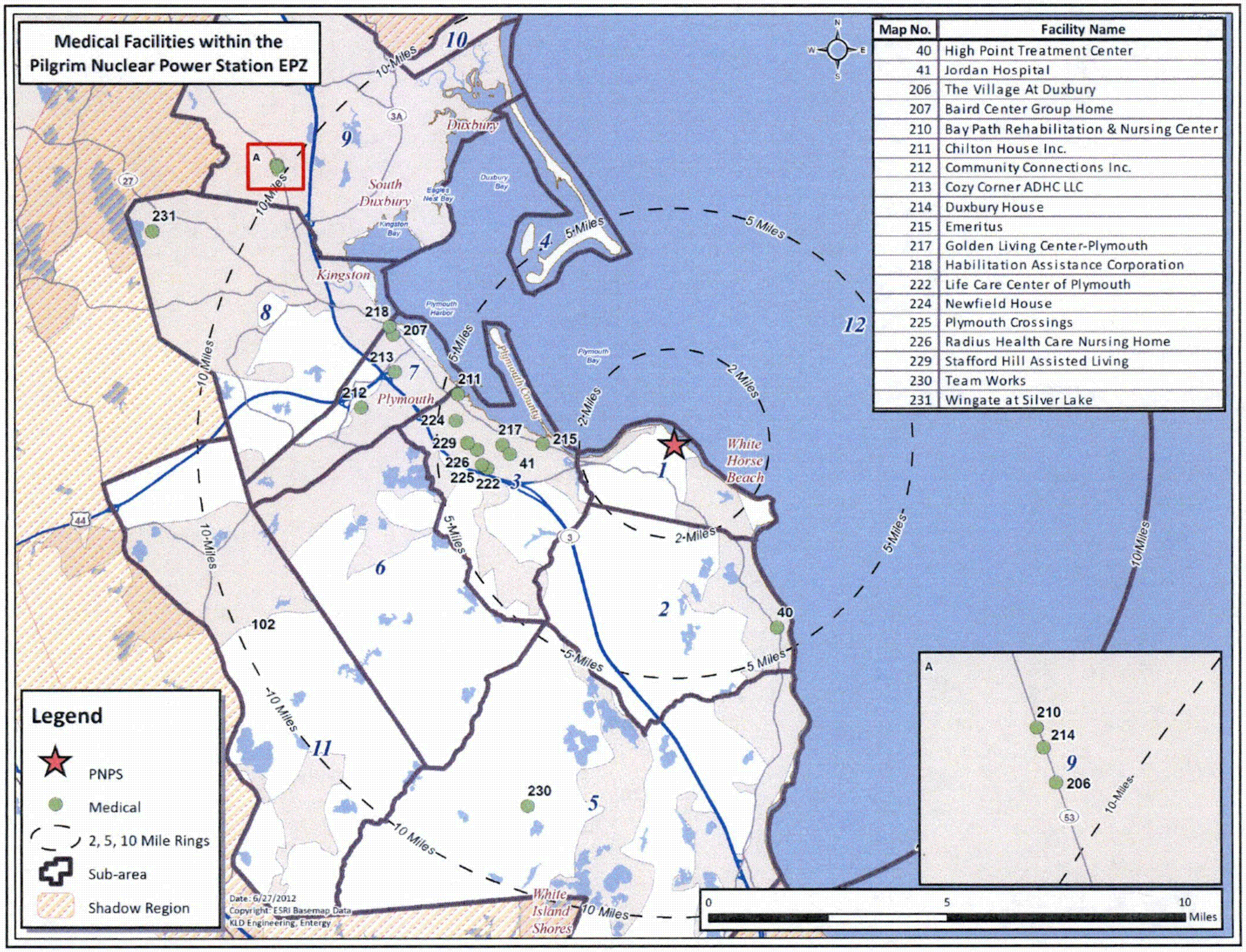


Figure E-4. Carver and Plymouth Pre-schools/Daycares within the EPZ



Map No.	Facility Name
40	High Point Treatment Center
41	Jordan Hospital
206	The Village At Duxbury
207	Baird Center Group Home
210	Bay Path Rehabilitation & Nursing Center
211	Chilton House Inc.
212	Community Connections Inc.
213	Cozy Corner ADHC LLC
214	Duxbury House
215	Emeritus
217	Golden Living Center-Plymouth
218	Habilitation Assistance Corporation
222	Life Care Center of Plymouth
224	Newfield House
225	Plymouth Crossings
226	Radius Health Care Nursing Home
229	Stafford Hill Assisted Living
230	Team Works
231	Wingate at Silver Lake

Figure E-5. Medical Facilities within the EPZ

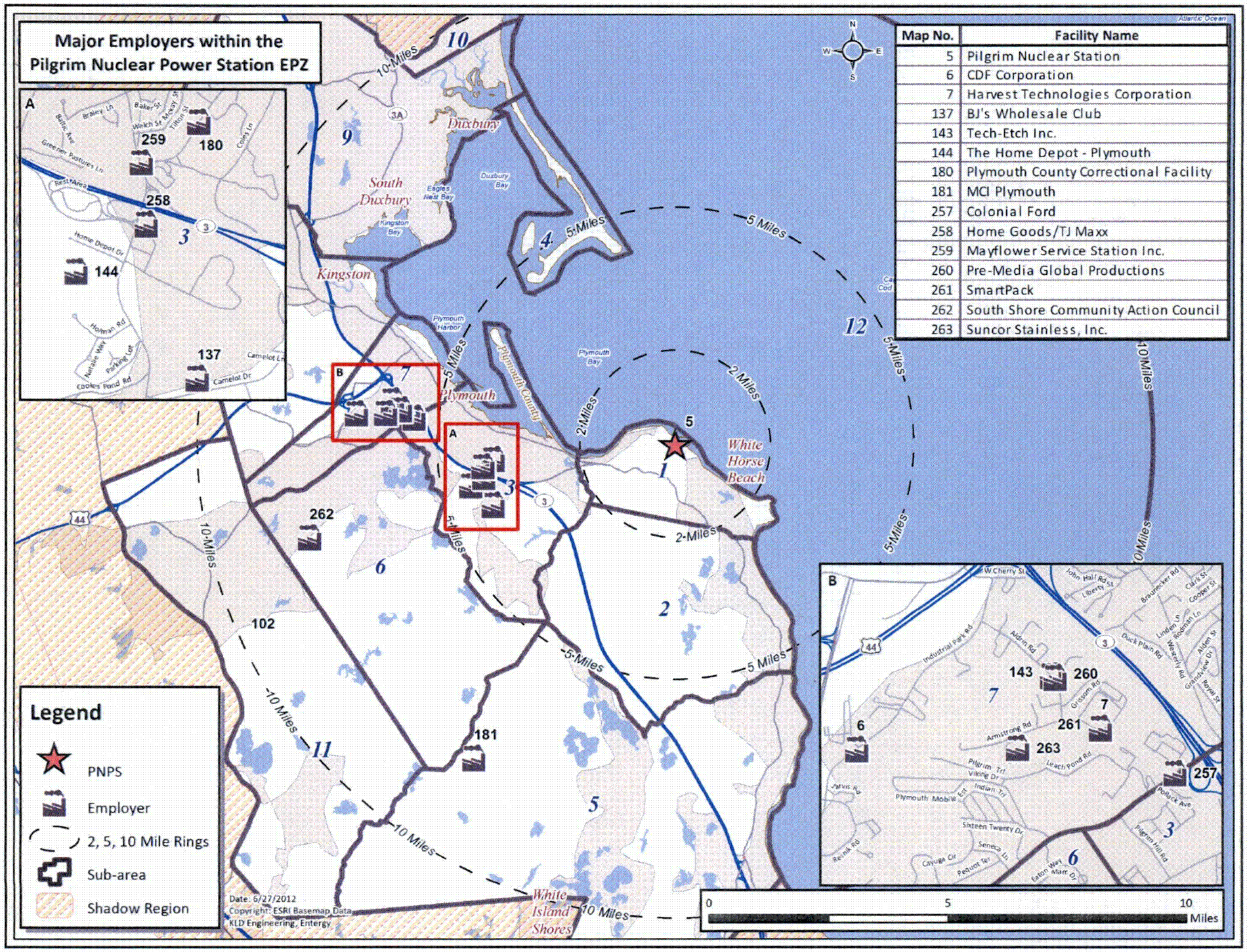
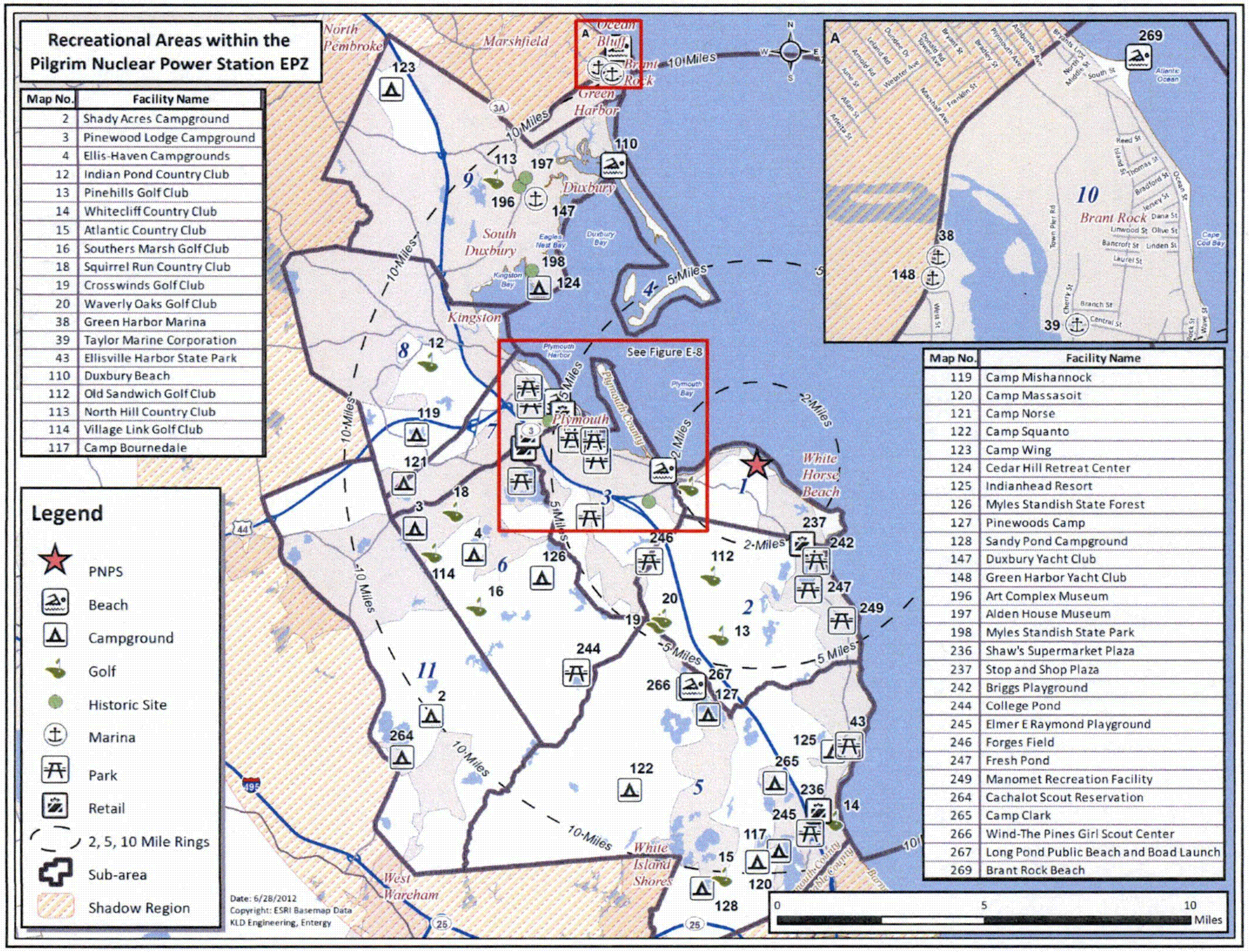


