

THREE MILE ISLAND
EVACUATION TIME ESTIMATES
FOR THE 10 MILE RADIUS EPZ

TABLE 1

ERPA DESCRIPTION BY
MUNICIPAL JURISDICTION

<u>ERPA Number(s)</u>	<u>Municipal Jurisdiction</u>
1	Londonderry - Three Mile Island
2, 9	Londonderry Township
3, 12	Conoy Township
4	Goldsboro Borough
5, 6, 15, 17	Newberry Township
7	Royalton Borough
8	Middletown Borough
10, 11	West Donegal Township
13	York Haven Borough
14	East Manchester Township (Portion)
16, 23, 33	Conewago Township
18, 37, 38, 41	Fairview Township
19	Highspire Borough
20, 46	Lower Swatara Township
21	Hummelstown Borough - Derry Twp.
22	South Hanover Township
24	South Londonderry Township*
25	Mount Joy Township*
26	Elizabethtown Borough
28	East Donegal Township*
29	Hellam Township*
30	East Manchester Township and Mount Wolf Borough
31	Springettsbury Township*
32	Manchester Township*
34	Dover Township*
35	Warrington Township*
36	Lewisberry Borough
39	Lower Allen Township*
40	New Cumberland Borough
42	Steelton Borough
43	Harrisburg City*
44	Paxtang Borough
45	Swatara Township and Susquehanna Township*
47	Lower Paxton Township*

* Note: Only a portion of the political jurisdiction and population lie within the EPZ.



2 Miles

Revision 1

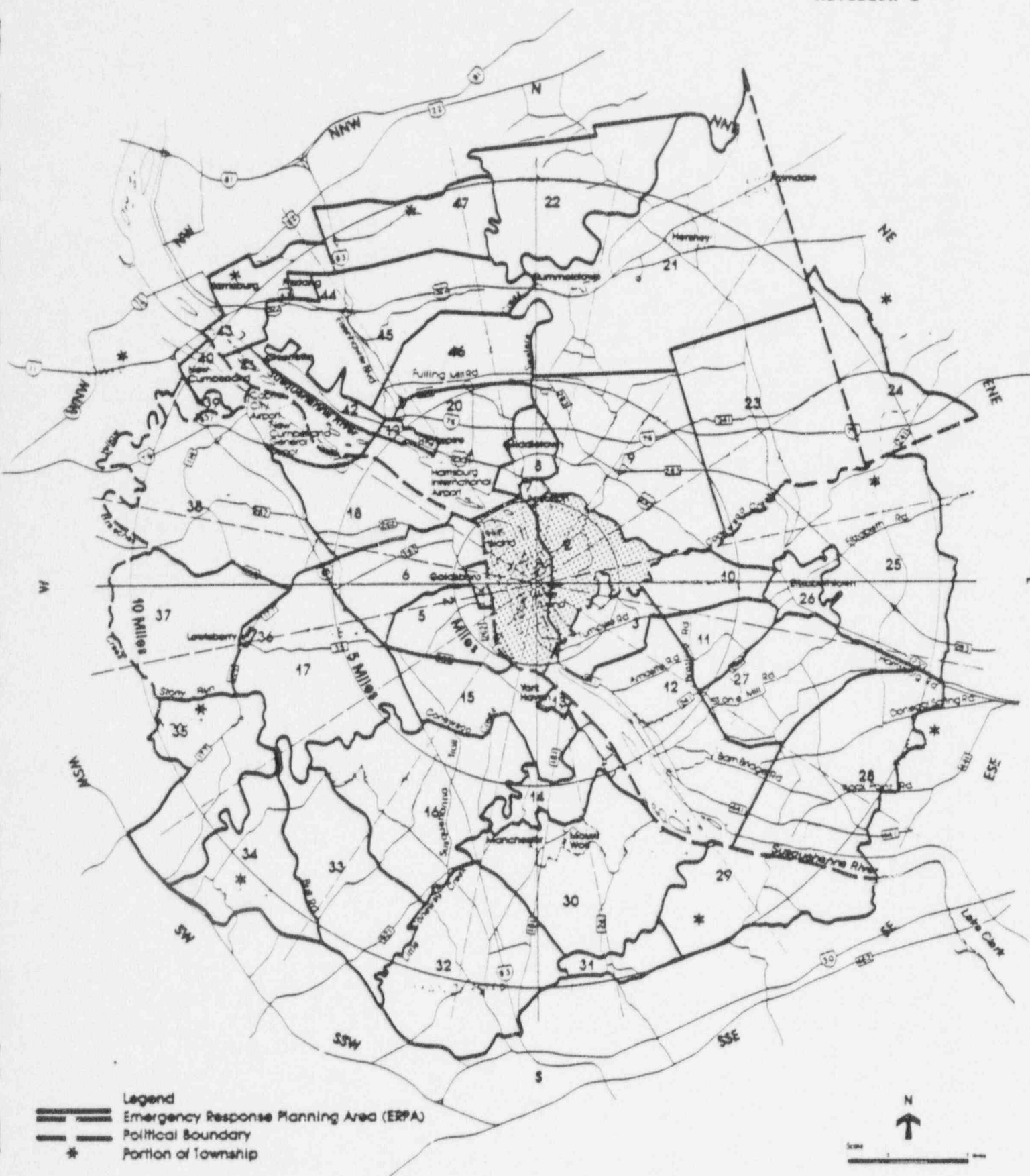


Fig. 3 Sector A —90 Degrees NE
2-Mile Radius

Three Mile Island
Emergency Response Plan
40-Mile FP7

THREE MILE ISLAND
EVACUATION TIME ESTIMATE
FOR THE 10 MILE RADIUS EPZ

Revision 1

TABLE 8
(Continued)

