APPENDIX B

Traffic Assignment Model

APPENDIX B: TRAFFIC ASSIGNMENT MODEL

This section describes the integrated trip assignment and distribution model named TRAD that is expressly designed for use in analyzing evacuation scenarios. This model employs equilibrium traffic assignment principles and is one of the models of the IDYNEV System.

To apply TRAD, the analyst must specify the highway network, the volume of traffic generated at all origin centroids, a set of candidate destination nodes on the periphery of the EPZ for each origin and the capacity (i.e., "attraction") of each destination node. TRAD calculates the optimal trip distribution and the optimal trip assignment (i.e., routing) of the traffic generated at each origin node to the associated set of candidate destination nodes, so as to minimize evacuee travel times.

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 route. The model is designed to identify these "best" routes in a manner that distributes vehicles from origins to destinations and routes them over the highway network, in a consistent and optimal manner.

The approach we adopt is to extend the basic equilibrium assignment methodology to embrace the distribution process, as well. That is, the selection of destination nodes by travelers from each origin node, and the selection of the connecting paths of travel, are both determined by the integrated mode. This determination is subject to specified capacity constraints, so as to satisfy the stated objective function. This objective function is the statement of the User Optimization Principle by Wardrop.

To accomplish this integration, we leave the equilibrium assignment model intact, changing only the form of the objective function. It will also be necessary to create a "fictional" augmentation of the highway network. This augmentation will consist of Pseudo-Links and Pseudo-Nodes, so configured as to embed an equilibrium Distribution Model within the fabric of the Assignment Model.

Specification of TRAD Model Inputs

The user must specify, for each origin node, the average hourly traffic volume generated, as well as a set of candidate. There are no destination nodes. The number of trips generated at the origin node, that are distributed to each destination node within this set, is determined by the model in such a way as to satisfy the network-wide objective function (Wardrop's Principle).

The user must also specify the total number of trips which can be accommodated by each destination node. We call this number of trips, the "attraction" of the destination node, consistent with conventional practice. Clearly, we require that the total number of trips traveling to a destination, j, from all origin nodes, i, cannot exceed the attraction of destination node, j. By summing over all destination nodes, this constraint also states that the total trips generated at all origin nodes must not exceed the total capacity to accommodate trips at all destinations.

In summary, the user must specify the total trips generated at each of the origin nodes, the maximum number of trips that can be accommodated by each of the specified destination nodes and the highway network attributes which include the traffic control tactics. The TRAD model includes a function which expresses travel time on each network link in terms of traffic volume and link capacity. This function drives the underlying trip distribution and trip assignment decision-making process. Thus, the TRAD satisfies the objectives of evacuees to select destination nodes and of travel paths to minimize evacuation travel time. As such, this integrated model is classified as a behavioral model.

At the outset, it may appear that we have an intractable problem:

- If TRAD retains the basic assignment algorithm, it must be provided a Trip Table as input.
- On the other hand, if the distribution model is embedded within the assignment model, rather than preceding it, a Trip Table is not available as input.

The resolution of this problem is as follows:

1. We construct an "augmentation" network that allows the user to specify only the volume for each origin node. The allocation of trips from the origin node to each candidate destination node, is not specified and will be determined internally by the model.
2. We construct pseudo-links which enforce the specified values of attraction, A_j , for all destination nodes, j, by suitably calibrating the relationship of the travel time vs. volume and capacity.

This augmented network is comprised of three subnetworks:

1. The highway subnetwork, which consists of "Class I" Links and Nodes.
2. A subnetwork of "Class II" Pseudo-Links which acts as an interface between the highway subnetwork and the network augmentation.
3. The subnetwork of "Class III" Pseudo-Links and Nodes which comprises the network augmentation described above.

The need for these Class II links will become clear later. The classifications are described below:

Class I Links and Nodes

These links and nodes represent the physical highway network: sections of highway and intersections. Trips generated at each Origin [Centroid] Node are assigned to a specified Class I link via a "connector" link. These connector links are transparent to the user and offer no impedance to the traveler; they represent the aggregation of local streets which service the centroidal generated trips and feed them onto the highway network. The real-world destination nodes are part of this network. The immediate approaches to these destination nodes are Class I links.

Class II Links

These pseudo-links are constructed so as to connect each specified destination node with its Class III Pseudo-Node (P-N) counterpart on a one-to-one basis.

Class III Links and Nodes

Class III links and nodes form the augmentation to the basic network. These Pseudo-Links provide paths from the Class II links servicing traffic traveling from the specified [real] destination nodes, to the Super-Nodes which represent the user-specified set of destination nodes associated with each origin node.

Each Class of links provides a different function:

- Class I links represent the physical highway network. As such, each link has a finite capacity, a finite length and an estimated travel time for free-flowing vehicles. The nodes generally represent intersections, interchanges and, possibly, changes in link geometry. The topology of the Class I network represents that of the physical highway system.

- The Class II links represent the interface between the real highway subnetwork and the augmentation subnetwork. These pseudo-links are needed to represent the specified "attractions" of each destination node, i.e., the maximum number of vehicles that can be accommodated by each destination node. Instead of explicitly assigning a capacity limitation to the destination nodes, we assign this capacity limitation of the Class II Pseudo-Links. This approach is much more suitable, computationally.

- The topology of the network augmentation (i.e., Class III Links and Nodes) is designed so that all traffic from an origin node can only travel to the single “Super-Node” by flowing through its set of real destination nodes.

The Class II Pseudo-Links and the network augmentation of Class III Pseudo-Nodes and Links represent logical constructs of fictitious links created internally by the model allows the user to specify the identity of all destination nodes in each origin-based set, without specifying the distribution of traffic volumes from the origin to each destination node in that set.

Calculation of Capacities and Impedances

Each class of links exhibits different properties. Specifically, the relationship between travel impedance (which is expressed in terms of travel time) and both volume and capacity will differ:

- For Class I links, the capacity represents the physical limitation of the highway sections. Travel impedance is functionally expressed by relating travel time with respect to the traffic volume-link capacity relationship.

- For Class II links, link capacity represents the maximum number vehicles that can be accommodated at the [real] destination nodes which form the upstream nodes of each Class II link. Since Class II links are Pseudo-Links, there should be virtually no difference in impedance to traffic along Class II links when the assigned traffic volume on these links is below their respective capacities. That is, the assignment of traffic should not be influenced by differences in travel impedance on those Class II links where the assigned volumes do not exceed their respective capacities.

- For Class III links, both capacity and impedance have no meaning. Since the Class II links limit the number of vehicles entering the Class III subnetwork at all entry points (i.e., at the Class II Pseudo-Nodes) and since all these links are Pseudo-Links, it follows that the Class III network is definitionally an uncapacitated network.

Specification of the Objective Function

It is computationally convenient to be able to specify a single impedance (or "cost") function relating the travel time on a link, to its capacity and assigned traffic volume, for all classes of links. To achieve this, we will adopt the following form based on the original "BPR Formula":

$$T = T_o\{\alpha[1 + a_1(\frac{v}{c})^{b_1}] + \beta[1 + a_2(\frac{v}{c})^{b_2}]\} + I$$

Where, as for the present traffic assignment model in TRAD,

T	=	Link travel time, sec.
T_o	=	Unimpeded link travel time, sec.
V	=	Traffic volume on the link, veh/hr
C	=	Link capacity, veh/hr
a_i,b_i	=	Calibration parameters
α, ß	=	Coefficients defined below
I	=	Impedance term, expressed in seconds, which could represent turning penalties or any other factor which is justified in the user's opinion

The assignment of coefficients varies according to the Class in which a link belongs:

Class	α	ß	T_o
I	1	0	L/U_f
II	0	1	W
III	0	0	1

Here, L is a highway link length and U_f is the free-flow speed of traffic on a highway link. The values of a_1 and b_1, which are applicable only for Class I links, are based on experimental data:

$a_1 = 0.8$ $b_1 = 5.0$

The values of a_2 and b_2, which are applicable for each Class II links, are based upon the absolute requirement that the upstream destination node can service no more traffic than the user-specified value of the maximum "attraction". In addition, these parameters must be chosen so that these Pseudo-Links all offer the same impedance to traffic when their assigned volumes are less than their respective specified maximum attractions.

The weighting factor, W, is computed internally by the software.

Of course, it is still possible for the assignment algorithm within TRAD to distribute more traffic to a destination node than that node can accommodate. For emergency planning purposes, this is a desirable model feature. Such a result will be flagged by the model to alert the user to the fact that some factor is strongly motivating travelers to move to that destination node, despite its capacity limitations. This factor can take many forms: inadequate highway capacity to other destinations, improper specification of candidate destinations for some of the origins, or some other design inadequacy. The planner can respond by modifying the control tactics, changing the origin-destination distribution patter, providing more capacity at the overloaded destinations, etc.

APPENDIX C

Traffic Simulation Model: PCDYNEV

Appendix C: Traffic Simulation Model: PCDYNEV

A model, named PCDYNEV, is an adaptation of the TRAFLO Level II simulation model, developed by KLD for the Federal Highway Administration (FHWA), with extensions in scope to accommodate all types of facilities. This model produces an extensive set of output Measures of Effectiveness (MOE) as shown in Table C-1.

The traffic stream is described internally in the form of statistical flow histograms. These histograms describe the platoon structure of the traffic stream on each network link. The simulation logic identifies five types of histograms:

- The ENTRY histogram which describes the platoon flow at the upstream end of the subject link. This histogram is simply an aggregation of the appropriate OUTPUT turn-movement-specific histograms of all feeder links.

- The INPUT histograms which describe the platoon flow pattern arriving at the stop line. These are obtained by first disaggregating the ENTRY histogram into turn-movement-specific component ENTRY histograms. Each such component is modified to account for the platoon dispersion which results as traffic traverses the link. The resulting INPUT histograms reflect the specified turn percentages for the subject link.

- The SERVICE histogram which describe the service rates for each turn movement. These service rates reflect the type of control device servicing traffic on this approach; if it is a signal, then this histogram reflects the specified movement-specific signal phasing. A separate model estimates service rates for each turn movement, given that the control is GO.

