

10. EVACUATION ROUTES

Evacuation routes are composed of two distinct components:

- Routing from an ERPA being evacuated to the boundary of the Evacuation Region and thence out of the Emergency Planning Zone (EPZ).
- Routing of evacuees from the EPZ boundary to reception centers.

Evacuees should be routed within the EPZ in such a way as to *minimize their exposure to risk*. This primary requirement is met by routing traffic so as to move away from the location of IPEC, to the extent practicable, and by delineating evacuation routes that expedite the movement of evacuating vehicles. This latter objective is addressed by developing evacuation routes to achieve a “balancing of traffic demand relative to the available highway capacity” to the extent possible, subject to satisfying the primary requirement noted above. This is achieved by carefully specifying candidate destinations for all origin centroids where evacuation trips are generated, and applying the TRAD model effectively. See Appendices A-D for further discussion.

The routing of evacuees from the EPZ boundary to the reception centers should be responsive to several considerations:

- Minimize the amount of travel outside the EPZ from the points where these routes cross the EPZ boundary to the reception centers.
- Relate the anticipated volume of traffic destined to each reception center to the capacity of the reception center facilities.

Figure 10-1 presents a map showing the general population reception centers in each county. The major evacuation routes for each county are presented in Figures 10-2 through 10-5.

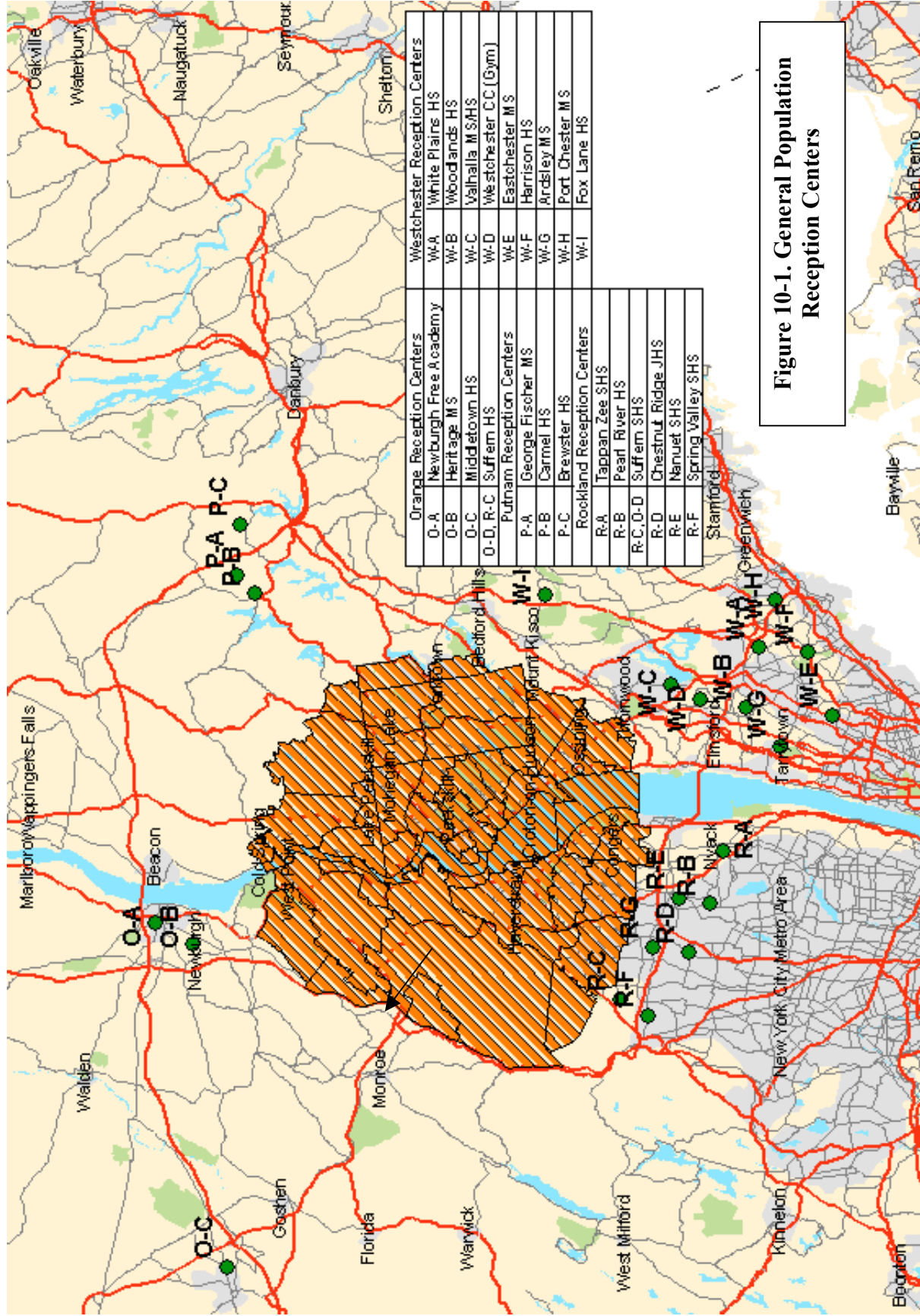
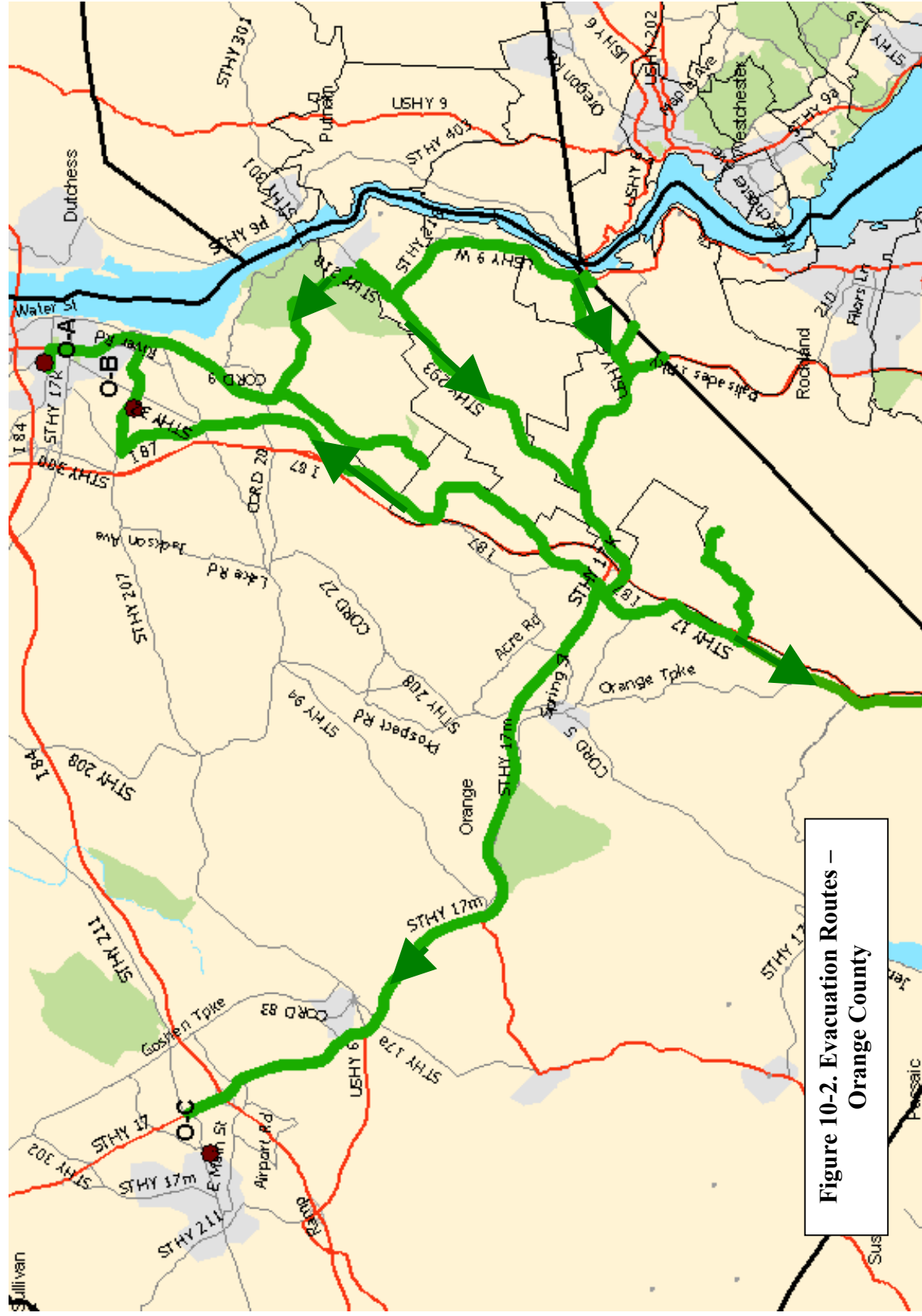