York County
- Continued -
-2-

<u>ERPA</u>	<u>Map No.</u>	<u>Facility/Address</u>	<u>Enrollment</u>	<u>Staff</u>	<u>School District</u>
38	75	Mount Zion Elementary School RD 2 Lewisberry	320	22	West Shore
38	76	Red Land Senior High School RD 2 Lewisberry	1320	118	West Shore
38	77	Fishing Creek Elementary School RD 2 Lewisberry	603	55	West Shore
38	79	Fairview Elementary School 480 Lewisberry Road Fairview Township	260	30	West Shore

5. Special Facilities - Hospitals/Nursing Homes (1), (30) - According to the county emergency plans, the specific transportation needs for these facilities will be determined at the time of an incident based on patient or resident characteristics such as number of ambulatory or non-ambulatory persons. County transportation resources including ambulances and buses would then be allocated to each facility to supplement facility owned or operated vehicles to evacuate the facility to a predesignated host center.

A list of the primary transportation resources identified in the County plans is presented in Table 17. Secondary resources from adjacent counties as identified in the County Plans have also been assumed to be available.

6. Special Facilities - Schools/Colleges (1) (23) (30) - It has been determined in the county emergency plans that evacuation of school children will be among their first priorities. The children who normally are assigned to district school buses will be taken to designated reception centers where they will be released to the custody of parents or guardians. Where schools do not normally provide bus transportation, students who normally walk to school will be sent home to evacuate with their families or provisions will be made for parents to pick them up at the school. According to discussions with school administrators, parochial school children who rely on public transportation, would have to find their own means of transport if district school bus are not provided. The schools without existing bus transportation are denoted in Table 8. Where a resident student population exists, it has been assumed that bus transportation will be allocated from the County's transportation resources. For students who drive to class, primarily those attending colleges and high school, the county emergency plans assume that they will self-evacuate, presumably to their homes to leave the risk area with their family. A list of the number and size of available school buses by county, school and school district is shown in Table 18.

Because the concept for evacuation of school children varies by county emergency plan and by school district, a conservative approach has been taken in this evacuation time estimate. It is assumed that available school buses will be allocated to all schools in the EPZ to evacuate the student population to their designated reception centers.

7. Special Facilities - Penal Institutions (1), (24) - The only major penal facility identified in the EPZ is the Dauphin County Prison. The vehicle estimate for the evacuation of staff and inmates was extracted from the draft of the Dauphin County Emergency Plans and confirmed by contact with the prison warden. Three buses with a capacity of 40-50 passengers (including guards) will be supplied by the National Guard to transport male inmates to the Huntington State Prison. The buses will travel along Route 22 to Huntington, Pennsylvania. Female inmates will be transported in two caged-station wagons to the State Correctional Institution for Women at Muncy, Pennsylvania. A convoy will be formed with two police cars at the front and rear of the convoy and one police car between each bus.

THREE MILE ISLAND
EVACUATION TIME ESTIMATE
FOR THE 10 MILE RADIUS EPZ

TABLE 17

(Continued)

County	Bus Transportation Resource	Approximate Number of Vehicles Available	Vehicle Capacity	Ambulance Transportation Resource	Approximate Number of Vehicles Available
Lancaster	Red Rose Transportation Authority	35 buses	72 people/bus	Warwick	1
				Leola	1
	Conestoga Bus Co.	13 coaches	45 people/coach	Hempfield	1
				Manheim Township Ambulance	2
	Penn Highway Trans. Company	7 coaches	43 people/coach	East Lampeter	1
				New Holland	1
	Johnson Bus Service*	90 buses	55 people/bus	West End	1
	Warfel Bus Service*	65 buses	48 people/bus	Christiana	1
Cumberland	Schultz Transportation*	30 buses	48 people/bus	Armstrong (R.D.)	1
	Raymond E. Groff* Buses	23 buses	72 people/bus	Conestoga View	1
				Lancaster Medical Transport	1
				Howmet	1
				Providence Township	1
				Strasburg	1
	West Shore District*	2 buses	24 people/bus	New Cumberland	
		4 buses	84 people/bus	(Ambulance 10)	
		24 buses	66 people/bus	Lower Allen	
		34 buses	72 people/bus	(Ambulance 112 and 212)	
Lebanon	Sunderland Chevrolet	50 buses	66-72 people/bus	Lisburn	
		17 vans	10 people/van	(Ambulance 24)	
	A. P. Bucks and Sons	17 buses	72 people/bus	Lawn Fire Co. Ambulance	1
		3 vans	12 people/van	Lawn, PA	
		3 station wagons	9 people/wagon		

Source: Three Mile Island
Emergency Evacuation Plans
(Drafts) for Lancaster,
Dauphin, Lebanon, York
and Cumberland County,
April 1979.