Figure E-6. Major Employers within the EPZ



Map No.	Facility Name
2	Shady Acres Campground
3	Pinewood Lodge Campground
4	Ellis-Haven Campgrounds
12	Indian Pond Country Club
13	Pinehills Golf Club
14	Whitecliff Country Club
15	Atlantic Country Club
16	Southers Marsh Golf Club
18	Squirrel Run Country Club
19	Crosswinds Golf Club
20	Waverly Oaks Golf Club
38	Green Harbor Marina
39	Taylor Marine Corporation
43	Ellisville Harbor State Park
110	Duxbury Beach
112	Old Sandwich Golf Club
113	North Hill Country Club
114	Village Link Golf Club
117	Camp Bournedale

Map No.	Facility Name
119	Camp Mishannock
120	Camp Massasoit
121	Camp Norse
122	Camp Squanto
123	Camp Wing
124	Cedar Hill Retreat Center
125	Indianhead Resort
126	Myles Standish State Forest
127	Pinewoods Camp
128	Sandy Pond Campground
147	Duxbury Yacht Club
148	Green Harbor Yacht Club
196	Art Complex Museum
197	Alden House Museum
198	Myles Standish State Park
236	Shaw's Supermarket Plaza
237	Stop and Shop Plaza
242	Briggs Playground
244	College Pond
245	Elmer E Raymond Playground
246	Forges Field
247	Fresh Pond
249	Manomet Recreation Facility
264	Cachalot Scout Reservation
265	Camp Clark
266	Wind-The Pines Girl Scout Center
267	Long Pond Public Beach and Boad Launch
269	Brant Rock Beach

Figure E-7. Recreational Areas within the EPZ

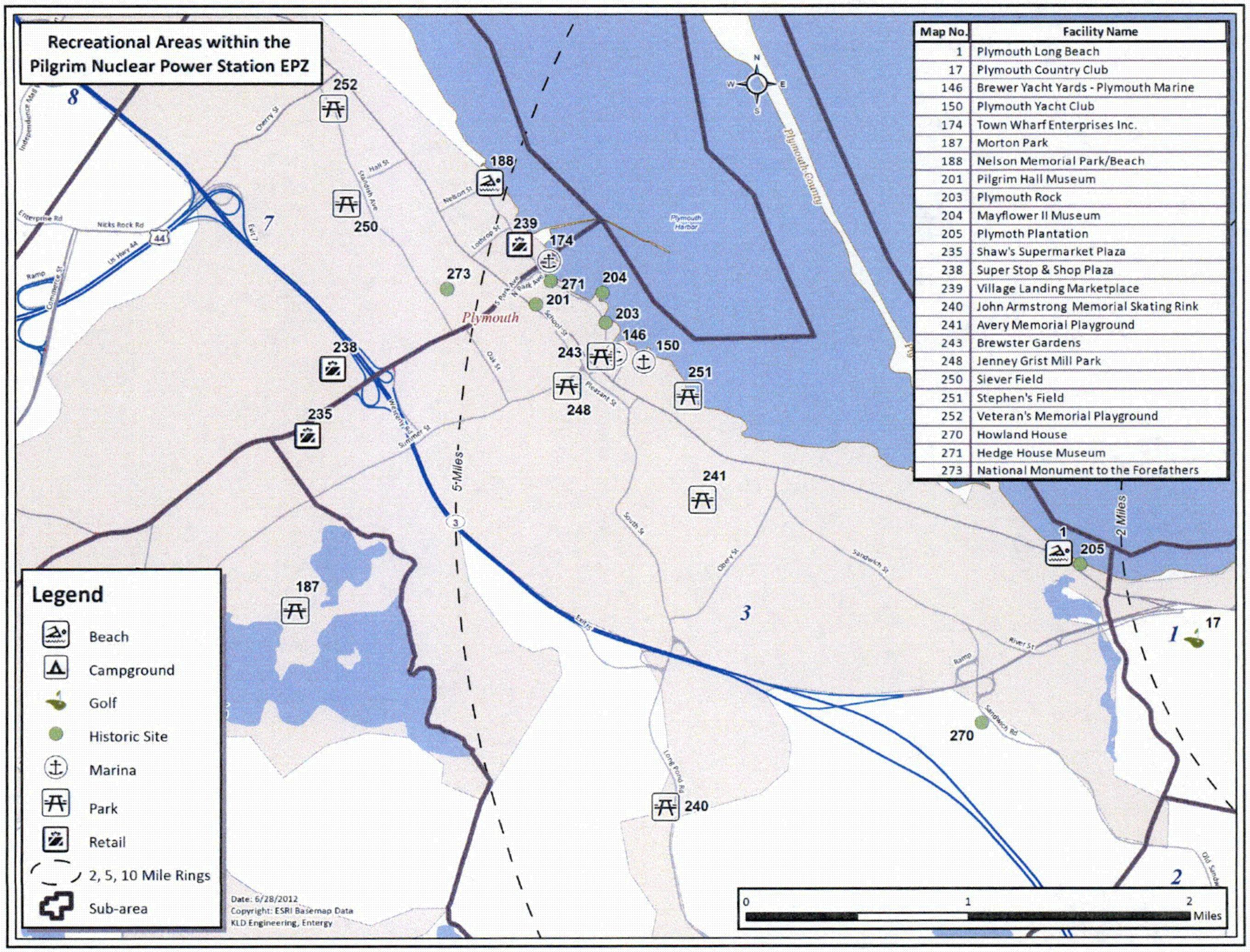
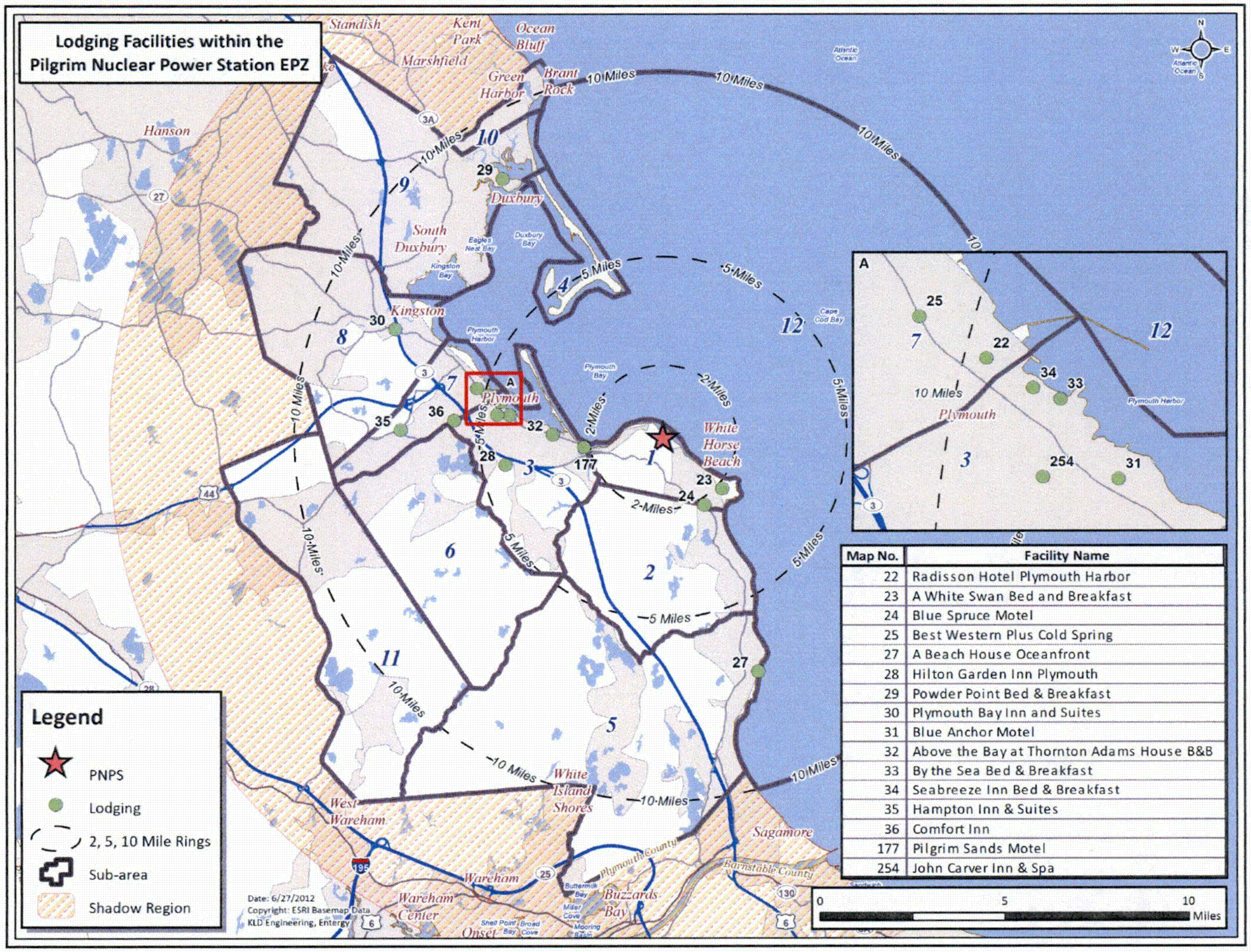


