

NOTED

DOCKETED  
USNRC

DATE September 15, 1982

MEMORANDUM  
DEPARTMENT OF TRANSPORTATION

SUBJECT REVIEW OF SHOREHAM NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

OFFICE OF SECRETARY  
DOCKETING & SERVICE  
BRANCH

FROM R. Albertin, Specialized Transit Section, NYSDOT, 146-4 *RA*

TO J. R. Dillenbeck, Disaster Preparedness Commission

At your request, I have reviewed the August 31st responses to cited deficiencies in the Emergency Response Plan. In addition, I have taken the liberty to review the entire Plan and additional comments are provided from this effort.

In evaluating these observations, please bear in mind that the amount of time available to me was limited. As per your request, I therefore, concentrated on my previous points of concern. Even so, it is possible my comments may be addressed in the document (but missed).

Concerning the August 31st Consultant Comments & Answers...

Item

Comment

U. S. NUCLEAR REGULATORY COMMISSION

EXHIBIT No. 10

Applicant ☒ Staff ☐ Intervenor ☐

Identified ☒ Received ☐ Rejected ☐

Date: 2/23/84

Reporter: David J. Walsh Jr.

The supplied block diagram is a major step in the right direction at determining effective, recognized chains of command. It does not, however, indicate lines of authority among function (duty) or within duty command structure. Examples include: equal authority for Town, Police and State Police. I doubt this would be a practicable approach. Similarly, NYSDOT shows no interrelationship with the County DPW. I would recommend an incorporation of the "Role" table into the diagram.

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Here, too the lines of authority are vague with sometimes three agencies have primary responsibility for the same duty. Also, further detail should be considered within each function. If every individual in charge of a function can directly request assistance from another the result could be chaos. For example, can the individual in charge of buses request ambulances for a handicapped person? Will each function have a separate radio band?

Other items not specifically included but to be considered...

Item

Comment

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Has a communications expert looked into the feasibility of the amount of two-way radio communications to be required by each function?

App A II-18

How will individual handicapped people be accommodated? What if the phone lines are jammed? What vehicles will be used? Who will be in charge?

App A

The entire bus system remains a serious concern. Some of the items to be resolved include: where will the buses come from? Who will drive? Where will they get training? What communications will they have with headquarters? How long will it take for them and the drivers to be ready? Fueling? Breakdowns?

I realize the decision to evacuate students home first was a local one made after much thought. While it is addressed in some detail in the plan, since this is the first time an evacuation plan in New York State used this approach, I feel additional information could be provided to cover likely but irregular experiences such as ... parents not home, or more importantly how this decision could effect evacuation times.

Regarding the Dynamic Analysis...

Generally the work is exceedingly thorough and well documented. The issue of "acceptable" capacities appears adequately addressed but a complete comments on the analysis would require a thorough review of the analysis, the computer model and the assumptions. Time did not permit this. I recommend this effort be undertaken. The model, however, is accepted in the profession as a viable transportation tool. My only concerns, therefore, are in traffic control...

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I still feel the issue of available manpower is not sufficiently addressed.

Summary

Many of the concerns have been addressed but several key issues (described above) remain clouded. Emergency Mass Evacuation is a very difficult responsibility. The authors/consultants are correct in stating any plan will have problems. However, a thorough feasibility analysis should be conducted for each transportation task, the interrelationship with other groups, communications and resources to minimize later problems. The current plan does not have sufficient information available to do this at this time.

RA:LAC