Table C-1. Measures of Effectiveness Output by PCDYNEV

Measure	Units
Travel	Vehicle-Miles and Vehicle-Trips
Moving Time	Vehicle-Minutes
Delay Time	Vehicle-Minutes
Total Travel Time	Vehicle-Minutes
Efficiency: Moving Time/ Total Travel Time	Percent
Mean Travel Time per Vehicle	Seconds
Mean Delay per Vehicle	Seconds
Mean Delay per Vehicle-Mile	Seconds/Mile
Mean Speed	Miles/Hour
Mean Occupancy	Vehicles
Mean Saturation	Percent
Vehicle Stops	Percent

These data are provided for each network link and are also aggregated over the entire network.

- The QUEUE histogram that describe the time-varying ebb and growth of the queue formation at the stop line. These histograms are derived from the interaction of the respective IN histograms with the SERVICE histograms.

- The OUT histograms that describe the pattern of traffic discharging from the subject link. Each of the IN histograms is transformed into an OUT histogram by the control applied to the subject link. Each of these OUT histograms is added into the (aggregate) ENTRY histogram of its receiving link. Note that this approach provides the model with the ability to identify the characteristics of each turn-movement-specific component of the traffic stream. Each component is serviced at a different saturation flow rate as is the case in the real world. Furthermore, the logic recognizes when one component of the traffic flow is encountering saturation conditions even if the others are not.

Algorithms provide estimates of delay and stops reflecting the interaction of the IN histograms with the SERVICE histograms. The logic also provides for properly treating spillback conditions reflecting queues extending from one link into its upstream feeder links.

A valuable feature is the ability to internally generate functions that relate mean speed to density on

each link, given user-specified estimates of free-flow speed and saturation service rates for each link. Such relationships are essential in order to simulate traffic operations on freeways and rural roads, where the signal control does not exist or where its effect is not the dominant factor in impeding traffic flow.

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

- Topology of the roadway system
- Geometrics of each roadway component
- Channelization of traffic on each roadway component
- Motorist behavior that, in aggregate, determines the operational performance of vehicles in the system
- Specification of the traffic control devices and their operational characteristics
- Traffic volumes entering and leaving the roadway system
- Traffic composition.

To provide an efficient framework for defining these specifications, the physical environment is represented as a network. The unidirectional links of the network generally represent roadway components: either urban streets or freeway segments. The nodes of the network generally represent urban intersections or points along the freeway where a geometric property changes (e.g. a lane drop, change in grade or ramp).

Figure C-1 is an example of a small network representation. The freeway is defined by the sequence of links, (20,21), (21,22), (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-2. Input Requirements for the PCDYNEV Model

GEOMETRICS

- Links defined by upstream downstream node numbers
- Links lengths
- Number of lanes (up to 6)
- Turn pockets
- Grade
- Network topology defined in terms of target nodes for each receiving link

TRAFFIC VOLUMES

- On all entry links and sink/source nodes stratified by vehicle type: auto, car pool, bus, truck
- Link-specific turn movements or O-D matrix (Trip Table)

TRAFFIC CONTROL SPECIFICATIONS

- Traffic signals: link-specific, turn movement specific
- Control may be fixed-time or traffic-actuated
- Stop and Yield signs
- Right-turn-on-red (RTOR)
- Route diversion specifications
- Turn restrictions
- Lane control (i.e. lane closure)

DRIVER'S AND OPERATIONS CHARACTERISTICS

- Drivers (vehicle-specific) response mechanisms: free-flow speed, aggressiveness, discharge headway
- Link-specific mean speed for free-flowing (unimpeded) traffic
- Vehicle-type operational characteristics: acceleration, deceleration
- Such factors as bus route designation, bus station location, dwell time, headway, etc.

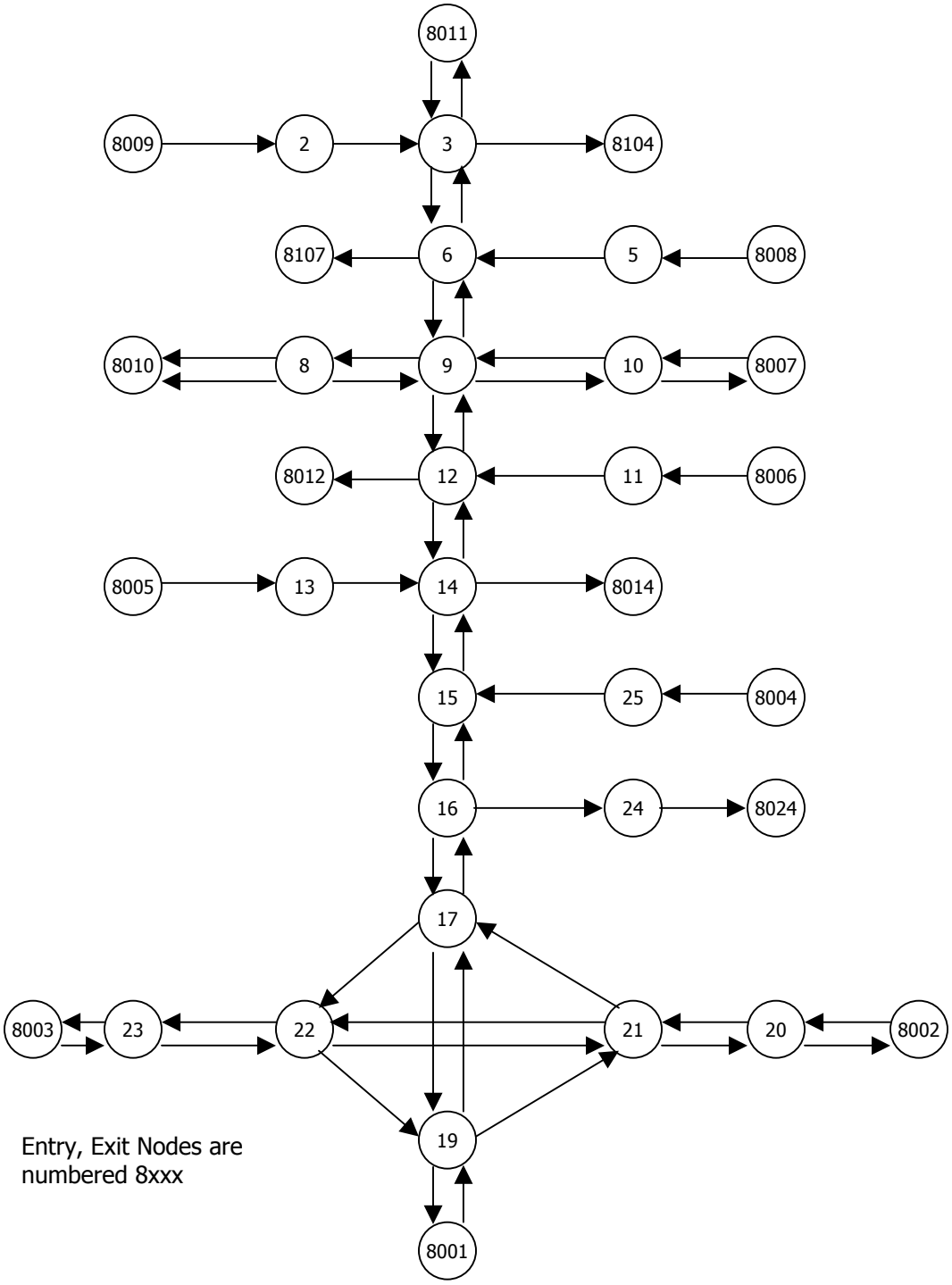


Figure C-1: Representative Analysis Network

APPENDIX D

Detailed Description of Study Procedure

This appendix describes the activities that were performed to compute accurate Evacuation Time Estimates (ETE). 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 this flow diagram.

Step 1.
The first activity is to obtain data defining the spatial distribution and demographic characteristics of the population within the Emergency Planning Zone (EPZ) and within the Shadow Region. These data were obtained from U.S. Census files and from results compiled by a telephone survey conducted of persons residing within the EPZ. Transient and employee population data were estimated by referencing New York State files and by direct telephone and mail surveys.

Step 2.
The next activity is to examine large-scale maps of the EPZ in both hard-copy form and using Geographical Information System (GIS) software. These maps were used to identify the analysis highway network and the access roads from each residential development to the adjoining elements of this network. This information is used to plan a field survey of the highway system and later, to assign generated evacuation trips to the correct links of the network.

Step 3.
The next step is to conduct a physical survey of the roadway system. The purpose of this survey is to determine the geometric properties of the highway elements, 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 and to make the necessary observations needed to estimate realistic values of roadway capacity

Step 4.
With this information, develop the evacuation network representation of the physical roadway system.

Step 5.
With the network drawn, proceed to estimate the capacities of each link and to locate the origin centroids where trips would be generated during the evacuation process.

Step 6.
With this information at hand, the data were entered into the computer to create the input stream for the TRaffic Assignment and Distribution (TRAD) model. This model was designed to be compatible with the PCDYNEV traffic simulation model used later in the project; the input stream required for one model is entirely compatible with the input stream required by the other. Using a software system developed by KLD named UNITES, the data entry activity is performed interactively directly on the computer.

Step 7.
The TRAD model contains software that performs diagnostic testing of the input stream. These assist the user in identifying and correcting errors in the input stream

Step 8.
After creating the input stream, execute the TRAD model to compute evacuating traffic routing patterns consistent with the guidelines of NUREG 0654, Appendix 4. The TRAD model also provides estimates of traffic loading on each highway link as well as rough estimates of operational performance.

Step 9.
Critically examine the statistics produced by the TRAD model. Essentially, the approach is to identify those "hot spots" 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 improper routing, as a shortfall of capacity, or as a quantitative error in the way the physical system was represented in the input stream. This examination leads to one of two conclusions:

- The results are as satisfactory as could be expected at this stage of the analysis process; or
- The input stream must be modified accordingly.

This decision requires, of course, the application of the user's judgment based upon the results obtained in previous applications of the TRAD model and a comparison of the results of this last case with the previous ones. If the results are satisfactory in the opinion of the user, then the process continues with Step 12. Otherwise, proceed to Step 10.