Figure E-8. Plymouth Recreational Areas within the EPZ



Map No.	Facility Name
22	Radisson Hotel Plymouth Harbor
23	A White Swan Bed and Breakfast
24	Blue Spruce Motel
25	Best Western Plus Cold Spring
27	A Beach House Oceanfront
28	Hilton Garden Inn Plymouth
29	Powder Point Bed & Breakfast
30	Plymouth Bay Inn and Suites
31	Blue Anchor Motel
32	Above the Bay at Thornton Adams House B&B
33	By the Sea Bed & Breakfast
34	Seabreeze Inn Bed & Breakfast
35	Hampton Inn & Suites
36	Comfort Inn
177	Pilgrim Sands Motel
254	John Carver Inn & Spa

Figure E-9. Lodging Facilities within the EPZ

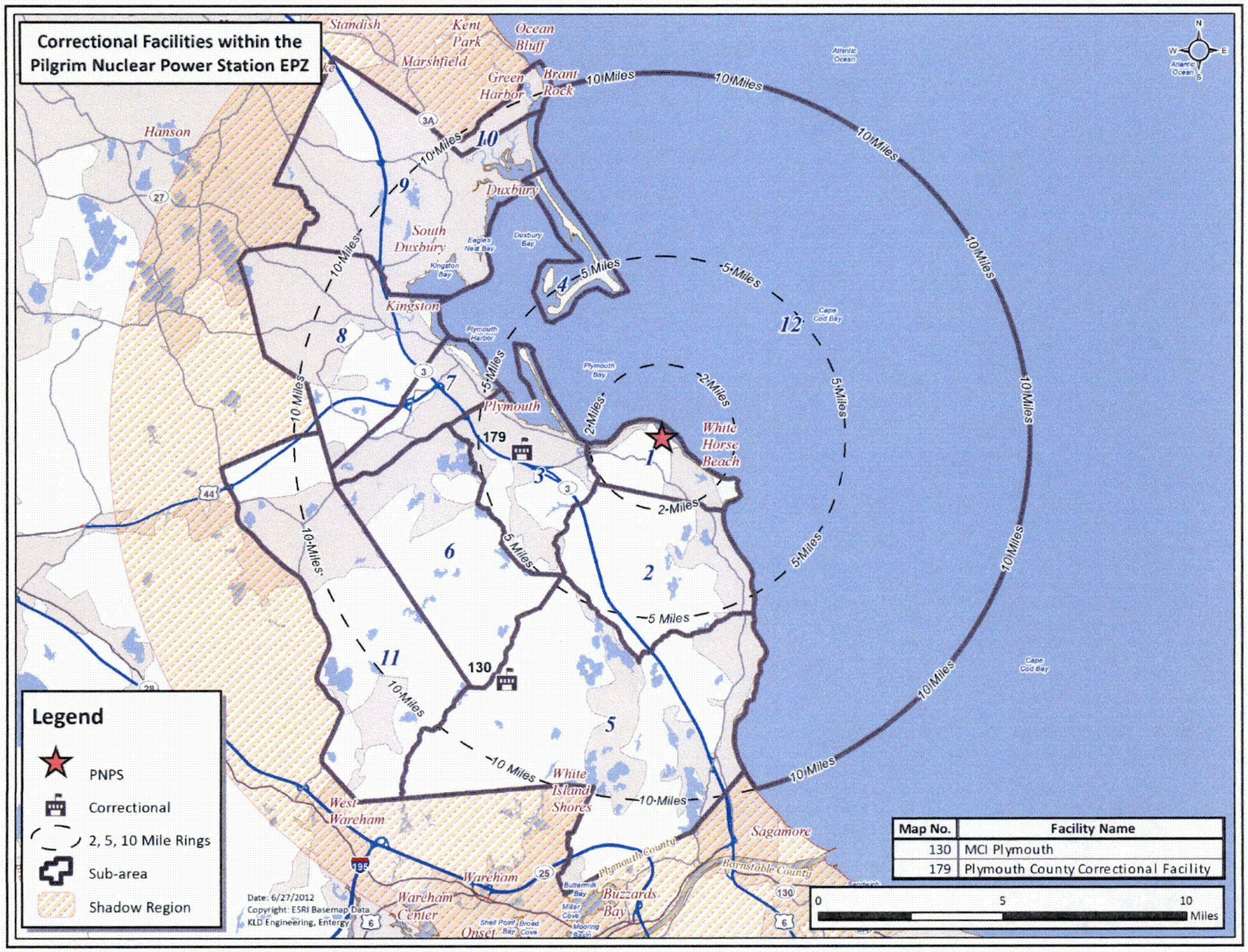


Figure E-10. Correctional Facilities within the EPZ

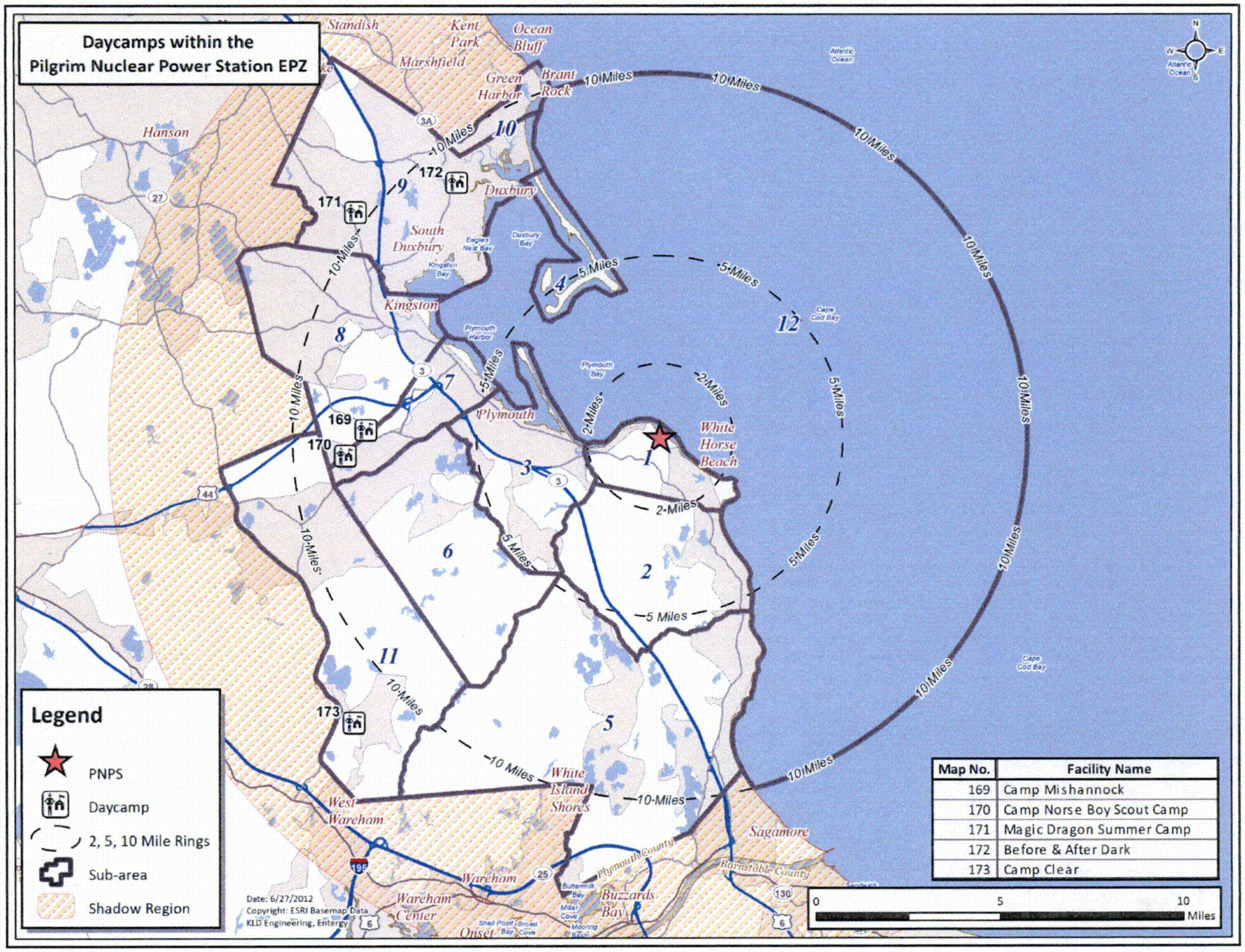


Figure E-11. Day camps within the EPZ

APPENDIX F

Telephone Survey

F. TELEPHONE SURVEY

F.1 Introduction

The development of evacuation time estimates for the Pilgrim EPZ requires the identification of travel patterns, car ownership and household size of the population within the EPZ. Demographic information can be obtained from Census data. The use of this data has several limitations when applied to emergency planning. First, the Census data do not encompass the range of information needed to identify the time required for preliminary activities (mobilization) that must be undertaken prior to evacuating the area. Secondly, Census data do not contain attitudinal responses needed from the population of the EPZ and consequently may not accurately represent the anticipated behavioral characteristics of the evacuating populace.

These concerns are addressed by conducting a telephone survey of a representative sample of the EPZ population. The survey is designed to elicit information from the public concerning family demographics and estimates of response times to well defined events. The design of the survey includes a limited number of questions of the form "What would you do if ...?" and other questions regarding activities with which the respondent is familiar ("How long does it take you to ...?")

F.2 Survey Instrument and Sampling Plan

Attachment A presents the final survey instrument used in this study. A draft of the instrument was submitted to stakeholders for comment. Comments were received and the survey instrument was modified accordingly, prior to conducting the survey.

Following the completion of the instrument, a sampling plan was developed. A sample size of approximately 500 **completed** survey forms yields results with a sampling error of ±4.5% at the 95% confidence level. The sample must be drawn from the EPZ population. Consequently, a list of zip codes in the EPZ was developed using GIS software. This list is shown in Table F-1. Along with each zip code, an estimate of the population and number of households in each area was determined by overlaying Census data and the EPZ boundary, again using GIS software. The proportional number of desired completed survey interviews for each area was identified, as shown in Table F-1. Note that the average household size computed in Table F-1 was an estimate for sampling purposes and was not used in the ETE study.

The completed survey adhered to the sampling plan.

