



Federal Emergency Management Agency

Washington, D.C. 20472

OCT 15 1985

MEMORANDUM FOR: Edward L. Jordan
Director, Division of Emergency Preparedness /
and Engineering Response
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission

FROM: *Richard W. Krimm*
Richard W. Krimm
Assistant Associate Director
Office of Natural and Technological Hazards Programs

SUBJECT: Lake County, Illinois Traffic and Access Control
Remedial Training Drill

On May 23, 1985, copies of the Exercise Report for the March 6, 1985, joint exercise of the offsite radiological emergency preparedness (REP) plans for the Zion Nuclear Power Plant were sent to you. It was noted that one deficiency affecting the public health and safety (Category A) was identified during the exercise. The Category A deficiency (NUREG evaluation criterion J.10.j) for Lake County, Illinois resulted because proper procedures for determining appropriate traffic control measures were not followed and, as a result, a road was allowed to remain open by which the public could have entered the area affected by the plume.

In the schedule of corrective actions submitted by the State of Illinois (sent to you on July 30, 1985), it was noted that the State had scheduled a remedial training drill for the Lake County traffic and access control staff. The drill was conducted on August 21, 1985, as originally scheduled. The training covered proper procedures and included a demonstration by the appropriate staff of their ability to effectively implement procedures relating to traffic and access control.

The Federal Emergency Management Agency (FEMA) Region V staff attended the remedial training drill to observe and evaluate the effectiveness of the training and the capabilities of the EOC staff. Based on the FEMA Headquarters review of the attached September 3, 1985, evaluation report prepared by FEMA Region V, we believe the Category A deficiency for Lake County, Illinois has been adequately corrected. Therefore, the approval under FEMA rule 44 CFR 350 for the Zion Nuclear Power Plant will remain in effect.

If you have any questions, please contact Mr. Robert S. Wilkerson, Chief, Technological Hazards Division at 646-2861.

Attachment
As Stated

8512050317 851121
PDR ADOCK 05000295
F PDR



Federal Emergency Management Agency

Region V 300 South Wacker, 24th Floor, Chicago, IL 60606 (312) 353-1500

September 3, 1985

Memorandum For: Assistant Associate Director
Office of Natural and Technological Hazards

Attn: Bob Turner, SL-NT-TH *Wallace J. Weaver*

From: Wallace J. Weaver, Chief
Technological Hazards Branch

Subject: Lake County, Illinois (Zion) Traffic and
Access Control Remedial Training Drill

During the March 6, 1985 joint exercise for the Zion Nuclear Power Station one deficiency affecting the public health and safety (Category A) was identified. The Category A deficiency (NUREG evaluation criterion J.10.j) for Lake County, Illinois resulted because proper procedures for determining appropriate traffic control measures were not followed and, as a result, a road was allowed to remain open by which the public could have entered the area affected by the plume. To correct this deficiency, Illinois scheduled training for the Lake County traffic and access control staff on August 21, 1985. This training included a demonstration by the appropriate staff of their ability to effectively implement procedures relating to traffic and access control. I attended this traffic and access control remedial training drill to observe and evaluate the effectiveness of the training and the capabilities of the EOC staff.

The traffic and access control remedial training drill was comprised of two sessions. The morning session consisted of the standard comprehensive traffic and access control training which is normally conducted by the Illinois Emergency Services and Disaster Agency (IESDA) for each risk County in the 10-mile inhalation EPZ of a nuclear power station. This training was conducted by John Medema, IPRA Planner from the IESDA Mazon Field Office and attended by thirteen command officers of the Lake County Sheriff's Department.

These officers, listed on enclosure 1, would be stationed in the Lake County Community Coordination Center to coordinate law enforcement activities, including traffic and access control, during an incident at the Zion Nuclear Power Station. A copy of the instructor guide, participant manual and overhead slides used during the training are attached as enclosures 2,3 and 4, respectively. These materials provide an adequate summary of the nature and content of the traffic and access control training which was conducted.