* Note: These bus companies are ~~contracted~~ to evacuate all students from schools before assisting in the evacuation of the general and resident population (see table 18).

THREE MILE ISLAND
EVACUATION TIME ESTIMATES
FOR THE 10 MILE RADIUS EPZ

TABLE 18

Revision 1

TRANSPORTATION RESOURCES BY COUNTY
FOR THE EVACUATION OF SCHOOL FACILITIES

<u>County</u>	<u>Transportation Resource</u>	<u>Approximate Number of Vehicles Available</u>	<u>Vehicle Capacity</u>
York	Red Lion Transit Bus Co.*	110 buses	72 students/bus
		18 motor coaches	39-40 students/ Motor Coach
	West Shore School District*	2 buses	24 students/bus
		4 buses	84 students/bus
		24 buses	66 students/bus
		34 buses	72 students/bus
	Gross School Bus Service	25 buses	72 students/bus
	Central York School District		
		31 buses	62 students/bus
Cumberland	West Shore School District*	66 buses	66-84 students/bus
Lancaster	Red Rose Transit Authority*	10 buses	40-50 students/bus
		2 buses	49 students/bus
		3 buses	47 students/bus
		5 buses	45 students/bus
		3 buses	41 students/bus
	Conestoga Transportation Co.*		
	Johnson Bus Company*	90 buses	55 students/bus
	Warfel Bus Service*	65 buses	48 students/bus
	Schultz Transportation*	30 buses	48 people/bus
	Raymond E. Groff Buses	23 buses	72 people/bus
Dauphin	Capital Area Transit*	20 buses	55 people/bus
	Capital Bus Company	53 buses	46 people/bus
		1 van	12 people/van
	Central Dauphin School District	82 buses	72 people/bus
	Harrisburg City School District	40 buses	72 people/bus
	Lower Dauphin School District	41 buses	72 people/bus
	Schlagel Bus Company*	23 buses	66 people/bus
	Harris Buses*	15 buses	72 people/bus

*Note: These bus companies are to evacuate all students from schools before assisting in the evacuation of the general population (see table 17).

THREE MILE ISLAND
EVACUATION TIME ESTIMATES
FOR THE 10 MILE RADIUS EPZ

TABLE 19

(continued)

LINK NUMBER	LINK DESCRIPTION			LINK LENGTH (MILES)	SPEED (MPH)	NUMBER OF LANES OUTBOUND	PRACTICAL CAPACITY OUTBOUND (PCE/HOUR)	ROADWAY CLASSIFICATION
	MAINLINE	FROM	TO					
94	SCHWANGERR	ANCHOR RD	S MARKETST	0.0	35	1	1140	SECONDARY HWY
95	RTE 230	SCHWANGERR	CLOVERLFRD	1.0	55	1	1070	PRIMARY HWY
96	RTE 230	CLOVERLFRD	SNYDER RD	2.0	55	2	3680	PRIMARY HWY
97	RTE 230	SNYDER RD	S. ANGLE ST	0.6	35	1	660	PRIMARY HWY
98	RTE 230	S. ANGLE ST	NEW HAVEN	0.7	35	1	740	PRIMARY HWY
99	RTE 230	NEW HAVEN ST	S MARKETST	0.1	35	1	720	PRIMARY HWY
100	RTE 230	S MARKETST	N BARBARAS	0.2	35	1	660	PRIMARY HWY
101	RTE 230	N BARBARAS	EBYCHWESRD	2.0	35	1	1490	PRIMARY HWY
102	MARIETTAST	RICHLANDLA	WONGALSPRG	1.1	25	1	1060	PRIMARY HWY
103	MARIETTAST	ROCKPOINT	RICHLANDLA	3.2	40	1	1140	PRIMARY HWY
104	ROCKPOINT	COLEBROOKR	RTE 141	0.8	30	1	1140	PRIMARY HWY
105	ROCKPOINT	RTE 743N	COLEBROOKR	1.5	35	1	1140	PRIMARY HWY
106	ONGALSPRGS	MAYTOWN RD	COLEBROOKR	1.8	40	1	1060	SECONDARY HWY
107	COLEBROOKR	MTNGHSENR	ONGALSPRGS	0.0	10	1	1060	SECONDARY HWY
108	ONGALSPRGS	COLEBROOKR	S. ANGLE ST	2.0	35	1	1060	SECONDARY HWY
109	W ONGAL ST	S. ANGLE ST	NEW HAVEN	1.0	35	1	1140	SECONDARY HWY
110	RTE 283E	GRANT ST	MT. JOY RDY	4.6	55	2	3760	LIMITED ACCESS
111	RTE 283E	RTE 230AAA	LANCAST CU	3.7	55	2	3760	LIMITED ACCESS
112	OVERLIN RD	UNION ST	AIRPORTACC	1.5	35	1	1060	SECONDARY HWY
113	I-76	JCT 283	HIDOLTW RD	2.2	55	2	3760	LIMITED ACCESS
114	I-76	LEBAN CO L	RTE 117	3.5	55	2	3760	LIMITED ACCESS
115	E MAIN ST	N UNION ST	VINE ST	0.2	30	1	810	PRIMARY HWY
116	E MAIN ST	VINE ST	COLEBROOKR	1.1	35	1	1410	PRIMARY HWY
117	E MAIN ST	COLEBROOKR	GEYERS CH	0.8	50	2	3800	PRIMARY HWY
118	RIVER RD	FALMOUTH RD	RTE 241N	3.0	30	1	1450	PRIMARY HWY
119	RTE 241N	RTE 441	BOSSLER RD	1.8	40	1	1140	PRIMARY HWY
120	RTE 241N	MASONIC DR	S MARKETST	0.3	25	1	260	PRIMARY HWY
121	S MARKETST	BAINBR ST	E. HIGH ST	0.1	25	1	770	PRIMARY HWY
122	RTE 441E	RTE 241N	RTE 743N	6.7	55	1	1010	PRIMARY HWY
123	RTE 441E	RTE 743N	RTE 23N	2.6	55	1	1490	PRIMARY HWY
124	WARSBRGPK	WILSON ST	AIR ACC RD	1.0	45	2	3800	PRIMARY HWY
125	SECOND ST	LUMBER ST	BROAD ST	0.1	35	1	950	PRIMARY HWY
126	SECOND ST	BROAD ST	EISEN BLVD	0.1	35	1	1410	PRIMARY HWY
127	S FRONT ST	EISEN BLVD	SWATARA ST	2.8	35	1	1410	PRIMARY HWY
128	S FRONT ST	SWATARA ST	LOCUST ST	0.1	25	1	1410	PRIMARY HWY
129	S FRONT ST	LOCUST ST	CONESTOGA	0.2	30	1	1410	PRIMARY HWY
130	CAMERUN ST	SYCAMOREST	PAXTON ST	0.3	35	1	1410	PRIMARY HWY
131	SECOND ST	TAYLOR BR	MACLAY ST	1.0	35	3	1370	PRIMARY HWY
132	SECOND ST	WALNUT ST	TAYLOR BR	0.5	35	3	1370	PRIMARY HWY
133	SECOND ST	MAPLE ST	WALNUT ST	0.0	35	3	2380	PRIMARY HWY
134	SECOND ST	CHESTNUTST	MAPLE ST	0.0	35	3	2370	PRIMARY HWY
135	SECOND ST	LINE ST	CHESTNUTST	0.2	35	3	1790	PRIMARY HWY
136	S. 2nd ST	PAXTON ST	LINE ST	0.0	35	2	3520	PRIMARY HWY
137	PAXTON ST	CAMERON ST	S. 2ND ST	0.2	35	2	1290	PRIMARY HWY
138	PAXTON ST	CAMERON ST	S. 13TH ST	0.3	35	2	1560	PRIMARY HWY
139	PAXTON ST	S. 13TH ST	S. 17TH ST	0.3	35	2		PRIMARY HWY