Table F-1. Pilgrim Telephone Survey Sampling Plan

Zip Code	Population within EPZ (2010)	Households	Required Sample
02050	2,319	922	13
02330	7,471	2,912	41
02332	15,097	5,359	76
02360	56,433	21,256	304
02364	12,620	4,660	66
02532	22	9	0
02571	2	1	0
Total	**93,964**	**35,119**	**500**
		Average Household Size:	**2.68**
		Total Sample Required:	**500**

F.3 Survey Results

The results of the survey fall into two categories. First, the household demographics of the area can be identified. Demographic information includes such factors as household size, automobile ownership, and automobile availability. The distributions of the time to perform certain pre-evacuation activities are the second category of survey results. These data are processed to develop the trip generation distributions used in the evacuation modeling effort, as discussed in Section 5.

A review of the survey instrument reveals that several questions have a "don't know" (DK) or "refused" entry for a response. It is accepted practice in conducting surveys of this type to accept the answers of a respondent who offers a DK response for a few questions or who refuses to answer a few questions. To address the issue of occasional DK/refused responses from a large sample, the practice is to assume that the distribution of these responses is the same as the underlying distribution of the positive responses. In effect, the DK/refused responses are ignored and the distributions are based upon the positive data that is acquired.

F.3.1 Household Demographic Results

Household Size

Figure F-1 presents the distribution of household size within the EPZ. The average household contains 2.56 people. The estimated household size (2.68 persons) used to determine the survey sample (Table F-1) was drawn from Census data. The close agreement between the average household size obtained from the survey and from the Census is an indication of the reliability of the survey.

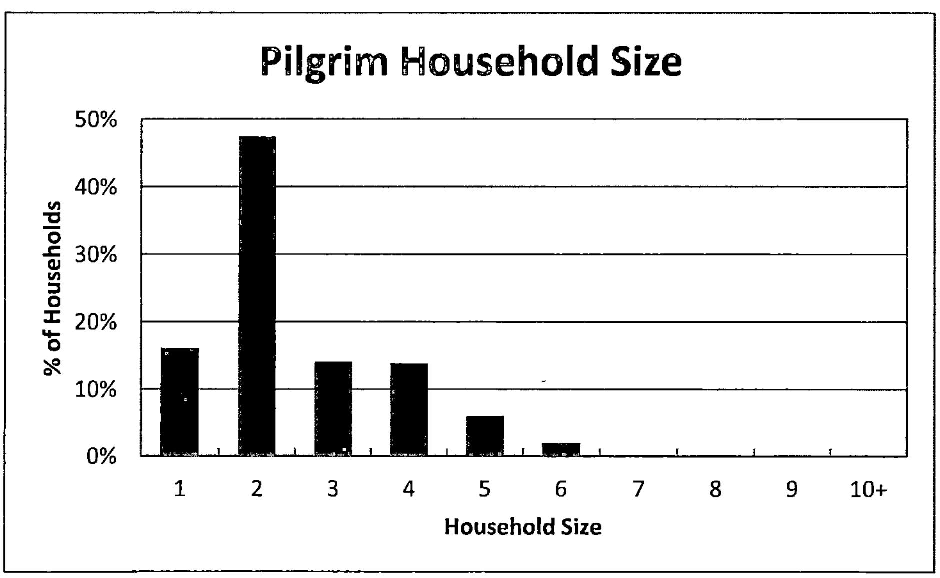


Figure F-1. Household Size in the EPZ

Automobile Ownership

The average number of automobiles available per household in the EPZ is 2.09. It should be noted that 1.2 percent of households do not have access to an automobile. The distribution of automobile ownership is presented in Figure F-2. Figure F-3 and Figure F-4 present the automobile availability by household size. Note that the majority of households without access to a car are single person households. As expected, nearly all households of 2 or more people have access to at least one vehicle.

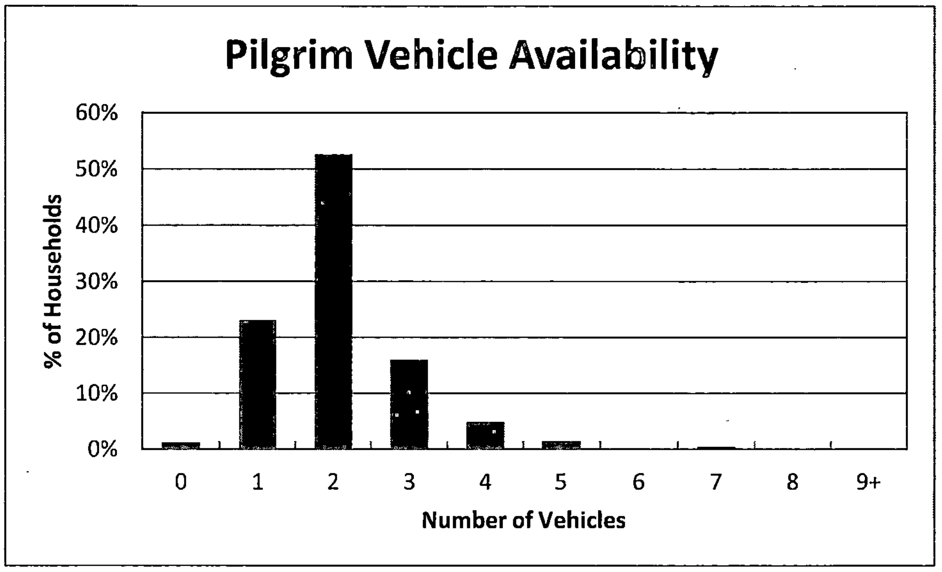


Figure F-2. Household Vehicle Availability

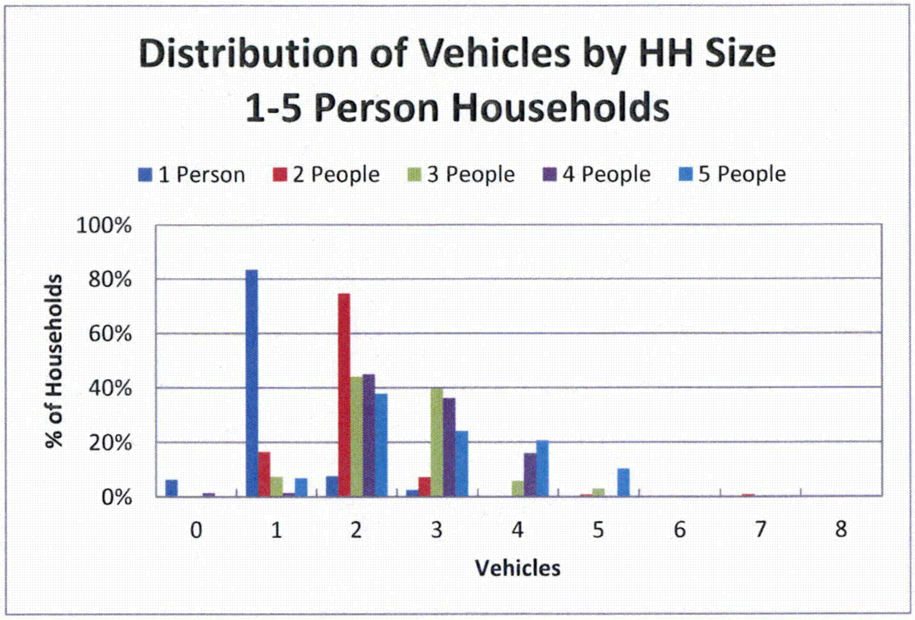


Figure F-3. Vehicle Availability - 1 to 5 Person Households

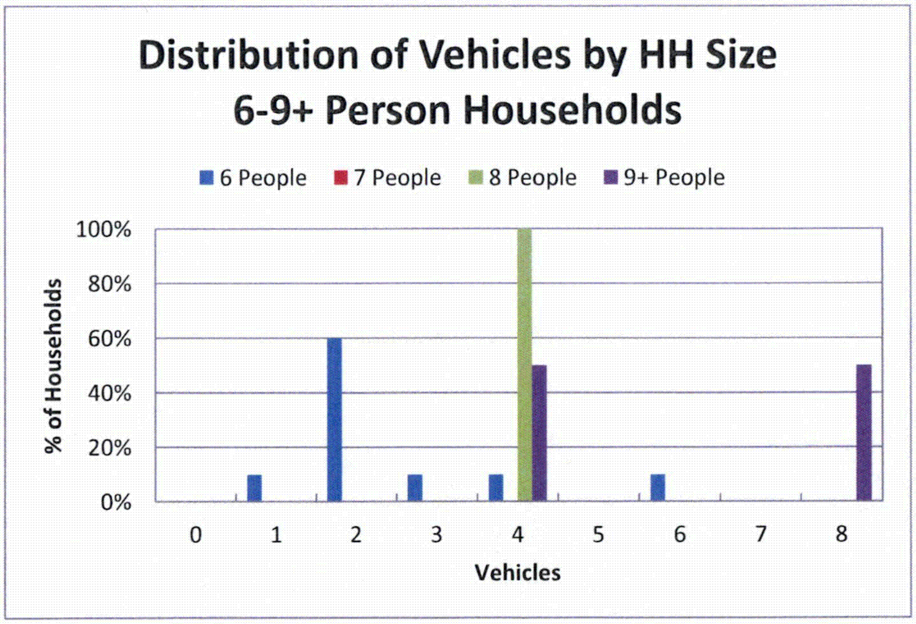


Figure F-4. Vehicle Availability - 6 to 9+ Person Households

Ridesharing

The overwhelming proportion (91%) of the households surveyed (who do not own a vehicle) responded that they would share a ride with a neighbor, relative, or friend if a car was not available to them when advised to evacuate in the event of an emergency. Note, however, that only those households with no access to a vehicle – 12 total out of the sample size of 500 – answered this question. Thus, the results are not statistically significant. As such, the NRC recommendation of 50% ridesharing is used throughout this study. Figure F-5 presents this response.