The afternoon session consisted of a table top drill to demonstrate the EOC staff capability in the area of traffic and access control. Two officers played the role of EOC law enforcement staff and two other officers played the role of County ESDA Coordinator, which are their normal emergency functions. John Medema and I formulated an exercise problem which consisted of implementing traffic and access control for a given protective action order and then amended the actions taken as a result of a second protective action order. It should be noted that the two officers playing the role of law enforcement staff had not previously participated in a Zion exercise. Thus, their performance during the drill would reflect the quality of the training they had received.

The first protective action was for the evaluation of the 0-2 mile ring in all sectors and for sheltering 2-5 miles in the downwind sectors of K,L and M. These areas are depicted on the reduced Lake County 10-mile EPZ Evacuation and Traffic/Access Control Map, enclosure 5. With no assistance from the more experienced ESDA Coordinators, the officers indicated the steps necessary to implement traffic and access control. Some of the points discussed included the distribution of personal dosimetry and instructions for field personnel, the determination of an appropriate access point for plant personnel and emergency vehicles (upwind from the plant at a 2-mile control point), provisions for obtaining resources from the Lake County Highway Department as necessary and coordination with the municipal police departments who have responsibility for manning certain control points.

The two officers, using the Evacuation and Traffic/Access Control Map and 5-SOP-7, then activated the appropriate control points for the drill scenario. The procedures in 5-SOP-7 are consistent with the physical boundary concept which would be utilized to formulate emergency instructions to the public. The boundaries of the affected area were confirmed by the ESDA Coordinators, who also indicated that the Sheriff's Marine Patrol and the USCG would effect a 2-mile picket line on Lake Michigan and divert marine traffic to alternate harbors. They also indicated coordination had taken place to stop rail traffic, close Waukegan airport and notify the Great Lakes Naval Air Station.

Following the activation of the control points called for in 5-SOP-7, the officers reviewed the color-coded pin/map display to ensure that access was effectively controlled. During this review the officers noted a control point (#315) not mentioned in 5-SOP-7 which should have been activated. This was accomplished and IESDA was requested to amend 5-SOP-7 appropriately. The officers then considered the activation of secondary control points to facilitate the evacuation of Illinois Beach State Park and the closing of the Great America Theme Park. The evacuation was then assumed to be complete and the officers indicated which control points were to be withdrawn per 5-SOP-7. This was accomplished although the demonstration indicated the need for additional guidance for doing this in 5-SOP-7.

The protective action was now upgraded to include evacuation of the 0-2 mile ring and 2-5 miles in the downwind sectors of K, L and M and sheltering 5-10 miles in sectors K, L and M. Again the officers discussed the general procedures as noted above and then used 5-SOP-7 to demonstrate effective traffic and access control consistent with the drill scenario. The color-coded pin/map display was reviewed and no problems identified. The evacuation was assumed to be complete and control points withdrawn as per 5-SOP-7. The officers then discussed actions which could be taken to alleviate some of the traffic volume which would arrive at the 10-mile control points. For example, Lake Bluff would be asked to establish two control points south of the 10-mile control points on the major north-south roads to divert non-local traffic. Also the Great Lakes Naval Air Station would be asked to close the north entrances. The procedures to be followed to obtain manpower from the Illinois National Guard to maintain the control points were discussed by the ESDA Coordinators. The drill was then terminated and a short critique ensued.

The officers who participated in the training and the drill were conscientious about their role and thorough in their demonstration of their function. All parties to the remedial training drill were aware of the potential impact of traffic and access control on public health and safety and were serious in their attitude toward the day's activities. The thorough approach to this remedial training drill is indicative of the attitude exhibited by Lake County staff toward their emergency preparedness activities.

In conclusion, based on my observations of the remedial training drill, I believe that the Category A deficiency identified for NUREG evaluation criterion J.10.j for Lake County, Illinois has been adequately corrected. Further, there was an adequate demonstration of Lake County's ability to implement effective traffic and access control consistent with protective action recommendations. I recommend that FEMA continue its approval of the offsite emergency response plans for the Zion Nuclear Power Station under FEMA Rule 44 CFR 350.

I have enclosed a copy of my interim response to the State of Illinois. I will notify them of your action with respect to the Zion 350 approval upon receipt of your letter to NRC. If you have any questions, please call me at (312) 886-9530.

Enclosures (6)