Step 10.
There are many "treatments" available to the user in resolving such problems. These treatments range from decisions to reroute the traffic by 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 or changing the trip table. Such "treatments" take the form of modifications to the original input stream.

Step 11.
As noted above, the changes to the input stream must be implemented to reflect the modifications undertaken in Step 10. At the completion of this activity, the process returns to Step 8 where the TRAD model is again executed.

Step 12.
The output of the TRAD model includes the computed turn movements for each link. These data are required – and – accessed by the PCDYNEV simulation model. This step completes the specification of the PCDYNEV input stream.

Step 13.
After the PCDYNEV input stream has been debugged, the simulation model is executed to provide detailed estimates, expressed as statistical Measures of Effectiveness (MOE), which describe the detailed performance of traffic operations on each link of the network.

Step 14.
In this step, the detailed output of the simulation model is examined to identify whether problems exist on the network. The results of the simulation model are extremely detailed and far more accurately describe traffic operations than those provided by the TRAD model. Thus, it is possible to identify the cause of any problems by carefully studying the output.
Again, one can implement corrective treatments designed to expedite the flow of traffic on the network in the event that the results are considered to be less efficient than is possible to achieve. If input changes are needed, the analysis process proceeds to Step 15. On the other hand, if the results are satisfactory, then one can decide whether to return to Step 8 to again execute the TRAD model and repeat the whole process, or to accept the simulation results. If there were no changes indicated by the activities of Step 14, because the results were satisfactory, we can then proceed to document them in Step 17. Otherwise, return to Step 8 to determine the effects of the changes implemented in Step 14 on the optimal routing patterns over the network. This determination can be ascertained by executing the TRAD model.

Step 15.
This activity implements the changes in control treatments or in the assignment of destinations associated with one or more origins in order to improve the representation of traffic flow over the network. These treatments can also include the consideration of adding roadway segments to the existing analysis network to improve the representation of the physical system.

Step 16.
Once the treatments have been identified, it is necessary to modify the simulation model input stream accordingly. At the completion of this effort, the procedure returns to Step 13 to execute the simulation model again.

Step 17.
The simulation results are analyzed, tabulated and graphed. The results are then documented, as required.

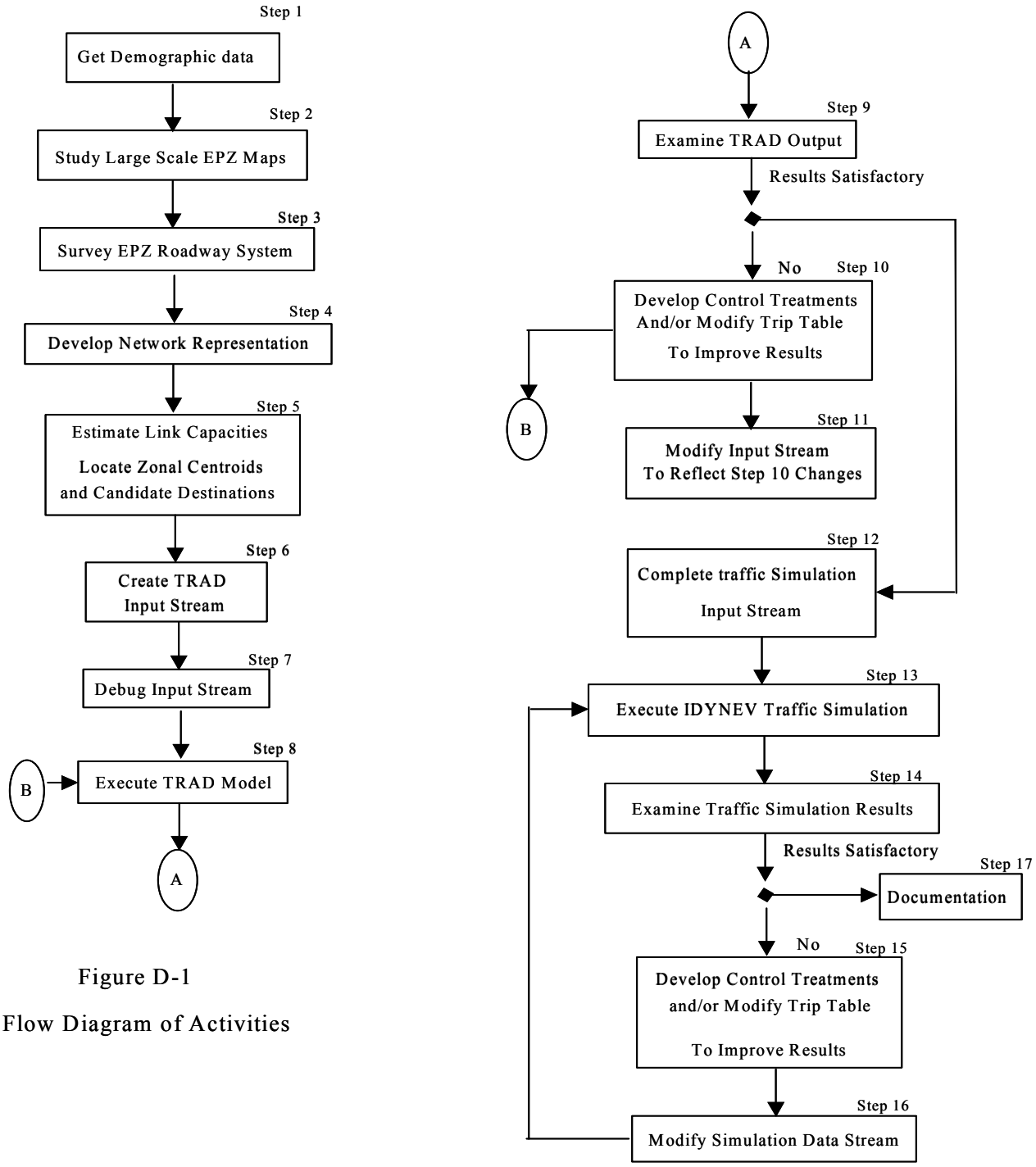


Figure D-1

Flow Diagram of Activities

APPENDIX E

Special Facility Data

APPENDIX E: SPECIAL FACILITY DATA

The following tables list population information for the special facilities that are in the Nine Mile Point EPZ. The facilities include schools, day care centers, hospitals and other medical facilities, correctional institutions, and major employers. The transient population includes tables listing the state parks, county parks, hotels and motels, and other recreational areas. The location of the facility is defined by its distance (in miles) and compass direction relative to the Nine Mile Point Nuclear Station

The number of persons at each facility represents the peak time as defined by a representative of the facility.

Nine-Mile Point / J A Fitzpatrick EPZ: Correctional Facilities

ERPA	Distance (Miles)	Direction	Facility Name	Street	Municipality	Inmate Capacity	Average Number of Inmates	Number of Employees
19	7.2	SSW	Oswego County Jail - Public Safety Center	39 Churchill Road	Oswego	159	120	53

Nine-Mile Point / J A Fitzpatrick EPZ: Day Care Centers (with at least 10 Attending Children)

ERPA	Distance (Miles)	Direction	Facility Name	Street	Municipality	Enrollment	Before School	After School	Handi-capped	Staff
22	10	SW	Bear Cub Day Care	5330 St. Rt 104	Oswego	14	0	0	0	2
12	5.8	SW	Children Center of Oswego Inc	21 Mitchell St	Oswego	40	0	0	0	10
22	8.2	SW	Childrens Center of Oswego @ SUNY	25 Swetman Hall	Oswego	50	0	0	0	11
13	7	SW	Children's Place Day Care	264 West 4th St	Oswego	14	0	0	0	2
16	9.8	ESE	Day Care Center	5624 Norman Ave	Mexico	15	0	0	0	1
12	5.8	SW	Fitzhugh Park Elem. Latch Key	195 East Bridge St.	Oswego	25	0	25	0	2
13	7.6	SW	Fredrick Leighton Elem. School Latch Key	1 Buccaneer Blvd	Oswego	0	0	25	0	2
2	2	SE	Grandma Cares	997 Country Rt 29N	Lycoming	14	0	0	1	3
13	7.2	SW	Kingsford Park Elem. Latch Key	275 W 5th St.	Oswego	0	0	25	0	2
9	5.5	SE	Kountry Kids Day Care	203 Lily Marsh Rd	Mexico	14	0	0	0	2
12	6.5	SW	Little Luke's Childcare Center	10 Burkle St.	Oswego	88	0	0	10	21
22	10.8	SW	Little People Day Care	52 Broadview Dr	Oswego	12	0	0	0	2
15	8	E	Mariannes Precious Angel Day Care	56 Blind Rd	Mexico	11	0	0	0	1
25	9	SSW	Minetto Elem. Latch Key	2411 County Rt. 8	Minetto	0	0	25	0	2
12	6.4	SW	Mrs. Rogers Neighborhood	73 East Oneida St	Oswego	24	0	0	1	2
8	8	SE	Oswego Co. Boces Day Care Center	179 County Rt. 64	Mexico	25	0	0	0	12
12	6.5	SW	Riley Elem. Latch Key	269 East 8th St.	Oswego	25	0	25	0	2
10	4	SSW	School Age Children Care Program	5495 st Rt 104E	Oswego	20	0	0	0	5
13	6.5	SW	School's Out Program	249 West 1st St.	Oswego	35	0	0	0	4
13	7	SW	Trinity Catholic School - St. Mary Campus	74 West 6th St.	Oswego	40	40	18	0	14
			Totals:			**466**	**40**	**143**	**12**	**102**