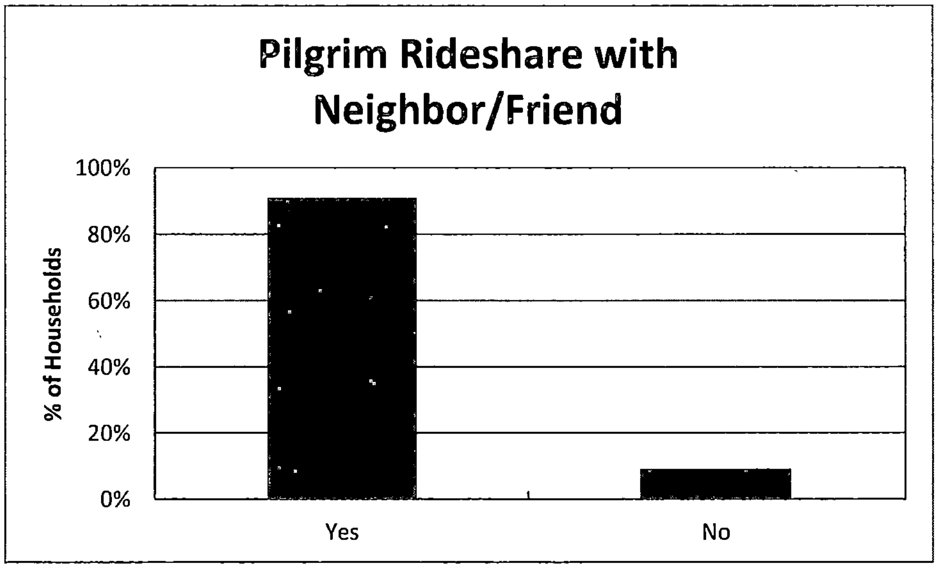


Figure F-5. Household Ridesharing Preference

Commuters

Figure F-6 presents the distribution of the number of commuters in each household. Commuters are defined as household members who travel to work or college on a daily basis. The data shows an average of 1.16 commuters in each household in the EPZ, and 65% of households have at least one commuter.

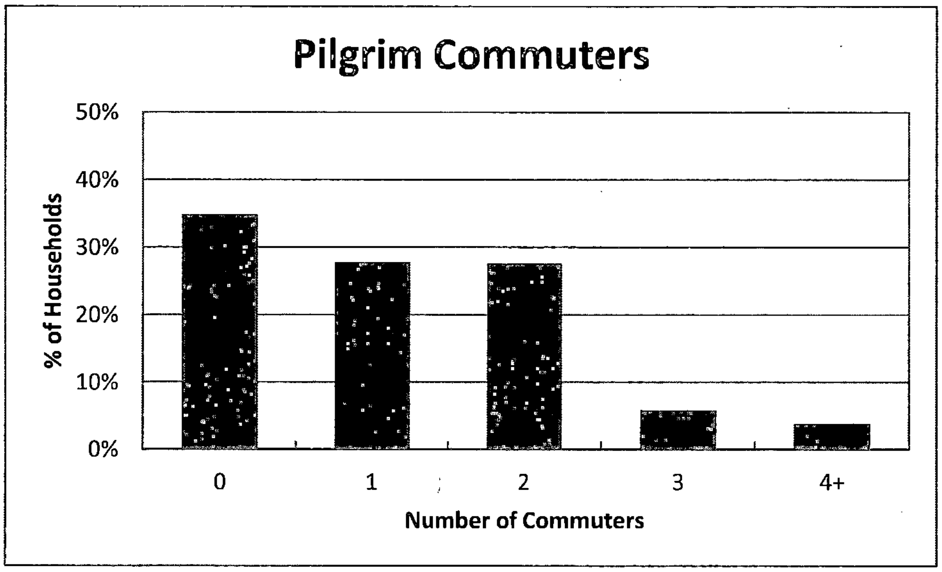


Figure F-6. Commuters in Households in the EPZ

Commuter Travel Modes

Figure F-7 presents the mode of travel that commuters use on a daily basis. The vast majority of commuters use their private automobiles to travel to work. The data shows an average of 1.05 employees per vehicle, assuming 2 people per vehicle – on average – for carpools.

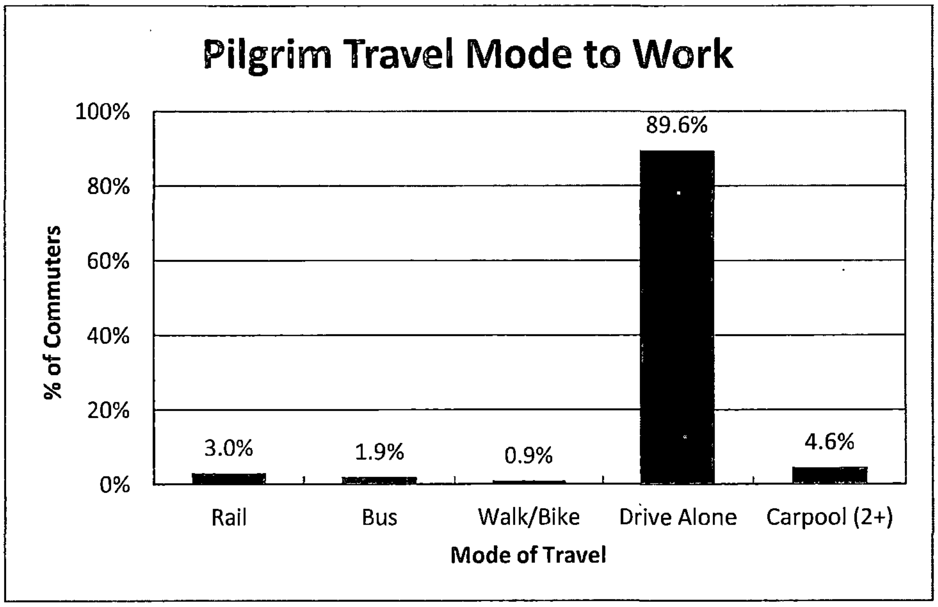


Figure F-7. Modes of Travel in the EPZ

F.3.2 Evacuation Response

Several questions were asked to gauge the population's response to an emergency. These are now discussed:

"How many of the vehicles would your household use during an evacuation?" The response is shown in Figure F-8. On average, evacuating households would use 1.37 vehicles.

"Would your family await the return of other family members prior to evacuating the area?" Of the survey participants who responded, 38 percent said they would await the return of other family members before evacuating and 62 percent indicated that they would not await the return of other family members.

"If you had a household pet, would you take your pet with you if you were asked to evacuate the area?" Based on the responses to the survey, 29 percent of households have a family pet. Of the households with pets, 92 percent of them indicated that they would take their pets with them, as shown in Figure F-9.

"When evacuating with your household pet, would you evacuate to a reception center if they do not accept pets?" As shown in Figure F-10, only 7 percent of households would evacuate to a reception center with their pet.

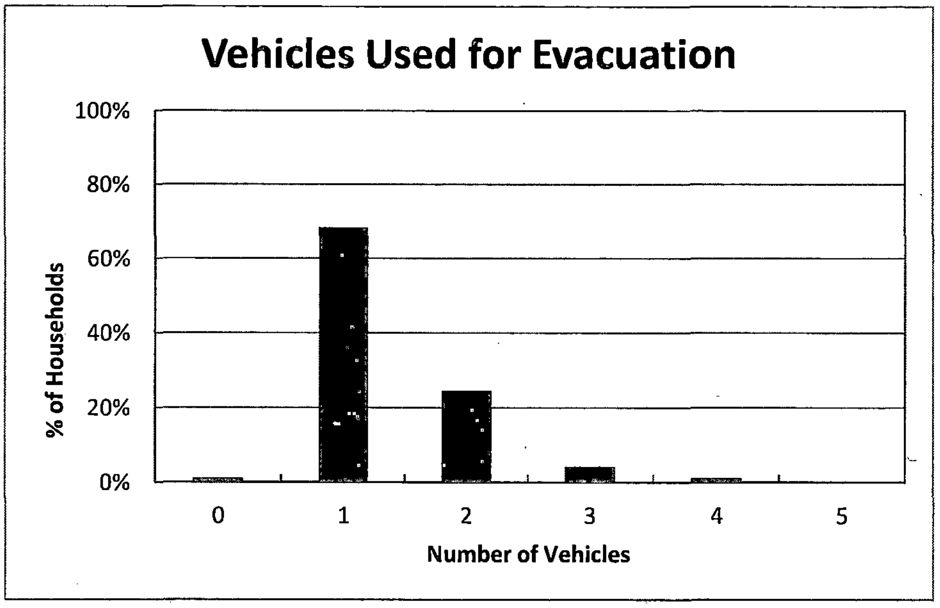


Figure F-8. Number of Vehicles Used for Evacuation

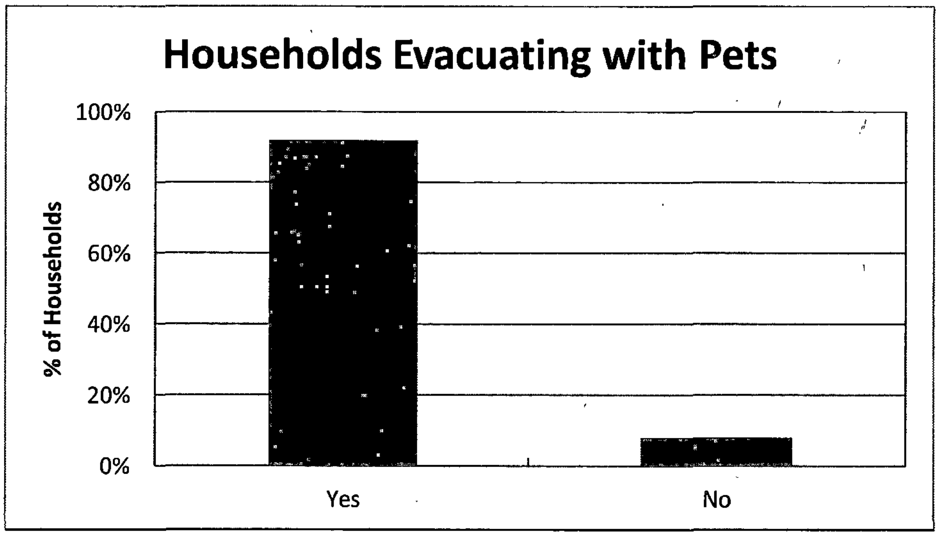


Figure F-9. Households Evacuating with Pets

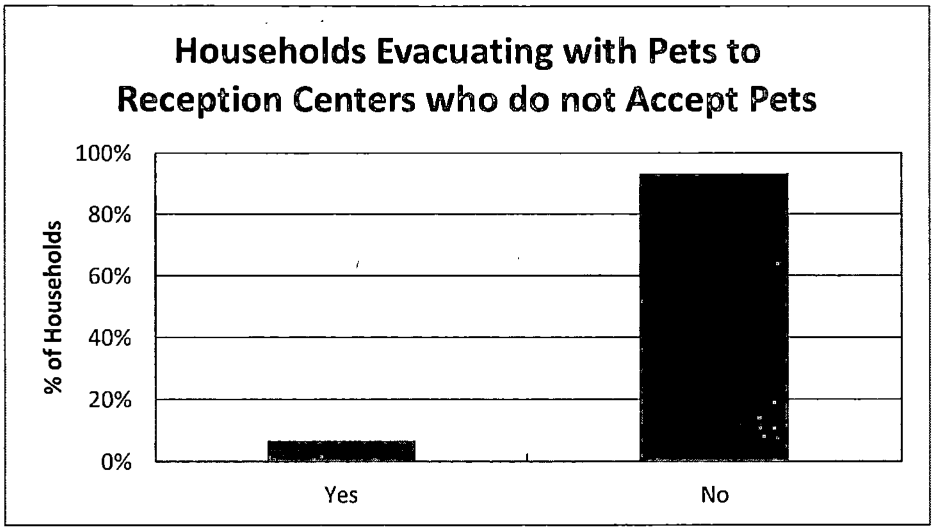


Figure F-10. Households evacuating with Pets to Care Centers

"Emergency officials advise you to take shelter at home in an emergency. Would you?" This question is designed to elicit information regarding compliance with instructions to shelter in place. The results indicate that 81 percent of households who are advised to shelter in place would do so; the remaining 19 percent would choose to evacuate the area. Note the baseline ETE study assumes 20 percent of households will not comply with the shelter advisory, as per Section 2.5.2 of NUREG/CR-7002. Thus, the data obtained above is in good agreement with the federal guidance.