Figure 10-1. General Population Reception Centers



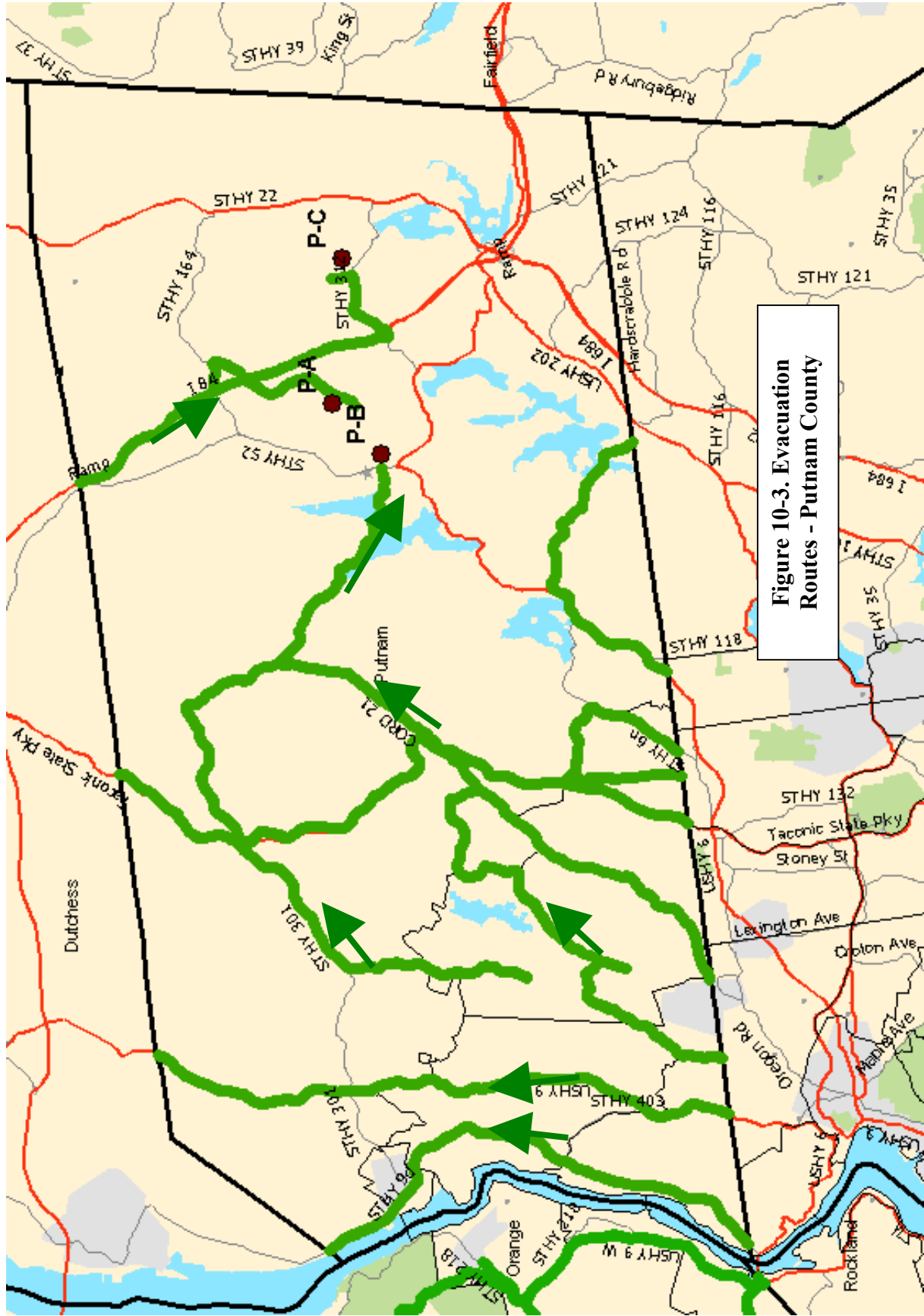
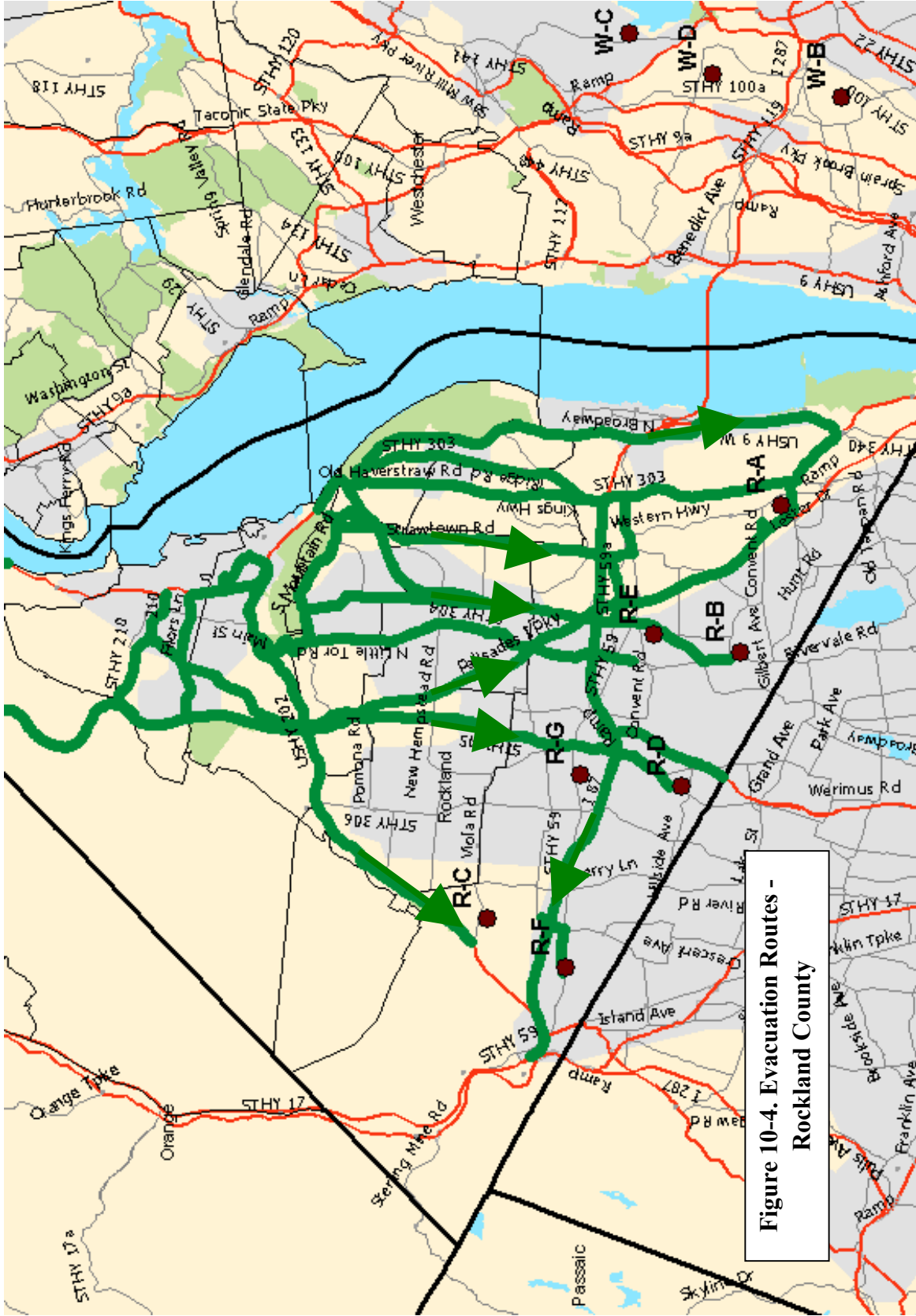