Nine-Mile Point / J A Fitzpatrick EPZ: Hotels and Motels										
ERPA	**Distance (Miles)**	**Direction**	**Facility Name**	**Municipality**	**No. of Units**	**HC Units**	**% Yearly Occupancy**	**Avg. Persons/ Unit**	**Avg. Vehicles/ Unit**	**Total Vehicles**
12	7.2	SW	Best Western Captain's Quarters	Oswego	93	5	60	2	1	56
5	10.5	SW	Black Walnut Motel	Oswego	16	0	65	2	1	10
12	6.8	SW	Days Inn	Oswego	44	2	60	2	1	26
12	6.5	SW	Econo Lodge Riverfront Hotel	Oswego	93	0	60	2	1	56
5	10.8	SW	Evergreen Motel	Oswego	16	0	60	2	1	10
5	9.8	SW	New Beacon Motel	Oswego	12	1	80	2	1	10
12	6.8	SW	Oswego Inn, Ltd	Oswego	13	1	75	2	1	10
14	11	E	Port Lodge Motel	Pulaski	41	2	40	2	1	16
13	8	SW	The Thomas Inn	Oswego	47	2	60	2	1	28
			Totals:		**375**	**13**				**222**

Nine-Mile Point / J A Fitzpatrick EPZ: Major Employers

ERPA	Distance (Miles)	Direction	Facility Name	Street	Municipality	Total Number of Employees
1	0	-	Nine Mile Point / JA Fitzpatrick Nuclear Facilities	Lake Road	Oswego	1245
3	1.2	SSW	Alcan	448 County Route 1A	Oswego	698
22	9.4	SSW	Eagle Beverage	1043 County Route 25	Oswego	50
12	4.5	SW	Great Lakes Veneer	375 Mitchell Street	Oswego	50
13	7.8	SW	Independence Station	76 Independence Way	Oswego	50
12	5.5	SW	J. C. Penny	140 Route 107 East	Oswego	70
3	2.2	S	Metal Transportation System	1850 County Route 1	Oswego	100
13	7.6	SW	NRG Oswego Generating Station	261 Washington Blvd	Oswego	82
12	6.4	SW	Oswego County Opportunities	18 E. Cayuga	Oswego	75
2	2.6	SE	Oswego Wire	1 Wire Drive	Oswego	120
12	5.5	SW	P & C Foods	137 State Route 104	Oswego	120
13	6.6	SW	Pathfinder Bank	214 W. 1st Street	Oswego	65
12	7	SW	Price Chopper	27 E. Cayuga Street	Oswego	168
12	5.5	SW	Tops Friendly Markets	293 State Route 104	Oswego	80
6	4.5	SW	Wal-Mart	341 Route 104 E	Oswego	189
			Totals:			**3162**

Nine-Mile Point / J A Fitzpatrick EPZ: Marinas and Campgrounds

ERPA	Dis-tance	Dir-ection	Facility Name	Munici-pality	Marinas						Campgrounds				Total Vehicles
					Boat Capac-ity	Boats Launched / Day	Public Boats Launched / Day	Persons / Boat	Parking Spaces	Avg. Vehs. Parked	No. of Sites	Avg. Persons / Site	Avg. Vehs. / Site	Parking Spaces	
4	4.8	ESE	Catfish Creek Fishing Camp	New Haven	21	6	15	3	20	20	18	3	1	NA	20
15	8.2	E	Dowie Dale Campground & Marina	Mexico	90	90	10	4	600	550	289	4	2	NA	550
12	7	SW	Leto Island	Oswego	0	0	8	3	125	125	0	0	0	0	125
15	8.4	E	Mexico Bay Company	Mexico	70	70	0	3	0	140	12	0	1	12	152
15	8.4	E	Mexico Point State Boat Launch	Mexico	0	0	27	4	200	200	0	0	0	0	200
15	8.4	E	Mike's Marina Sales & Service	Mexico	120	120	0	2	0	60	0	0	0	0	60
13	6.5	SW	Oswego International Marina	Oswego	85	85	0	3	200	50	0	0	0	0	50
12	6.5	SW	Oswego Marina	Oswego	70	70	0	3	150	50	0	0	0	0	50
14	6.5	SW	Pine Grove Boat Launch	Pulaski	0	0	19	4	100	100	0	0	0	0	100
15	8.2	E	Salmon Country, Inc.-Marina & Cmp	Mexico	100	100	30	4	200	40	0	0	0	0	40
14	11	ENE	Selkirk Shores State Park	Pulaski	0	0	0	0	0	0	174	4	3	696	522
13	6.5	SW	Wrights Landing Marina	Oswego	223	179	254	4	448	150	0	0	0	0	150
15	8.4	ESE	Yogi Bear's Jellystone Park	Mexico	20	12	0	2	20	12	140	6	1	190	160
			Totals:		**799**	**732**	**363**		**2043**	**1477**	**633**			**898**	**2179**

Nine-Mile Point / J A Fitzpatrick EPZ: Medical Facilities

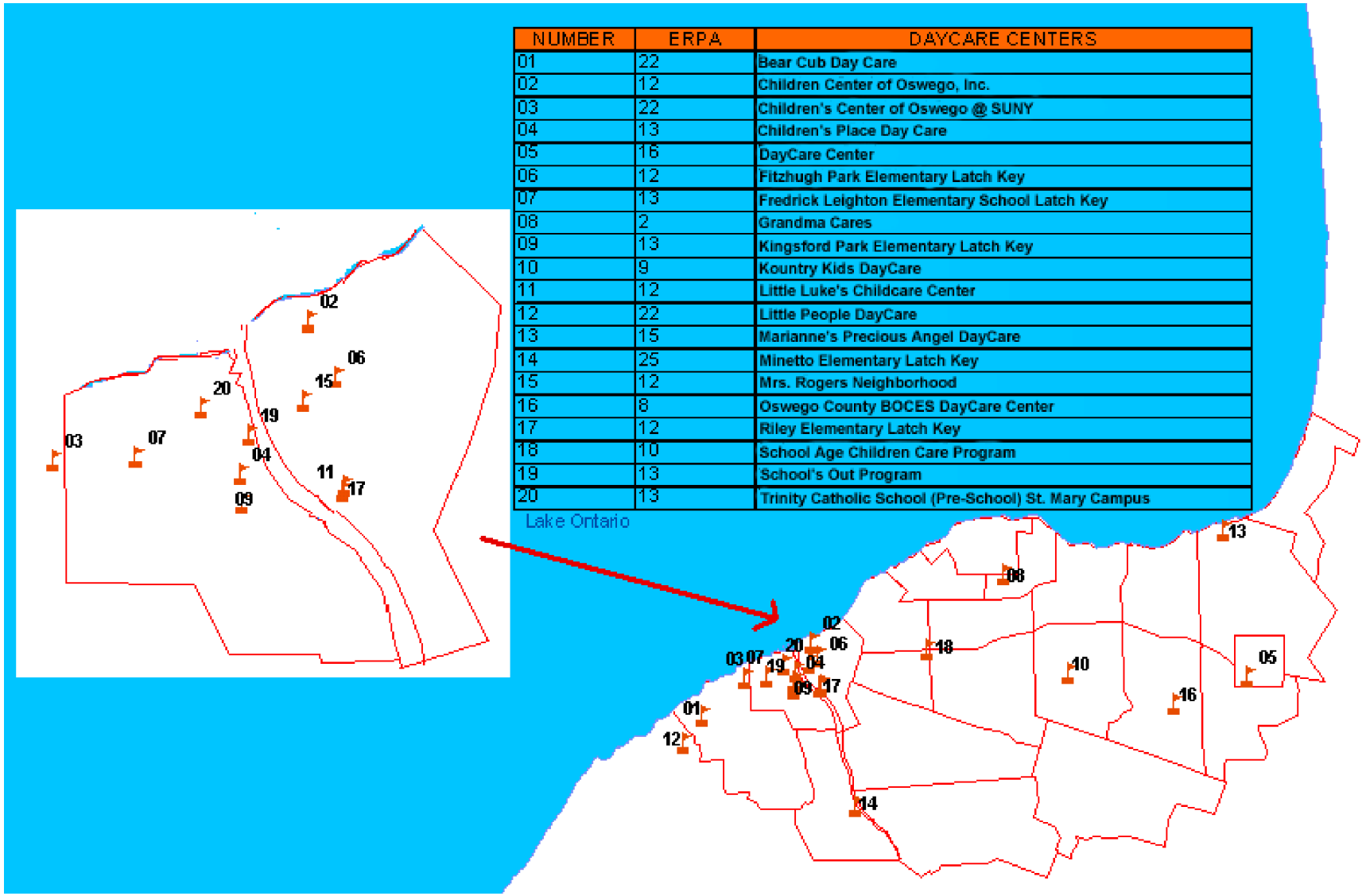
ERPA	Distance (Miles)	Direction	Facility Name	Street	Municipality	Capacity	Current Census	Ambulatory	Wheelchair	Bedridden	Acute Care	Number of Employees
12	6.5	SW	Bishops Commons at St. Luke's	4 Burkle St	Oswego	60	58	58	0	0	0	30
15	9	ESE	Fravor Road IRA	43 Fravor Road	Mexico	10	6	6	4	0	0	12
12	6.5	SW	Ladies Home of Oswego	45 East Utica St	Oswego	21	21	21	0	0	0	5
13	7.4	SW	Loretto Heights Nursing Home	132 Ellen St	Oswego	120	116	26	84	6	0	160
13	7	SW	Oswego Hospital	110 W. 6th Street	Oswego	164	67	57	5	5	67	550
12	7	SW	Oswego Hospital (Mental Health)	74 Bunner Street	Oswego	30	25	25	0	0	0	NA
13	6.6	SW	Pontiac Apartments	225 West 1st St	Oswego	70	70	65	5	0	0	3
12	6.6	SW	Pontiac Nursing Care & Rehab Center	East River Rd	Oswego	80	68	12	56	0	0	78
16	9	ESE	Sabil Drive IRA	9 Sabil Drive	Mexico	6	6	6	0	0	0	9
12	7.8	SW	Seneca Hill Manor	20 Manor Dr	Oswego	120	120	28	86	2	0	153
12	6.5	SW	Simeon Dewitt Apartments	150 East 1st St	Oswego	150	130	120	10	0	0	3
12	6.5	SW	St. Luke's Health Care Facility	299 East River Rd	Oswego	200	199	42	155	2	0	275
13	7.8	SW	Sunrise Nursing Home	17 Sunrise Dr	Oswego	120	104	77	14	13	0	135
12	7	SW	Valehaven Home for Adults	24 East Oneida	Oswego	34	30	30	0	0	0	20
			Totals:			**1185**	**1020**	**573**	**419**	**28**	**67**	**1433**