"Emergency officials advise you to take shelter at home now in an emergency and possibly evacuate later while people in other areas are advised to evacuate now. Would you?" This question is designed to elicit information specifically related to the possibility of a staged evacuation. That is, asking a population to shelter in place now and then to evacuate after a specified period of time. Results indicate that 71 percent of households would follow instructions and delay the start of evacuation until so advised, while the balance of 29 percent would choose to begin evacuating immediately.

F.3.3 Time Distribution Results

The survey asked several questions about the amount of time it takes to perform certain pre-evacuation activities. These activities involve actions taken by residents during the course of their day-to-day lives. Thus, the answers fall within the realm of the responder's experience.

The mobilization distributions provided below are the result of having applied the analysis described in Section 5.4.1 on the component activities of the mobilization.

"How long does it take the commuter to complete preparation for leaving work?" Figure F-11 presents the cumulative distribution; in all cases, the activity is completed by about 75 minutes. Ninety percent can leave within 30 minutes.

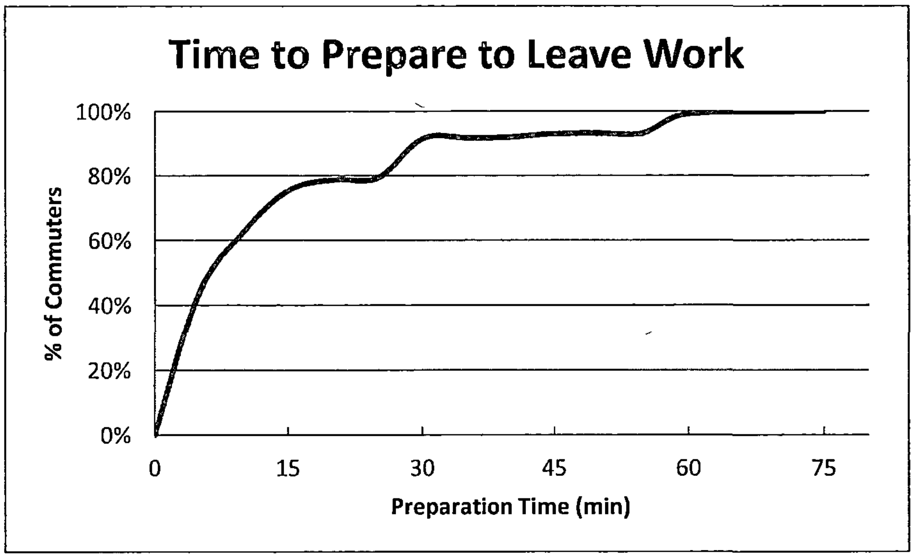


Figure F-11. Time Required to Prepare to Leave Work/School

"How long would it take the commuter to travel home?" Figure F-12 presents the work to home travel time for the EPZ. About 90 percent of commuters can arrive home within about 60 minutes of leaving work; in all cases, the activity is completed by about 120 minutes.

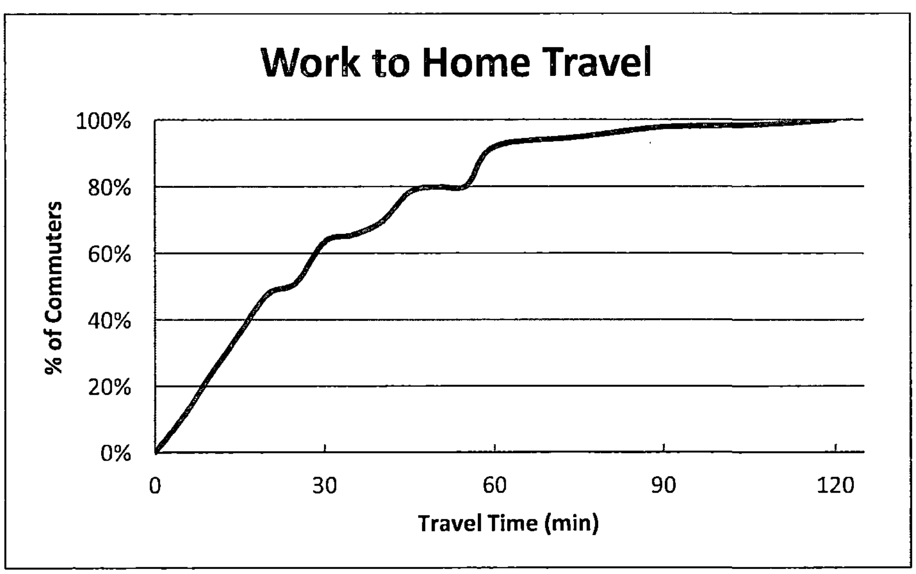


Figure F-12. Work to Home Travel Time

"How long would it take the family to pack clothing, secure the house, and load the car?" Figure F-13 presents the time required to prepare for leaving on an evacuation trip. In many ways this activity mimics a family's preparation for a short holiday or weekend away from home. Hence, the responses represent the experience of the responder in performing similar activities.

The distribution shown in Figure F-13 has a long "tail." About 90 percent of households can be ready to leave home within 75 minutes; the remaining households require up to three hours.

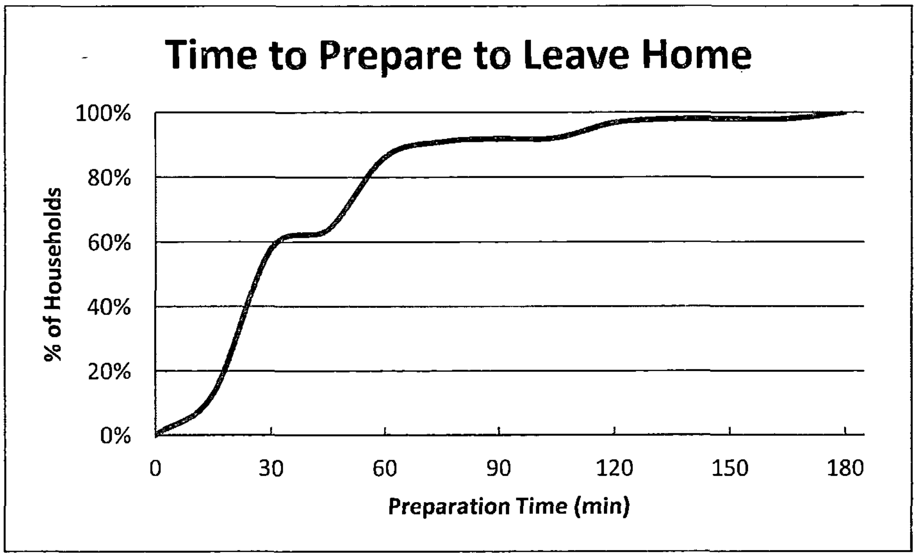


Figure F-13. Time to Prepare Home for Evacuation

"How long would it take you to clear 6 to 8 inches of snow from your driveway?" During adverse, snowy weather conditions, an additional activity must be performed before residents can depart on the evacuation trip. Although snow scenarios assume that the roads and highways have been plowed and are passable (albeit at lower speeds and capacities), it may be necessary to clear a private driveway prior to leaving the home so that the vehicle can access the street. Figure F-14 presents the time distribution for removing 6 to 8 inches of snow from a driveway. The time distribution for clearing the driveway has a long tail; about 90 percent of driveways are passable within 75 minutes. The last driveway is cleared three hours after the start of this activity. Note that those respondents (43%) who answered that they would not take time to clear their driveway were assumed to be ready immediately at the start of this activity. Essentially they would drive through the snow on the driveway to access the roadway and begin their evacuation trip.

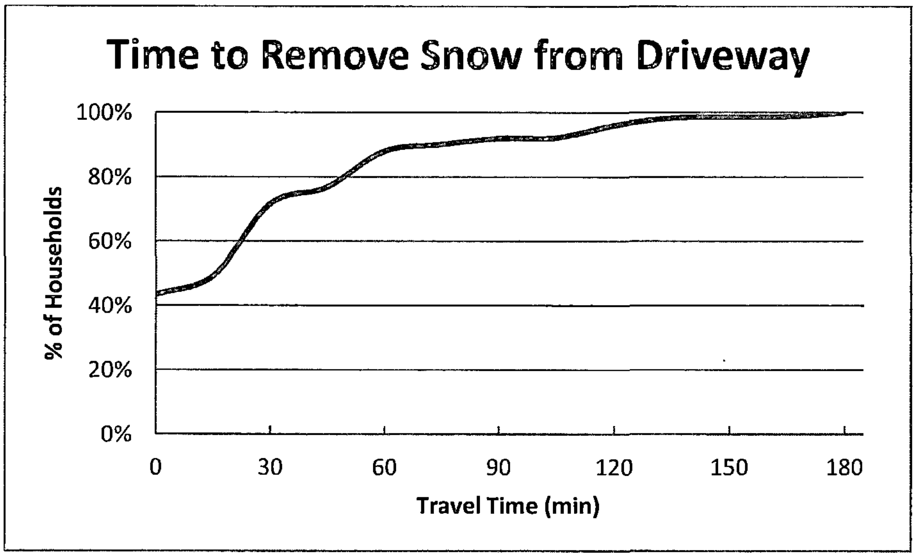


Figure F-14. Time to Clear Driveway of 6"-8" of Snow

F.4 Conclusions

The telephone survey provides valuable, relevant data associated with the EPZ population, which have been used to quantify demographics specific to the EPZ, and "mobilization time" which can influence evacuation time estimates.