SUMMARY OF APPROXIMATE EVACUATION TIME ESTIMATES
FOR EACH EVACUATION SECTOR

Evacuation Sector	Best Estimate		General Population (1) (2)								Special Facilities (4)					
			Travel Time				Total Evacuation Time (3)				Travel Time		Total Evacuation Time		Travel Time	
			With Auto		Without Auto		With Auto		Without Auto		Schools		Schools		Others	
	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Others	Others
A	0:30	1:45	0:45	2:00	0:50	2:05	1:05	2:20	-	-	-	-	-	-	-	-
B	0:30	1:45	0:45	2:00	0:50	2:05	1:05	2:20	-	-	-	-	-	-	-	-
C	0:30	0:30	1:00	1:15	0:50	0:50	1:20	1:35	-	-	-	-	-	-	-	-
D	0:30	1:45	1:15	2:30	0:50	2:05	1:35	2:50	-	-	-	-	-	-	-	-
E	0:30	1:45	1:15	2:30	1:50	2:05	1:35	2:50	-	-	-	-	-	-	-	-
F	3:45	5:15	4:15	5:30	4:05	5:35	4:35	5:50	-	-	-	-	-	-	5:00	5:00
G	1:45	2:45	2:00	3:00	2:05	3:05	2:20	3:20	-	-	-	-	-	-	6:15	6:15
H	1:45	2:00	2:30	2:45	2:05	2:20	2:50	3:05	-	-	-	-	-	-	-	-
I	2:15	3:00	2:45	3:30	2:35	3:20	3:05	3:50	-	-	-	-	-	-	4:45	4:45
J	3:45	5:15	4:15	5:30	4:05	5:35	4:35	5:50	-	-	-	-	-	-	-	-
K	5:30	9:15	5:30	9:00	5:50	9:35	5:50	9:20	-	-	-	-	-	-	7:15	7:15
L	2:30	3:45	2:45	4:00	2:50	4:05	3:05	4:20	-	-	-	-	-	-	5:45	5:45
M	2:30	3:30	3:00	4:00	2:50	3:50	3:20	4:20	-	-	-	-	-	-	-	-
N	5:15	7:15	5:30	7:15	5:35	7:35	5:50	7:35	-	-	-	-	-	-	8:00	8:00
O	5:30	9:15	5:30	9:00	5:50	9:35	5:50	9:20	-	-	-	-	-	-	8:00	8:00