Nine-Mile Point / J A Fitzpatrick EPZ: Retail Facilities

ERPA	Distance (Miles)	Direction	Facility Name	Municipality	Average Number of Daily Shoppers	Percent Shoppers That Reside Beyond 10 Miles of Facility	Total Shoppers from Outside the EPZ	Total Number of Vehicles used by Shoppers
12	5.5	SW	JC Penny	Oswego	300	25	75	31
12	5.5	SW	P & C Foods	Oswego	1350	40	540	225
12	7	SW	Price Chopper	Oswego	2100	25	525	218
12	5.5	SW	Tops Friendly Markets	Oswego	1200	40	480	200
6	4.5	SW	Wal-Mart	Oswego	1500	40	600	250
			Totals:		**6450**		**2220**	**924**

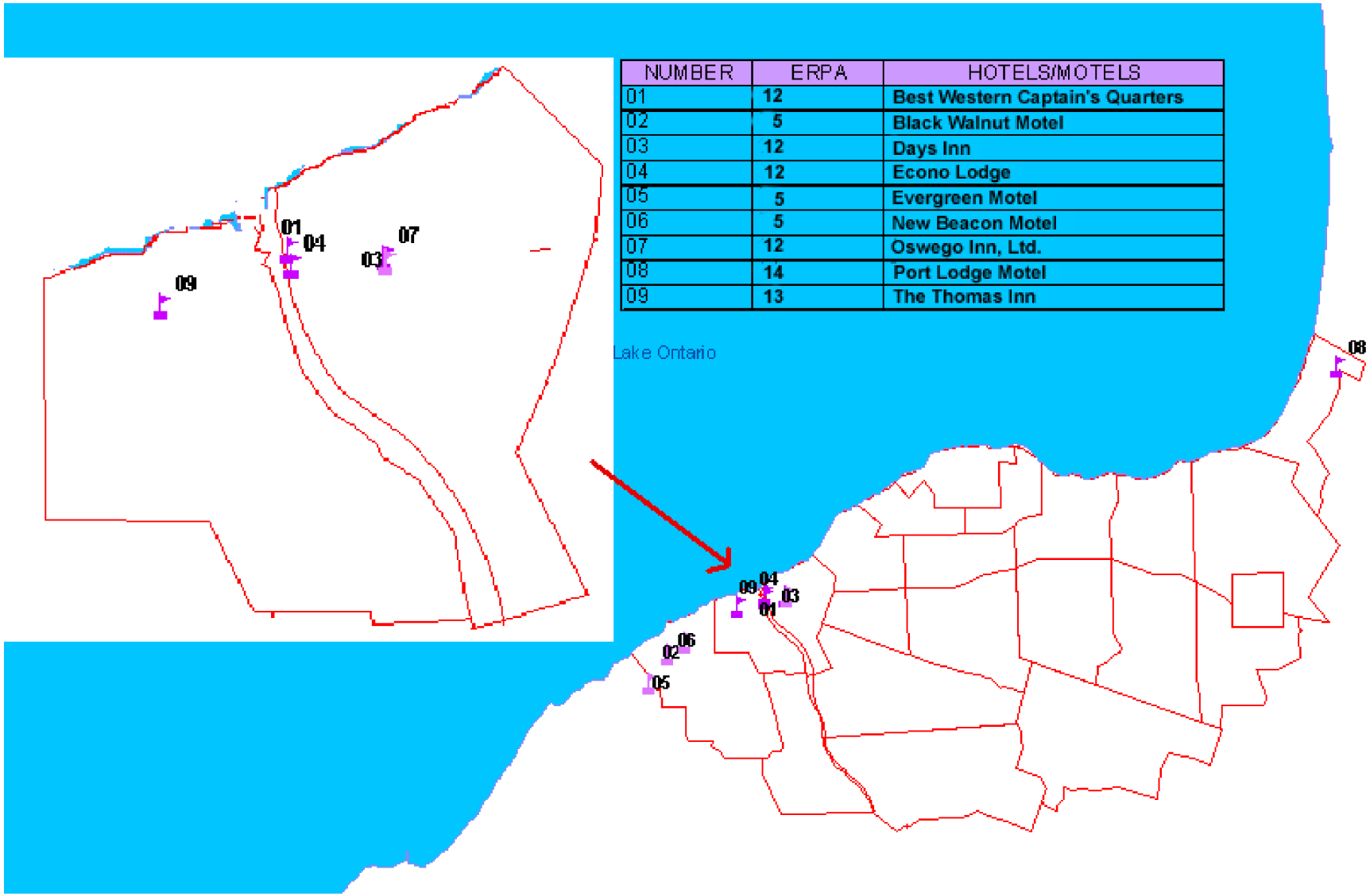
Nine Mile Point / J A Fitzpatrick EPZ: Schools

ERPA	Dis-tance	Di-rection	School Name	School Address	Municipality	Enrollment	Wheel-chair	Handi-capped	Staff
17	9.2	SE	BOCES-Occupational	179 County Route 64	Mexico	425	-	-	250
17	9.2	SE	BOCES-Special Education	179 County Route 64	Mexico	333	-	-	85
13	7	SW	BOCES-Occupational-Oswego Hospital	110 W. 6th Street	Oswego	20	-	-	-
12	7.2	SSW	BOCES-Occupational-Public Safety Center	39 Churchill Road	Oswego	16	-	-	-
17	9.2	SE	BOCES-Special Education-Oswego Academy	179 County Route 64	Mexico	47	-	-	13
16	9.5	ESE	BOCES-Special Education-Manufacturing Plus	Scenic Avenue	Mexico	13	-	-	5
16	10	ESE	BOCES-Special Education-Pemberton Stables	Lincoln Avenue	Mexico	12	-	-	3
12	6.5	SW	Charles E. Riley Elementary School	East 8th & Bunner Sts	Oswego	489	-	-	77
12	6	SW	Fitzhugh Park Elementary School	East 10th & Bride Sts	Oswego	486	-	4	65
13	7.5	SW	Frederick Leighton Elementary School	One Buccaneer Blvd.	Oswego	540	1	-	75
13	7	SW	Kingsford Park Elementary School	West 5th & Niagara Sts	Oswego	450	2	5	71
16	9.5	ESE	Mexico Elementary School	26 Academy Street	Mexico	373	-	-	40
16	9.5	ESE	Mexico High School	Main Street	Mexico	821	-	-	172
15	9.2	ESE	Mexico Middle School	Fravor Road	Mexico	874	-	-	138
21	9.2	SSW	Minetto Elementary School	County Route 8	Minetto	453	2	40	80
4	5.2	ESE	New Haven Elementary School	NY 104	New Haven	250	-	-	42
11	5.4	SW	Oswego Community Christian	400 East Albany Street	Oswego	89	-	-	12
13	7.5	SW	Oswego High School	2 Buccaneer Blvd.	Oswego	1,720	-	-	154
13	8	SW	Oswego Middle School	Mark Fitzgibbons Drive	Oswego	854	1	-	106
out 18	12	SSE	Palermo Elementary School	County Route 45	Fulton	274	-	-	44
22	8.2	SW	State Univ. College at Oswego	Swift Street	Oswego	5,175	-	-	1,200
12	6.2	SW	Trinity Catholic School - St. Paul's	115 East Fifth Street	Oswego	171	-	-	12
			Totals:			**13,885**	**6**	**49**	**2,644**