Figure 10-3. Evacuation Routes - Putnam County



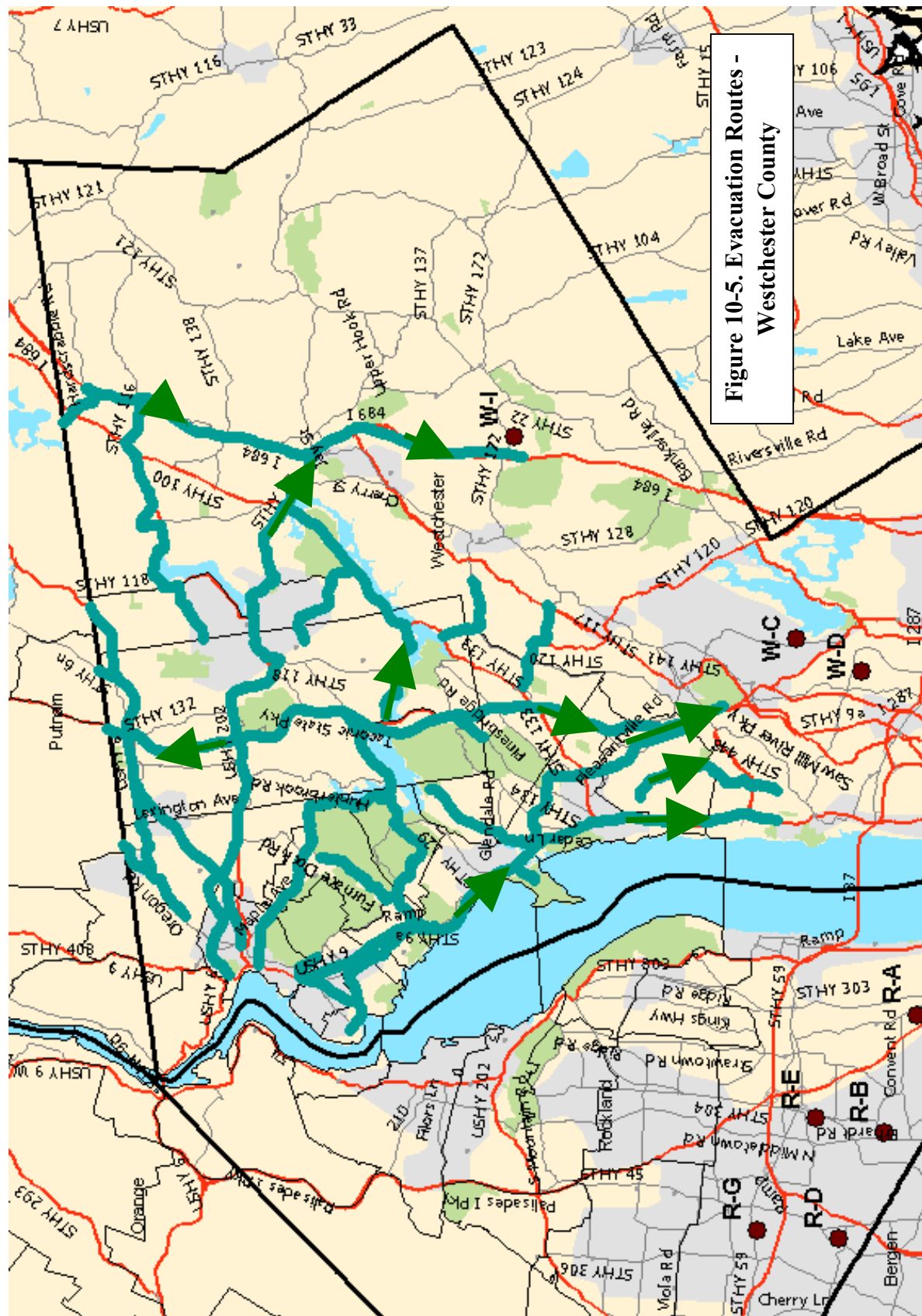


Figure 10-5. Evacuation Routes -
Westchester County