- (1) General population consists of residents and transients including non-essential THJ employees.
- (2) GPU has stated that as of July 1, 1981, a new warning system will be installed to provide notification of 100% of the population within 45 minutes.
- (3) Includes general population preparation time (20 minutes) and the roadway travel time.
- (4) For special facilities, it is assumed that notification will occur within fifteen minutes and that mobilization and evacuation will begin immediately thereafter. Evacuation times represent the longest estimated time for a special facility in the Sector considered. Time includes terminal time, loading/unloading, travel time, and round trip time as required.
- (5) The term Lower Bound reflects a good state of emergency readiness utilizing state emergency resources and allowing the progression of an evacuation to proceed according to the stages defined in FEMA's Disaster Operation Plan.
- (6) The term Upper Bound reflects a lack of adequate time necessary for proper deployment of state emergency resources due to an immediate declaration of general evacuation.

THREE MILE ISLAND
EVACUATION TIME ESTIMATES
FOR THE 10 MILE RADIUS EPZ

TABLE 24B

SUMMARY OF APPROXIMATE EVACUATION TIME ESTIMATES
FOR EACH EVACUATION SECTOR

Scenario: Typical Weekday

Evacuation Sector	General Population (1) (2)								Special Facilities (4)							
	Travel Time				Total Evacuation Time (3)				Travel Time		Total Evacuation Time		Travel Time		Total Evacuation Time	
	With Auto (5)		Without Auto (6)		With Auto (5)		Without Auto (6)		Schools (5) (6)		Schools (5) (6)		Others		Others	
	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper				
A	1:30	2:30	2:00	3:00	1:50	2:50	2:20	3:20	-	-	-	-	-	-	-	-
B	1:30	2:30	2:00	3:00	1:50	2:50	2:20	3:20	-	-	-	-	-	-	-	-
C	0:30	1:15	1:00	1:25	0:50	1:35	1:20	1:35	-	-	-	-	-	-	-	-
D	1:30	2:00	2:00	2:30	1:50	2:20	2:20	2:50	-	-	-	-	-	-	-	-
E	1:30	2:30	2:00	3:00	1:50	2:50	2:20	3:20	-	-	-	-	-	-	-	-
F	4:30	6:00	4:45	6:30	4:50	6:20	5:05	6:50	4:45	6:30	5:00	6:45	5:00	6:45	5:00	6:45
G	1:45	2:45	2:15	3:15	2:05	3:05	2:35	3:35	1:45	2:30	2:00	2:45	6:45	6:45	6:45	6:45
H	1:45	2:15	2:30	3:00	2:05	2:35	2:50	3:20	0:45	1:45	1:00	2:00	-	-	-	-
I	2:45	3:45	3:00	4:15	3:05	4:05	3:20	4:35	2:00	4:15	3:15	4:30	4:45	4:45	4:45	4:45
J	4:30	6:15	4:45	6:30	4:50	6:35	5:05	6:5	4:45	6:30	5:00	6:45	-	-	-	-
K	6:00	10:00	5:45	9:45	6:20	10:20	6:05	10:05	5:45	9:45	6:00	10:00	7:15	7:15	7:15	7:15
L	2:45	4:30	3:00	4:45	3:05	4:50	3:20	5:05	2:30	4:15	2:45	4:30	6:00	6:00	6:00	6:00
M	2:15	3:45	2:45	4:15	2:35	4:05	3:05	4:35	2:30	4:00	2:45	4:15	-	-	-	-
N	5:30	8:00	5:30	8:00	5:50	8:20	5:50	8:20	5:30	8:00	5:45	8:15	8:00	8:00	8:00	8:00
O	6:00	10:00	5:45	9:45	6:20	10:20	6:05	10:05	5:45	9:45	6:00	10:00	8:00	8:00	8:00	8:00

- (1) General population consists of residents and transients including non-essential TMI employees.
- (2) GPU has stated that as of July 1, 1981, a new warning system will be installed to provide notification of 100% of the population within 45 minutes.
- (3) Includes general population preparation time (20 minutes) and the roadway travel time.
- (4) For special facilities, it is assumed that notification will occur within fifteen minutes and that mobilization and evacuation will begin immediately thereafter. Evacuation times represent the longest estimated time for a special facility in the Sector considered. Time includes terminal time, loading/unloading, travel time, and round trip time as required.
- (5) The term Lower Bound reflects a good state of emergency readiness utilizing state emergency resources and allowing the progression of an evacuation to proceed according to the stages defined in FEMA's Disaster Operation Plan.
- (6) The term Upper Bound reflects a lack of adequate time necessary for proper deployment of state emergency resources due to an immediate declaration of general evacuation.