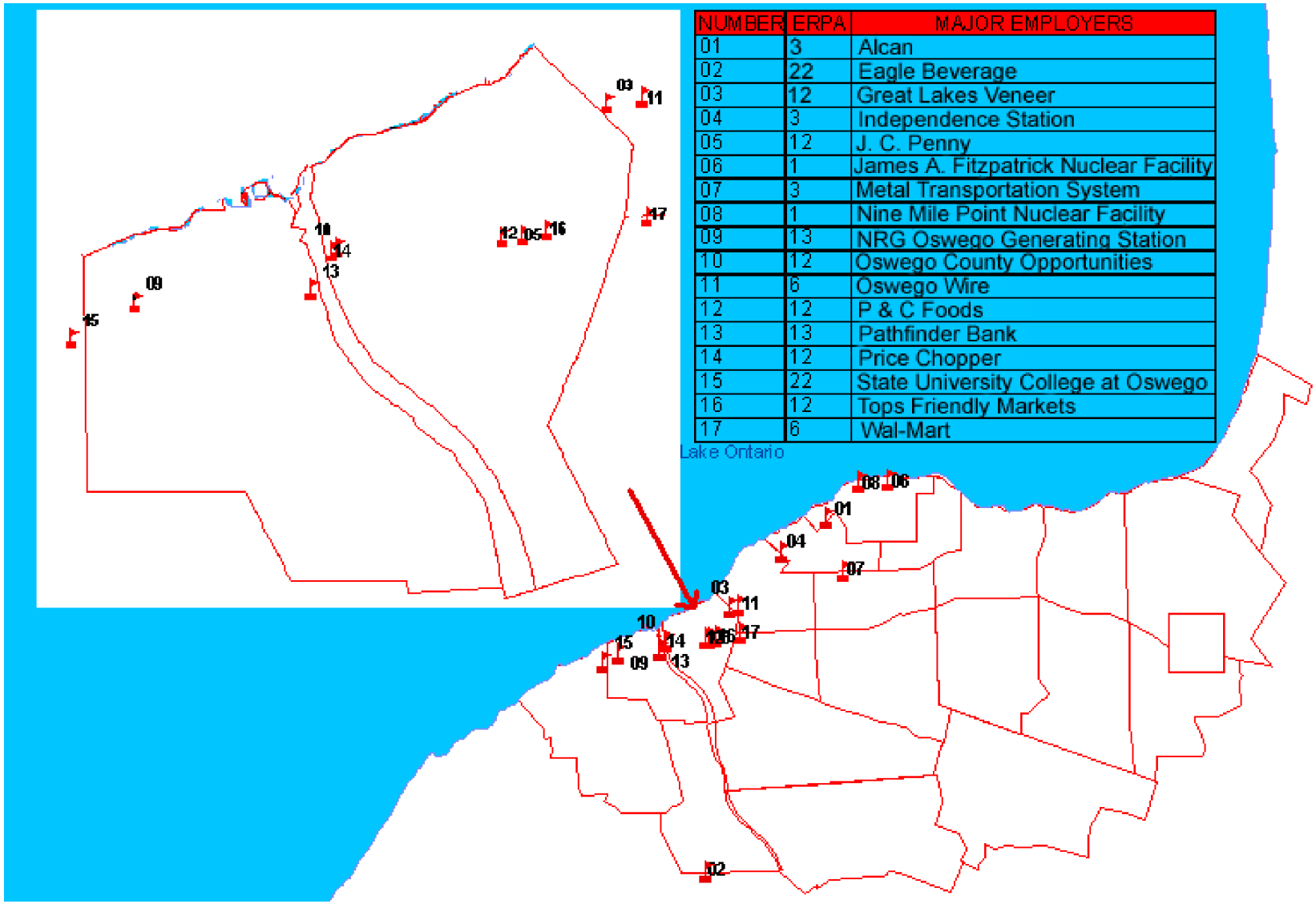


NUMBER	ERPA	DAYCARE CENTERS
01	22	Bear Cub Day Care
02	12	Children Center of Oswego, Inc.
03	22	Children's Center of Oswego @ SUNY
04	13	Children's Place Day Care
05	16	DayCare Center
06	12	Fitzhugh Park Elementary Latch Key
07	13	Fredrick Leighton Elementary School Latch Key
08	2	Grandma Cares
09	13	Kingsford Park Elementary Latch Key
10	9	Kountry Kids DayCare
11	12	Little Luke's Childcare Center
12	22	Little People DayCare
13	15	Marianne's Precious Angel DayCare
14	25	Minetto Elementary Latch Key
15	12	Mrs. Rogers Neighborhood
16	8	Oswego County BOCES DayCare Center
17	12	Riley Elementary Latch Key
18	10	School Age Children Care Program
19	13	School's Out Program
20	13	Trinity Catholic School (Pre-School) St. Mary Campus

Nine Mile Point / J A Fitzpatrick EPZ: Day Care Centers

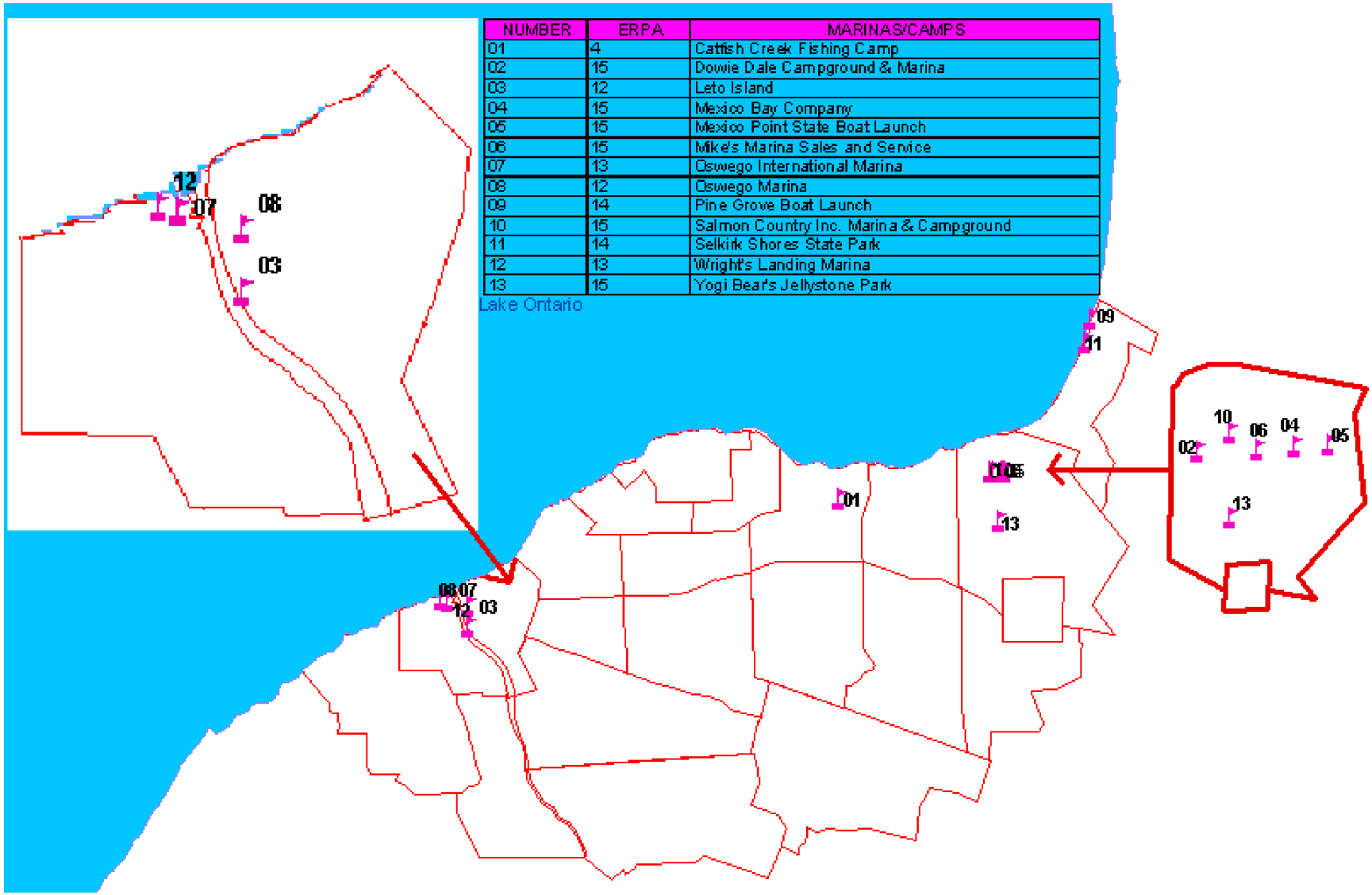


Nine Mile Point / J A Fitzpatrick EPZ: Hotels and Motels

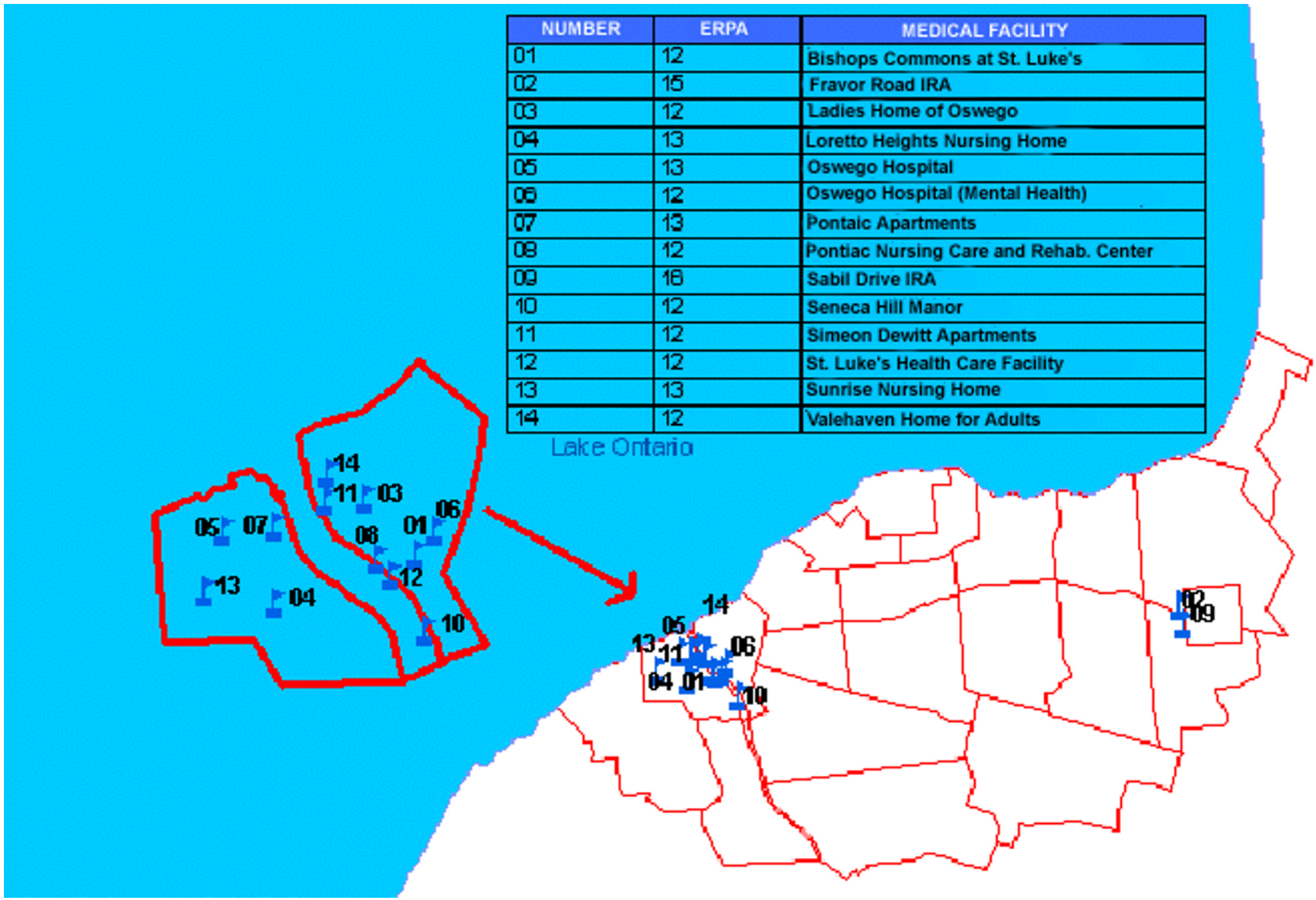


NUMBER	ERPA	MAJOR EMPLOYERS
01	3	Alcan
02	22	Eagle Beverage
03	12	Great Lakes Veneer
04	3	Independence Station
05	12	J. C. Penny
06	1	James A. Fitzpatrick Nuclear Facility
07	3	Metal Transportation System
08	1	Nine Mile Point Nuclear Facility
09	13	NRG Oswego Generating Station
10	12	Oswego County Opportunities
11	6	Oswego Wire
12	12	P & C Foods
13	13	Pathfinder Bank
14	12	Price Chopper
15	22	State University College at Oswego
16	12	Tops Friendly Markets
17	6	Wal-Mart