ATTACHMENT A

Telephone Survey Instrument

Telephone Survey Instrument

COL. 1	Unused
COL. 2	Unused
COL. 3	Unused
COL. 4	Unused
COL. 5	Unused
Sex	COL. 8
	1 Male
	2 Female

Hello, my name is ___________ and I'm conducting a survey for the Emergency Management Agencies of Carver, Duxbury, Kingston, Marshfield and Plymouth municipalities. The information you provide will be used for emergency planning to enhance local response plans. Emergency planning for some hazards may require evacuation. Your answers to my questions will greatly contribute to this effort. I will not ask for your name.

INTERVIEWER: ASK TO SPEAK TO THE HEAD OF HOUSEHOLD OR THE SPOUSE OF THE HEAD OF HOUSEHOLD. (Terminate call if not a residence.)

DO NOT ASK:

1A.	Record area code. To Be Determined	COL. 9-11	
1B.	Record exchange number. To Be Determined	COL. 12-14	
2.	What is your home zip code?	COL. 15-19	
3A.	In total, how many cars, or other vehicles are usually available to the household? (DO NOT READ ANSWERS)	COL. 20	SKIP TO
		1 ONE	Q. 4
		2 TWO	Q. 4
		3 THREE	Q. 4
		4 FOUR	Q. 4
		5 FIVE	Q. 4
		6 SIX	Q. 4
		7 SEVEN	Q. 4
		8 EIGHT	Q. 4
		9 NINE OR MORE	Q. 4
		0 ZERO (NONE)	Q. 3B
		X DON'T KNOW/REFUSED	Q. 3B
3B.	In an emergency, could you get a ride out of the area with a neighbor or friend?	COL. 21	
		1 YES	
		2 NO	
		X DON'T KNOW/REFUSED	
4.	How many people usually live in this household? (DO NOT READ ANSWERS)	COL. 22	COL. 23
		1 ONE	0 TEN
		2 TWO	1 ELEVEN
		3 THREE	2 TWELVE
		4 FOUR	3 THIRTEEN
		5 FIVE	4 FOURTEEN
		6 SIX	5 FIFTENN

	7 SEVEN	6 SIXTEEN
	8 EIGHT	7 SEVENTEEN
	9 NINE	8 EIGHTEEN
		9 NINETEEN OR MORE
		X DON'T KNOW/REFUSED

5. How many adults in the household commute to a job, or to college on a daily basis?	COL. 24	SKIP TO
	0 ZERO	Q. 9
	1 ONE	Q. 6
	2 TWO	Q. 6
	3 THREE	Q. 6
	4 FOUR OR MORE	Q. 6
	5 DON'T KNOW/REFUSED	Q. 9

INTERVIEWER: For each person identified in Question 5, ask Questions 6, 7, and 8.

6. Thinking about commuter #1, how does that person usually travel to work or college? (REPEAT QUESTION FOR EACH COMMUTER)

	Commuter #1	Commuter #2	Commuter #3	Commuter #4
	COL. 25	COL. 26	COL. 27	COL. 28
Rail	1	1	1	1
Bus	2	2	2	2
Walk/Bicycle	3	3	3	3
Drive Alone	4	4	4	4
Carpool-2 or more people	5	5	5	5
Don't know/Refused	6	6	6	6

7. How much time on average, would it take Commuter #1 to travel home from work or college? (REPEAT QUESTION FOR EACH COMMUTER) (DO NOT READ ANSWERS)

COMMUTER #1				COMMUTER #2			
COL. 29		COL. 30		COL. 31		COL. 32	
1	5 MINUTES OR LESS	1	46-50 MINUTES	1	5 MINUTES OR LESS	1	46-50 MINUTES
2	6-10 MINUTES	2	51-55 MINUTES	2	6-10 MINUTES	2	51-55 MINUTES
3	11-15 MINUTES	3	56 – 1 HOUR	3	11-15 MINUTES	3	56 – 1 HOUR
4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES	4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES
5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES	5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES
6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES	6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES

7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS	7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS
8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)	8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)
9	41-45 MINUTES	9		9	41-45 MINUTES	9	
		0				0	
		X	DON'T KNOW /REFUSED			X	DON'T KNOW /REFUSED

COMMUTER #3 | COMMUTER #4

COL. 33		COL. 34		COL. 35		COL. 36	
1	5 MINUTES OR LESS	1	46-50 MINUTES	1	5 MINUTES OR LESS	1	46-50 MINUTES
2	6-10 MINUTES	2	51-55 MINUTES	2	6-10 MINUTES	2	51-55 MINUTES
3	11-15 MINUTES	3	56 – 1 HOUR	3	11-15 MINUTES	3	56 – 1 HOUR
4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES	4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES
5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES	5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES
6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES	6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES
7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS	7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS
8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)	8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)
9	41-45 MINUTES	9		9	41-45 MINUTES	9	
		0				0	
		X	DON'T KNOW /REFUSED			X	DON'T KNOW /REFUSED

8. Approximately how much time does it take Commuter #1 to complete preparation for leaving work or college prior to starting the trip home? (REPEAT QUESTION FOR EACH COMMUTER) (DO NOT READ ANSWERS)

COMMUTER #1 | COMMUTER #2

COL. 37		COL. 38		COL. 39		COL. 40	
1	5 MINUTES OR LESS	1	46-50 MINUTES	1	5 MINUTES OR LESS	1	46-50 MINUTES
2	6-10 MINUTES	2	51-55 MINUTES	2	6-10 MINUTES	2	51-55 MINUTES
3	11-15 MINUTES	3	56 – 1 HOUR	3	11-15 MINUTES	3	56 – 1 HOUR
4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES	4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES
5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES	5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES

6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES	6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES
7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS	7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS
8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)	8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)
9	41-45 MINUTES	9		9	41-45 MINUTES	9	
		X	DON'T KNOW /REFUSED			X	DON'T KNOW /REFUSED

COMMUTER #3				COMMUTER #4			
COL. 41		COL. 42		COL. 43		COL. 44	
1	5 MINUTES OR LESS	1	46-50 MINUTES	1	5 MINUTES OR LESS	1	46-50 MINUTES
2	6-10 MINUTES	2	51-55 MINUTES	2	6-10 MINUTES	2	51-55 MINUTES
3	11-15 MINUTES	3	56 – 1 HOUR	3	11-15 MINUTES	3	56 – 1 HOUR
4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES	4	16-20 MINUTES	4	OVER 1 HOUR, BUT LESS THAN 1 HOUR 15 MINUTES
5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES	5	21-25 MINUTES	5	BETWEEN 1 HOUR 16 MINUTES AND 1 HOUR 30 MINUTES
6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES	6	26-30 MINUTES	6	BETWEEN 1 HOUR 31 MINUTES AND 1 HOUR 45 MINUTES
7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS	7	31-35 MINUTES	7	BETWEEN 1 HOUR 46 MINUTES AND 2 HOURS
8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)	8	36-40 MINUTES	8	OVER 2 HOURS (SPECIFY ______)
9	41-45 MINUTES	9		9	41-45 MINUTES	9	
		X	DON'T KNOW /REFUSED			X	DON'T KNOW /REFUSED

9. If you were advised by local authorities to evacuate, how much time would it take the household to pack clothing, medications, secure the house, load the car, and complete preparations prior to evacuating the area? (DO NOT READ ANSWERS)

COL. 45		COL. 46	
1	LESS THAN 15 MINUTES	1	3 HOURS TO 3 HOURS 15 MINUTES
2	15-30 MINUTES	2	3 HOURS 16 MINUTES TO 3 HOURS 30 MINUTES
3	31-45 MINUTES	3	3 HOURS 31 MINUTES TO 3 HOURS 45 MINUTES
4	46 MINUTES – 1 HOUR	4	3 HOURS 46 MINUTES TO 4 HOURS
5	1 HOUR TO 1 HOUR 15 MINUTES	5	4 HOURS TO 4 HOURS 15 MINUTES
6	1 HOUR 16 MINUTES TO 1 HOUR 30 MINUTES	6	4 HOURS 16 MINUTES TO 4 HOURS 30 MINUTES
7	1 HOUR 31 MINUTES TO 1 HOUR 45 MINUTES	7	4 HOURS 31 MINUTES TO 4 HOURS 45 MINUTES
8	1 HOUR 46 MINUTES TO 2 HOURS	8	4 HOURS 46 MINUTES TO 5 HOURS

9 2 HOURS TO 2 HOURS 15 MINUTES
0 2 HOURS 16 MINUTES TO 2 HOURS 30 MINUTES
X 2 HOURS 31 MINUTES TO 2 HOURS 45 MINUTES
Y 2 HOURS 46 MINUTES TO 3 HOURS

9 5 HOURS TO 5 HOURS 30 MINUTES
0 5 HOURS 31 MINUTES TO 6 HOURS
X OVER 6 HOURS (SPECIFY _______)

COL. 47

1 DON'T KNOW/REFUSED

---

10. If there is 6-8" of snow on your driveway or curb, would you need to shovel out to evacuate? If yes, how much time, on average, would it take you to clear the 6-8" of snow to move the car from the driveway or curb to begin the evacuation trip? Assume the roads are passable. (DO NOT READ RESPONSES)

COL. 48

1 LESS THAN 15 MINUTES
2 15-30 MINUTES
3 31-45 MINUTES
4 46 MINUTES – 1 HOUR
5 1 HOUR TO 1 HOUR 15 MINUTES
6 1 HOUR 16 MINUTES TO 1 HOUR 30 MINUTES
7 1 HOUR 31 MINUTES TO 1 HOUR 45 MINUTES
8 1 HOUR 46 MINUTES TO 2 HOURS
9 2 HOURS TO 2 HOURS 15 MINUTES
0 2 HOURS 16 MINUTES TO 2 HOURS 30 MINUTES
X 2 HOURS 31 MINUTES TO 2 HOURS 45 MINUTES
Y 2 HOURS 46 MINUTES TO 3 HOURS
Z NO, WILL NOT SHOVEL OUT

COL. 49

1 OVER 3 HOURS (SPECIFY _______)
2 DON'T KNOW/REFUSED

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11. Please choose one of the following (READ ANSWERS):