SUMMARY OF APPROXIMATE EVACUATION TIME ESTIMATES
FOR EACH EVACUATION SECTOR

Scenario: Adverse Weather

Evacuation Sector	General Population (1) (2)								Special Facilities (4)					
	Travel Time				Total Evacuation Time (3) (7)				Total Evacuation Time		Travel Time		Total Evacuation Time	
	With Auto		Without Auto		With Auto		Without Auto		Schools		Schools		Others	
	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Lower (5)	Upper (6)	Others	Others
A	2:00	2:15	2:30	2:45	2:40	2:45	3:10	3:25	-	-	-	-	-	-
B	2:00	2:15	2:30	3:45	2:40	2:55	3:10	3:25	-	-	-	-	-	-
C	0:30	0:30	1:15	1:15	1:10	1:10	1:55	1:55	-	-	-	-	-	-
D	2:00	2:15	2:30	3:00	2:40	2:45	3:10	3:40	-	-	-	-	-	-
E	2:00	2:15	2:30	3:00	2:40	2:45	3:10	3:40	-	-	-	-	-	-
F	5:30	6:45	5:45	7:00	6:10	7:25	6:25	7:40	-	-	-	-	6:00	6:00
G	2:45	3:15	3:15	3:45	3:25	3:55	3:55	4:25	-	-	-	-	8:00	8:00
H	2:15	2:45	2:45	3:15	2:55	3:25	3:25	3:55	-	-	-	-	-	-
I	3:15	4:00	3:30	4:15	3:55	4:40	4:10	4:55	-	-	-	-	5:20	5:20
J	5:30	6:45	6:00	7:15	6:10	7:25	6:40	7:55	-	-	-	-	-	-
K	9:15	11:30	9:00	11:15	9:55	12:10	9:40	11:55	-	-	-	-	8:45	8:45
L	4:00	4:45	4:15	5:00	4:40	5:25	4:55	5:40	-	-	-	-	7:30	7:30
M	4:00	5:00	4:30	5:30	4:40	5:40	5:10	6:10	-	-	-	-	-	-
N	7:15	9:00	7:15	9:00	7:55	9:40	7:55	9:40	-	-	-	-	9:30	9:30
O	9:15	11:30	9:00	11:15	9:55	12:10	9:40	11:55	-	-	-	-	9:30	9:30

- (1) General population consists of residents and transients including non-essential TMI employees.
- (2) GPU has stated that as of July 1, 1981, a new warning system will be installed to provide notification of 100% of the population within 45 minutes.
- (3) Includes general population preparation time (20 minutes) and the roadway travel time.
- (4) For special facilities, it is assumed that notification will occur within fifteen minutes and that mobilization and evacuation will begin immediately thereafter. Evacuation times represent the longest estimated time for a special facility in the Sector considered. Time includes terminal time, loading/unloading, travel time, and round trip time as required.
- (5) The term Lower Bound reflects a good state of emergency readiness utilizing state emergency resources and allowing the progression of an evacuation to proceed according to the stages defined in FEMA's Disaster Operation Plan.
- (6) The term Upper Bound reflects a lack of adequate time necessary for proper deployment of state emergency resources due to an immediate declaration of general evacuation.
- (7) Includes an additional 20 minutes to account for unknown conditions on the roadway system.

F. Distribution of Population by Time

A further output of the simulation model which may be of use in determining the course of action to take in the event of an incident at TMI is the distribution of the percent of population evacuated under each scenario during the estimated evacuation time period. The model uses assigned traffic volumes in PCZ's for each of the population components of a traffic zone and converts these back to population numbers using average vehicle occupancy rates and vehicle equivalency factors for the assigned mode of transportation. Based on the calculated speed along each route, the population which leaves the EPZ boundry is accumulated by time and percent of total population at fifteen minute intervals.

The approximate percent of the accumulated population which would be evacuated from the 360 degree-10 mile EPZ for each scenario is shown in Figures 22a, b, c. Table 25 further shows a comparison of the time estimated to evacuate fifty and ninety percent of the population under each scenario assuming varying degrees of readiness and development of possible incident.

TABLE 25
ESTIMATES OF TIME TO EVACUATE
50 and 90 PERCENT OF THE EPZ
POPULATION

<u>Scenario</u>	<u>Percent Accumulated Population Evacuated</u>			
	<u>50%</u>		<u>90%</u>	
	<u>Estimated Evacuation Time Range (hr. min.)</u>			
	<u>Lower</u>	<u>Upper</u>	<u>Lower</u>	<u>Upper</u>
BEST ESTIMATE	2:30	3:30	5:15	8:30
(Night)				
TYPICAL WEEKDAY	3:00	4:30	5:45	8:30
(Normal)				
ADVERSE WEATHER	4:00	5:00	8:00	11:30

* Based on an evacuation time estimate of the 360 degree-10 mile EPZ.

The range of evacuation times is a relative indicator of the state of readiness of emergency forces and the period of time over which a possible incident at TMI may develop.

Estimated times reflect approximate roadway travel time.