Nine Mile Point / J A Fitzpatrick EPZ: Major Employers

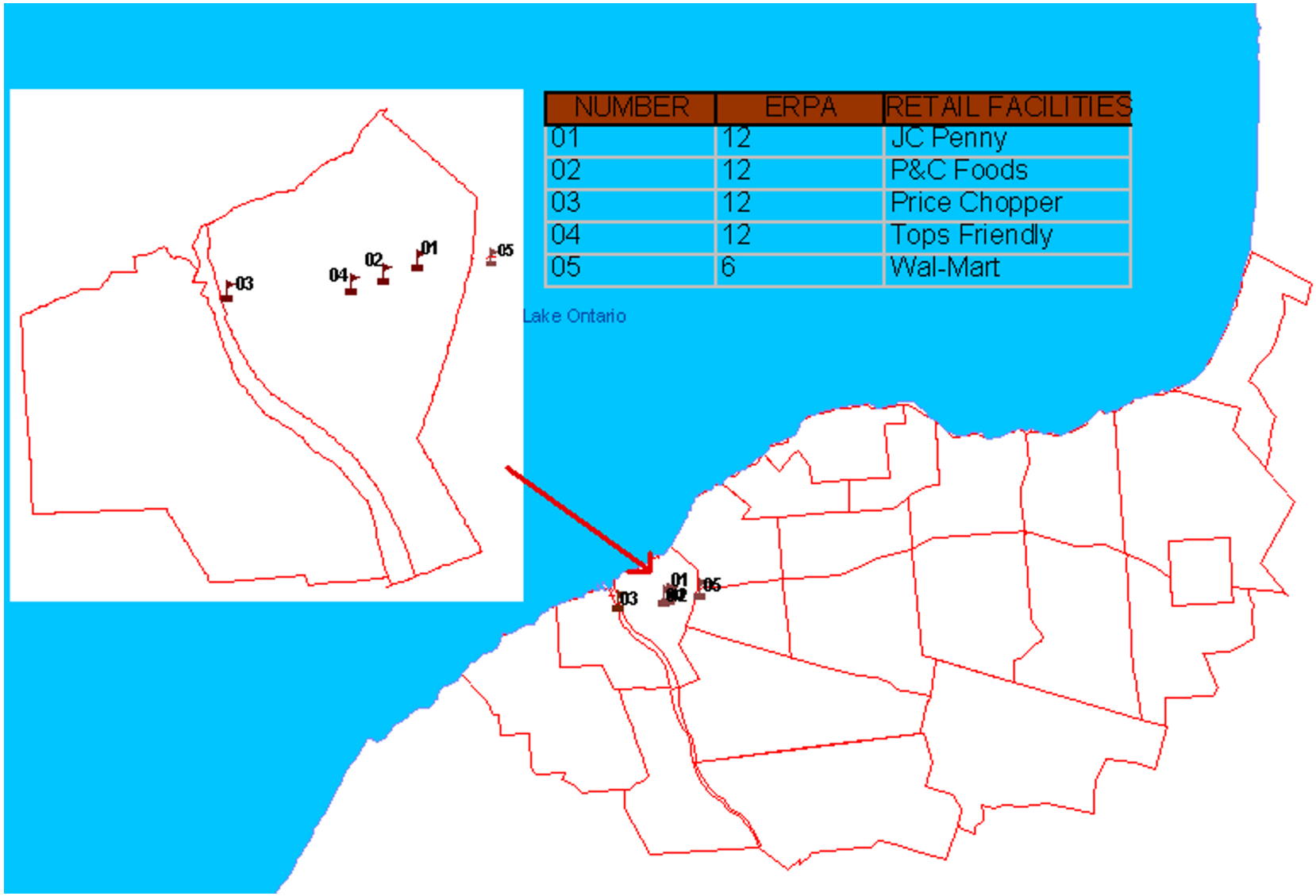


Nine Mile Point / J A Fitzpatrick EPZ: Marinas and Campgrounds



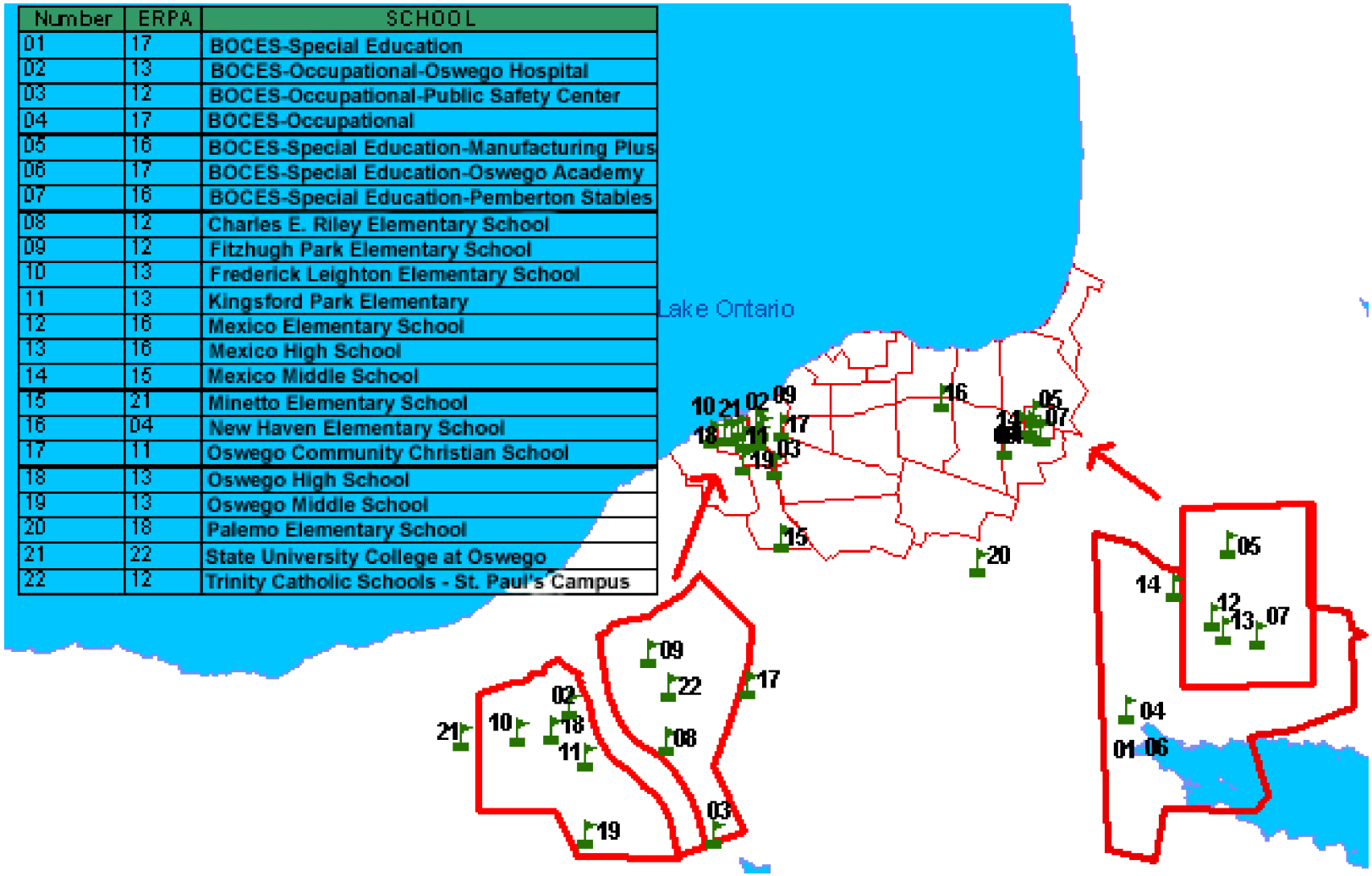
NUMBER	ERPA	MEDICAL FACILITY
01	12	Bishops Commons at St. Luke's
02	15	Fravor Road IRA
03	12	Ladies Home of Oswego
04	13	Loretto Heights Nursing Home
05	13	Oswego Hospital
06	12	Oswego Hospital (Mental Health)
07	13	Pontaic Apartments
08	12	Pontiac Nursing Care and Rehab. Center
09	16	Sabil Drive IRA
10	12	Seneca Hill Manor
11	12	Simeon Dewitt Apartments
12	12	St. Luke's Health Care Facility
13	13	Sunrise Nursing Home
14	12	Valehaven Home for Adults

Nine Mile Point / J A Fitzpatrick EPZ: Medical Facilities



Nine Mile Point / J A Fitzpatrick EPZ: Retail Facilities

Number	ERPA	SCHOOL
01	17	BOCES-Special Education
02	13	BOCES-Occupational-Oswego Hospital
03	12	BOCES-Occupational-Public Safety Center
04	17	BOCES-Occupational
05	16	BOCES-Special Education-Manufacturing Plus
06	17	BOCES-Special Education-Oswego Academy
07	16	BOCES-Special Education-Pemberton Stables
08	12	Charles E. Riley Elementary School
09	12	Fitzhugh Park Elementary School
10	13	Frederick Leighton Elementary School
11	13	Kingsford Park Elementary
12	16	Mexico Elementary School
13	16	Mexico High School
14	15	Mexico Middle School
15	21	Minetto Elementary School
16	04	New Haven Elementary School
17	11	Oswego Community Christian School
18	13	Oswego High School
19	13	Oswego Middle School
20	18	Palemo Elementary School
21	22	State University College at Oswego
22	12	Trinity Catholic Schools - St. Paul's Campus



Nine Mile Point / J A Fitzpatrick EPZ: Schools

APPENDIX F

Telephone Survey

Sampling Methodology

The development of Evacuation Time Estimates (ETE) for the Emergency Planning Zone (EPZ) of the Nine Mile Point nuclear station requires the identification of travel patterns, car ownership and household size of the population within the EPZ. Demographic information generally available is obtained from Census data that is reported on a county-by-county basis. The use of this data has limitations when applied to emergency planning. Census data do not contain some detailed information needed to quantify estimates of mobilization time.