A. I would await the return of household commuters to evacuate together.

B. I would evacuate independently and meet other household members later.

COL. 50

1 A
2 B
X DON'T KNOW/REFUSED

---

12. How many vehicles would your household use during an evacuation? (DO NOT READ ANSWERS)

COL. 51

1 ONE
2 TWO
3 THREE
4 FOUR
5 FIVE
6 SIX
7 SEVEN
8 EIGHT
9 NINE OR MORE

0	ZERO (NONE)
X	DON'T KNOW/REFUSED

13A.	Emergency officials advise you to take shelter at home in an emergency. Would you: (READ ANSWERS) A. SHELTER; or B. EVACUATE	COL. 52 1 A 2 B X DON'T KNOW/REFUSED
13B.	Emergency officials advise you to take shelter at home now in an emergency and possibly evacuate later while people in other areas are advised to evacuate now. Would you: (READ ANSWERS) A. SHELTER; or B. EVACUATE	COL. 53 1 A 2 B X DON'T KNOW/REFUSED

14A. If you have a household pet, would you take your pet with you if you were asked to evacuate the area? (READ ANSWERS)

COL. 54		SKIP TO
1	DON'T HAVE A PET	END SURVEY
2	YES	Q. 14B
3	NO	END SURVEY
X	DON'T KNOW/REFUSED	END SURVEY

14B When evacuating with your household pet, would you evacuate to a **reception center** if they do not accept pets? (READ ANSWERS)

COL. 55	
1	YES
2	NO, WOULD REMAIN AT HOME
3	NO, WOULD EVACUATE TO A LOCATION WHERE I COULD TAKE MY PET
X	DON'T KNOW/REFUSED

Thank you very much. ______________________________

(TELEPHONE NUMBER CALLED)

IF REQUESTED:

For additional information, contact your Municipality Emergency Management Agency during normal business hours.

Municipality	EMA Phone
Massachusetts	(508) 820-2000

APPENDIX G

Traffic Management Plan

G. TRAFFIC MANAGEMENT PLAN

NUREG/CR-7002 indicates that the existing TCPs and ACPs identified by the offsite agencies should be used in the evacuation simulation modeling. The traffic and access control plans for the EPZ were provided by the state.

These plans were reviewed and the TCPs were modeled accordingly.

G.1 Traffic Control Points

As discussed in Section 9, traffic control points at intersections (which are controlled) are modeled as actuated signals. If an intersection has a pre-timed signal, stop, or yield control, and the intersection is identified as a traffic control point, the control type was changed to an actuated signal in the DYNEV II system. Table K-2 provides the control type and node number for those nodes which are controlled. If the existing control was changed due to the point being a Traffic Control Point, the control type is indicated as a "TCP" in Table K-2.

Figure G-1 maps the TCPs identified in the state emergency plans. Theses TCPs would be manned during evacuation by traffic guides who would direct evacuees in the proper direction and facilitate the flow of traffic through the intersections.

As discussed in Section 7.3, the animation of evacuation traffic conditions indicates several critical intersections which could be bottlenecks during evacuation. These critical intersections were cross-checked with the state emergency plans. All of the intersections, except one – Route 28 and Tihonet Road – were identified as TCPs in the state plan. As discussed in Section 7.3, this intersection remains congested beyond the completion of mobilization (trip generation) time. It is recommended that the state consider this intersection as a TCP as shown in Figure G-2. This would discourage traffic flow northbound and eastbound towards the EPZ and would aid with the severe congestion on Tinhonet Road southbound coming from the EPZ.

G.2 Access Control Points

It is assumed that ACPs will be established within 2 hours of the advisory to evacuate to discourage through travelers from using major through routes which traverse the EPZ. As discussed in Section 3.7, external traffic was only considered on three routes which traverse the study area – Route 3, Route 25, and I-195 – in this analysis. The generation of these external trips on Route 3 is ceased at 2 hours after the advisory to evacuate in the simulation.

According to the Town's emergency plans, access control points will be manned by the Massachusetts State Police after the advisory to evacuate has been given. It is recommended that ACPs Route 3 and US-44 be the top priority in assigning manpower and equipment as they are the major routes traversing the EPZ and will carry the highest volume of through traffic.

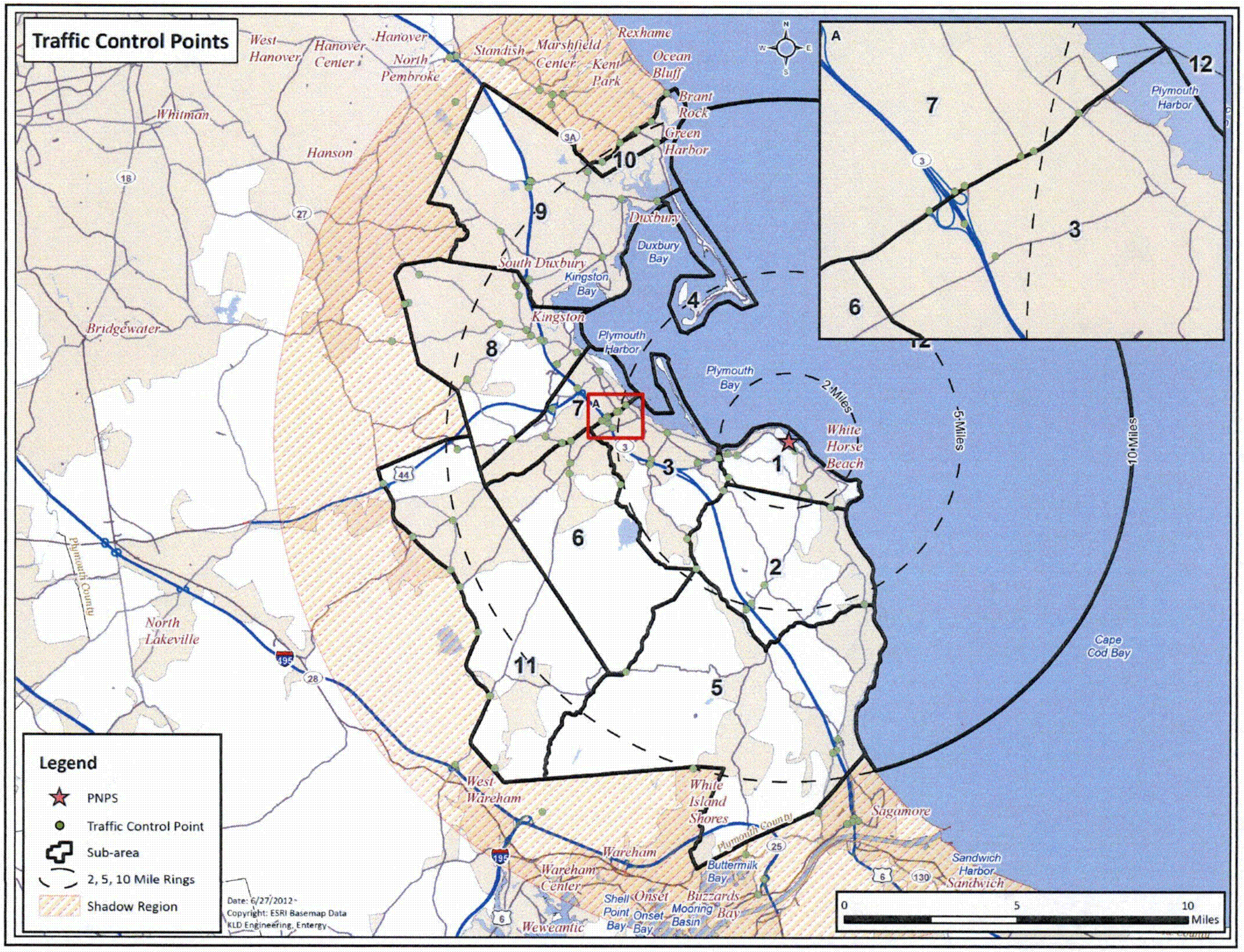


Figure G-1. PNPS Traffic Control Points

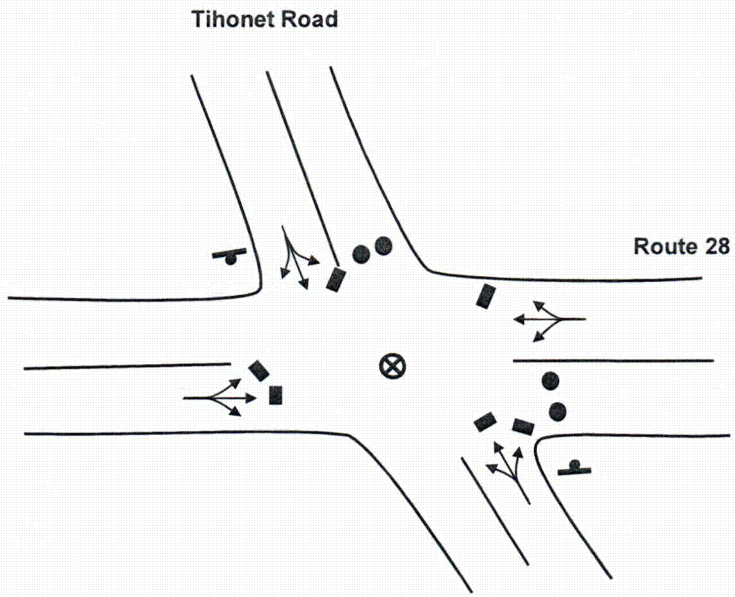
TCP

MUNICIPALITY: Wareham, MA

LOCATION: Route 28 & Tihonet Road

ID: 1

SUB-AREA: Shadow



N

****Traffic Guide should position himself safely**

Key

- MOVEMENT FACILITATED
- MOVEMENT DISCOURAGED/DIVERTED
- TRAFFIC GUIDE
- STOP SIGN
- TRAFFIC BARRICADE (2 ft × 3 ft)
  - 2 PER LANE (LOCAL ROADS AND RAMPS)
  - 4 PER LANE (FREEWAY AND RAMPS)
- TRAFFIC SIGNAL
- TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC BUT ALLOW PASSAGE (3 PER LANE): 8 ft

ACTIONS TO BE TAKEN

1. Discourage eastbound traffic on State Route 45
2. Discourage northbound traffic on Tihonet Road
3. Facilitate southbound movement along Tihonet Rd to access Route 28 westbound

MANPOWER/EQUIPMENT ESTIMATE

1 Traffic Guide(s)
6 Traffic Cones

LOCATION PRIORITY

1

Figure G-2. Schematic of the TCP at Route 28 and Tihonet Road