THREE MILE ISLAND
EVACUATION TIME ESTIMATES
FOR THE 10 MILE RADIUS EPZ

TABLE 26
(continued)

The following intersections require traffic control personnel⁺

Second Street and Eisenhower Boulevard (126, 127)
S. Front Street and Swatara Street (127, 128)
S. Front Street and Locust Street (128, 129)
S. Front Street and Conestoga Road (129, 354)
Cameron Street and Paxton Street (130, 136, 137)
Paxton Street and S. Second Street (137, 136)
Derry Street and 17th Street (142, 143)
Derry Street and 13th Street (143, 144)
13th Street and Market Street (144, 145)
Market Street and Cameron Street (145, 146)
Union D. Post and Downhoner Road (160, 263, 309)
Route 181 S and Maple Street (228, 229, 230)
Route 181 S and Woodview Drive (232, 331)
Susquehanna Trail and Lightner Road (237, 253, 330)
Route 238W and Route 74 (251)
Progress Avenue and Route 22 (260, 261)
Bridge Street and Market Street (266)
Carlisle Road and 18th Street (267, 268)
Route 39 and Route 22 (315)
Main Street and Wilson Street (64, 115, 344, 345)

* For locations refer to Figure 23a - 23c

+ Personnel who are stationed at signalized intersections will either manually operate the traffic signals or manually direct traffic

NOTICE

Due to a clerical error, the pages of Appendix D were numbered C-1, C-2, etc. (rather than D-1, D-2, etc.). The pages which follow this Notice reflect no substantive changes to the Evacuation Time Study, only a change in the pagination of Appendix D, except that the page now numbered D-8 (previously marked C-8) also has one substantive change indicated thereon.

ERPA 1

- o Take Geyers Church Road northeast to Rte 230. Following Rte 230 east to the entrance ramp to Route 283 east.
- o Take the north plant bridge to Geyers Church Road and continue as above.
- o Take the south plant bridge to Rte 441. Turn right and proceed on Rte. 441 South.

ERPA 2

- o Take Hilldale Drive to Geyers Church Road. Follow Geyers Church Road to Rte. 230. Proceed on Rte. 230 to the entrance ramp to Rte. 283 east.
- o Take Rte. 230 northwest to the entrance ramp of Rte. 283 east.
- o Take Rte. 441 South.

ERPA 3

- o Take Palmouth Road east to W. High Street in Elizabethtown. Proceed on W. High Street to East High Street and then continue east on Elizabethtown Road.
- o Take Rte. 441 South.

ERPA 4

- o Take Valley Road North to Rte. 262 (Yocumtown Rd.) to the Susquehanna Trail entrance to I-83 north.
- o Take Wisler Road to Rte. 382. Turn right and proceed west to I-83 north entrance.

ERPA 5

- o Take Wisler Road to Rte. 382 Turn right and proceed west to I-83 north entrance.
- o Follow York Haven Road to the entrance ramp to I-83 north.

ERPA 6

- o Follow Pines Road to York Haven Road. Turn right to the entrance ramp to I-83 north.
- o Take Rte. 262 (Yocumtown Road) to the Susquehanna Trail entrance to I-83 north.

ERPA 7

- o Take Mudd Pike (Rte. 441 north) to Union Street in Middletown. Turn right on to East Main Street (Rte 230) and proceed to the entrance ramp of Rte. 283 east.

ERPA 8

- o Take Middletown Road (Vine Street extension) north to the entrance ramp of Rte. 283 east.
- o Take East Main Street (Rte 230) to the entrance ramp of Rte. 283 east.
- o Take the Harrisburg Pike (Main Street west) to the Airport Access Road West. Proceed to Rte. 283 west and to turn north onto I-283 - I-83.

ERPA 9

- o Take Colebrook Road to the entrance ramp to Rte. 283 east.
- o Take Rte 230 to the entrance ramp to Rte. 283 east.
- o Follow Colebrook Road (Rte. 341) east.
- o Proceed on Deodate Road north to Colebrook Road. Turnright to Colebrook Road (Rte. 341) east.

ERPA 10

- o Take Turnpike Road east to High Street, then turn left to Market Street in Elizabethtown. Proceed on Market Street to Linden Avenue. Turn left on to Hanover Street and proceed West on Rte 743 to the entrance ramp to Rte. 283 east.

ERPA 11

- o Take Rte 241 to Elizabethtown. Turn left on Market Street to E. High St. then turn right on Elizabethtown Road east.
- o Take Turnpike Road east and proceed as in ERPA 10.

ERPA 12

- o Take Rte 441 southeast to Rte 23.
- o Take Rte 241 to Elizabethtown and proceed as in ERPA 11.
- o Take Donegal Springs Road toward Mt. Joy.

ERPA 13

- o Take Rte 181 south to I-83.

ERPA 14

- o Take Rte 181 south to I-83.

ERPA 15

- o Take Rte 181 south to I-83
- o Take Rte 382 (York Haven Road) northwest to the entrance ramp to I-83 north.
- o Take Susquehanna Trail to I-83 south entrance ramp.

ERPA 16

- o Take Cloverleaf Road to the Susquehanna Trail entrance to I-83 south.
- o Take Mount Washington Road southeast to Susquehanna Trail. Proceed south on Susquehanna Trail to York.

ERPA 17

- o Take York - Levisbury Roads to Anderson Road. Proceed on Anderson Road southwest to Rohler's Church Road. Continue on Rohler's Church Rd.
- o Take the Rte 382 west to Rte 177 South.
- o Take Potts Hill Rd. to Susquehanna Trail, then onto the entrance ramp to I-83 n.

ERPA 18

- o Take Valley Road to the entrance to I-83 north from Creek Rd.
- o Take York Road to the entrance to I-83 north from Creek Rd.

ERPA 19

- o Take Rte 230 north to S. Front Street.

ERPA 20

- o Take Rte 441 north (Oberline Rd.) to I-283 north. Proceed north on I-283 to I-83 north.
- o Take airport connector highway to Rte 283 west. Continue on Rte 283 to I-83 north.

ERPA 21

- o Follow Chocolate Avenue (Rte 422) northeast.
- o Take Pisburn Rd. (Rte 743) to Governor Road (Rte 322) east.

ERPA 22

- o Take Route 340 to Rte 39 north.
- o Take Red Top Road to Rte 39 north.

ERPA 23

- o Take Route 341 east.
- o Take Patrick Rd east.

ERPA 24

- o Take Patrick Road north to Rte 322.
- o Take Rte 241 northeast.
- o Take Rte 341 east.

ERPA 25

- o Follow Cloverleaf Road south to the entrance to Rte 283 east.
- o Take Elizabeth Road east.
- o Take Rte 241 northeast.
- o Take Hershey Rd. northeast to Rte 283 east.

ERPA 26

- o Follow Elizabeth Rd. northeast.
- o Take Rte 230 east toward Mount Joy.
- o Take Rte 743 to the entrance ramp of Rte 283 east.

ERPA 27

- o Take Bainbridge Road north to S. Market St. turn left on S. Market St. and continue to Linden Avenue. Follow Linden Ave. east to No. Hanover St. Proceed north on Hershey Rd. to I. 283 E.
- o Take Maytown Road to Foreman Drive turn east on to Rte 230.
- o Take Cloverleaf Road north to Rte. 230 east.

ERPA 28

- o Take Donagal Spring Road toward Mount Joy.
- o Take Rock Point Road toward Rte 141.
- o Take Rte 441 east toward Rte 23.

ERPA 29

- o Take Furnace Road toward Hauser School Road, then proceed on Cool Spring Road south to Rte 30.
- o Follow Kreutz Creek Road south to Rte 30.

ERPA 30

- o Take Board Road south to the entrance to I-83 south at Church Road.
- o Take Sherman Road south to Mount Zion Road. Proceed on Mount Zion down to Rte 30.
- o Take Rte. 181 south to the entrance ramp to I-83 south.

ERPA 31

- o Take Mount Zion Road (Rte. 24) south to Rte 30.

ERPA 32

- o Take Susquehanna Trail south toward York and I-83.
- o Take Rte 181 south to I-83 southbound entrance ramp.
- o Take Rte 238 southwest toward Rte 74.

ERPA 33

- o Follow Cherry Orchard Road southwest to Nursery Road, then turn right to George Street Town Rte. 74.
- o Take Rte 921 toward Rte 74.
- o Take Butler Road east, to Bull Road south, then turn right on Rte 921 toward Rte. 74.

ERPA 34

- o Take Anderson-Rohler Church Roads toward Rte 74.
- o Take Mountain Road south to Old Carlise Road.
- o Follow Cherry Orchard Road southwest to Nursey Road then turn right onto George Street toward Rte. 74.

ERPA 35

- o Take Boring Bridge Road toward Rte 74.
- o Take Rte 177 toward Rte 74.

ERPA 36

- o Take Rte 177 south toward Rte 74.

ERPA 37

- o Take Siddenburg Road west to Lewisbury Road and continue.
- o Take Lewisberry Road west Lisburn Road and continue.
- o Follow Rts. 177 South toward Rte 74.

ERPA 38

- o Take Lewisberry Road toward Old Forge Road. Proceed on Old Forge Road to Lisburn Road.
- o Take Lewisbury Road (Rte 114 west) to I-83 north.
- o Take Fishing Creek Road east and turn north on I-83.

ERPA 39

- o Take Simpson Ferry Road west to Carlise Road and continue toward U.S. Rte 15.

ERPA 40

- o Take Bridge Street north to Market Street then turn left to Rte. 11.
- o Follow same route as ERPA 39

ERPA 42

- o Take S. Front Street north to Paxton Street.

ERPA 43

- o Take Derry Street west to 12th Street. Follow 12th Street north to Market Street then, turn right from Market Street to Rte. 230 north.
- o Enter I-83 at 17th Street and proceed west toward Rte. 15.
- o Follow Progress Avenue north to I-81.

ERPA 44

- o Follow Progress Avenue north to I-81.

ERPA 45

- o Follow Conway Road to Union Deposit Road, take Union Deposit Road to Nyes Road and proceed north toward Route 22.
- o Take Paxton Street eastbound to the entrance to I-83 north.
- o Take Galion Road north then continue on Dowhoner Rd. to Union Deposit Road. Turn left on Union Deposit Rd. to I-83N.
- o Follow Chamberhill Road to Keckler Road. Turn right to Rte 441 west to I-83N.

ERPA 46

- o Take Rte. 441 northwest to I-83 north.
- o Take Pulling Mill Road westbound to Eisenhower Blvd. Proceed south on Eisenhower Blvd to the entrance of Rte 283 to I-76 and then proceed to I-76 east.

ERPA 47

- o Take Union Deposit Road west to I-83 north.
- o Rte 340 west to I-83. North on I-83.
- o Follow Newside Road to Rutherford Road. Continue north on Rutherford Road to Virginia Street then turn left on Prince Street north toward Rte. 22.
- o Take Conway Road to Union Deposit Road and continue toward Rte 22 as noted for ERPA 45.