A telephone survey is a technique that has been successfully used to address these concerns. This survey is designed to elicit information from the public concerning family demographics and estimates of response times to well defined events.

1. SURVEY INSTRUMENT AND SAMPLING PLAN

A survey instrument was developed by KLD and reviewed by County officials. Annex A of this appendix resents the survey instrument. Several changes and additions were made. Following the completion of the instrument, a sampling plan was developed. Previous experience has indicated that a sample size of approximately 700 completed survey forms yields results with an acceptable sampling error for an EPZ with the population as that at NMP. Since the sample is drawn from the EPZ population, a list of EPZ zip codes was developed as shown in Table 1. An estimate of the population in each zip code area was determined. The proportional number of planned desired completed survey interviews for each zip code area is also shown in Table 1.

Table 1. Survey Sampling Plan

Telephone Survey Sample Size			
Zip Code	**Area**	**Zip Code Pop.**	**Samples**
13114	Mexico	6898	110
13126	Oswego	37154	590
	Totals	**44052**	**700**

Unavoidably, some of the zip code areas in the neighborhood the EPZ boundary extend outside the EPZ. The inclusion of these zip codes in the survey is important to allow us to include the demographic characteristics of persons within the EPZ. However, some responses were completed by households outside the EPZ. Not surprisingly, the unavoidable inclusion of a few small areas adjoining the EPZ does not significantly affect the results obtained.

A total of 700 surveys were completed.

A list of randomly generated household telephone numbers was purchased which was ten times larger than the number of completed interviewed required in each zip code. From this list of random telephone numbers, a random starting point was assigned and then every nth number was called. If an interview was not completed after three calls to a telephone number, the next number on the list was selected and the procedure repeated. All telephone calls were made during weekday evenings and on weekends, when there is an equal opportunity of reaching households with workers and non-workers. The survey was conducted in English.

First Market Research conducted the survey in September 2002, from their offices in Boston. In conducting this project, First Market Research abided by the principles of ethics and professional conduct as outlined in the MRA Code of Data Collection Standards (See Annex B of this Appendix).

2. SURVEY RESULTS

The results of the survey fall into two categories: (1) household demographics; and (2) estimated time to perform certain activities. Demographic information includes household size, automobile ownership, and automobile availability. The estimated times to perform certain pre-evacuation activities formed the basis for developing the trip generation distributions used in the evacuation modeling effort.

21. Household Demographic Results

Household Size

Figure 1 presents the distribution of household size within the EPZ. The average household contains 2.74 people.

Automobile Ownership

The average number of automobiles per household in the EPZ is 1.77. Approximately 3 percent of households do not have access to an automobile. The distribution of automobile ownership is presented in Figure 2. Figures 3 and 4 present the automobile availability by household size. About 15 percent of all one-person households within the EPZ have no access to a vehicle. As expected, nearly all households of 2 or more people have access to at least one vehicle.

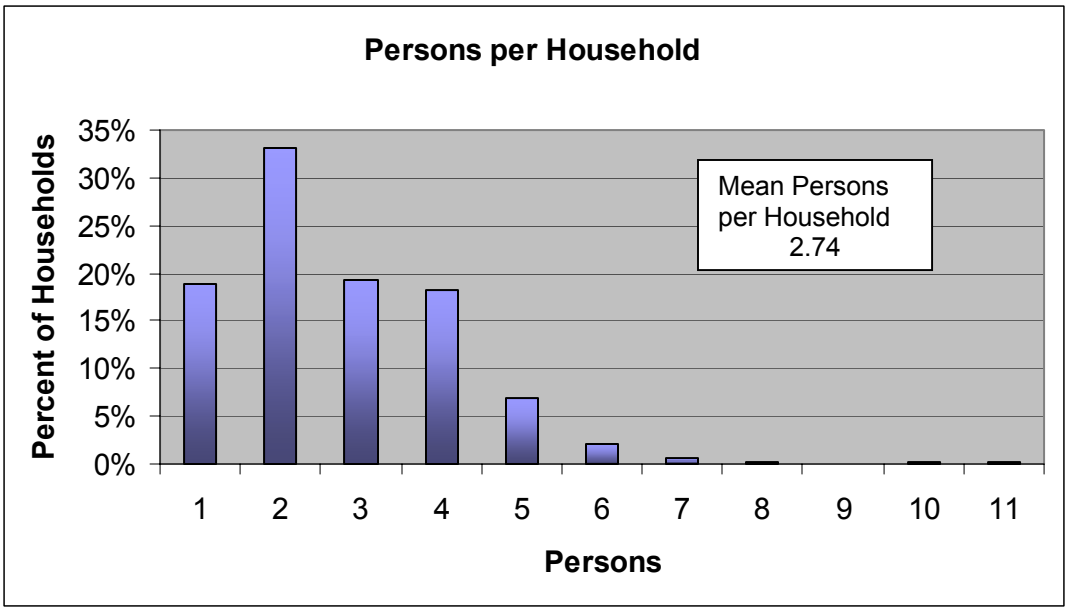


Figure 1

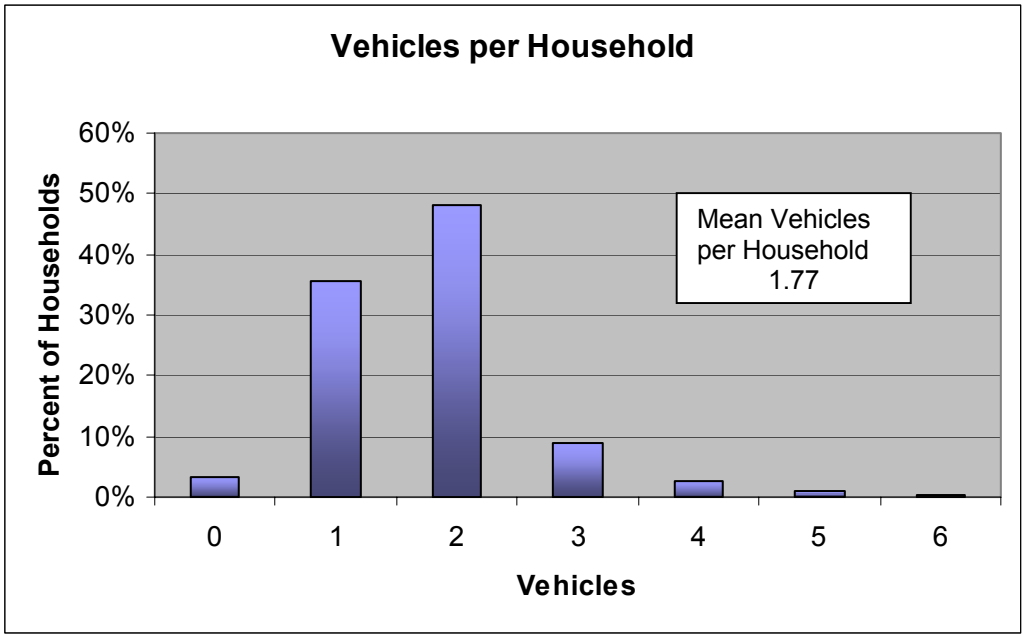


Figure 2

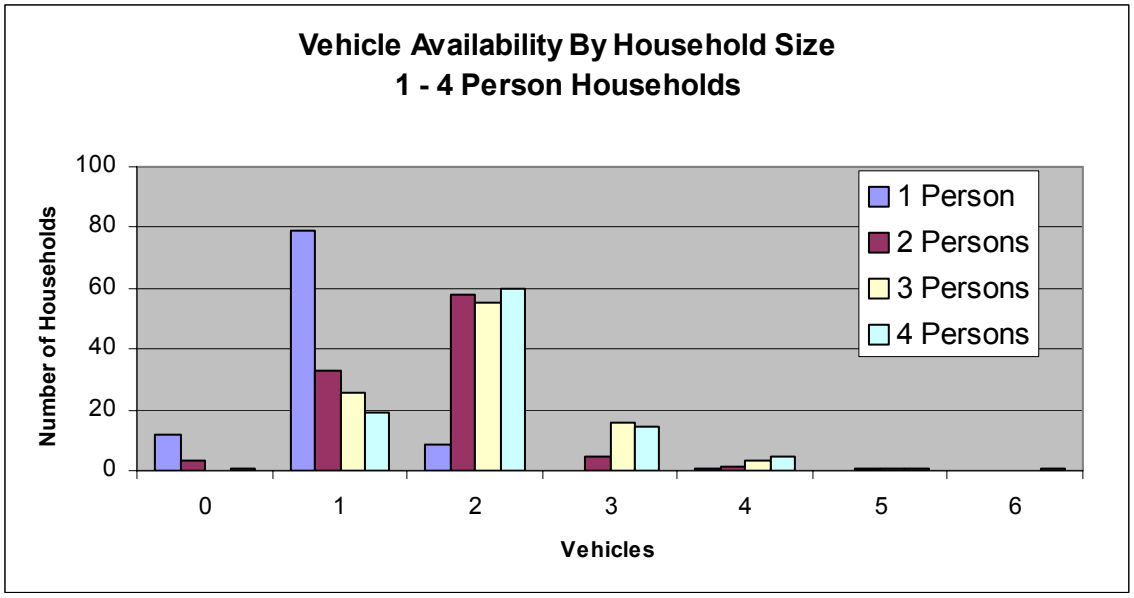


Figure 3

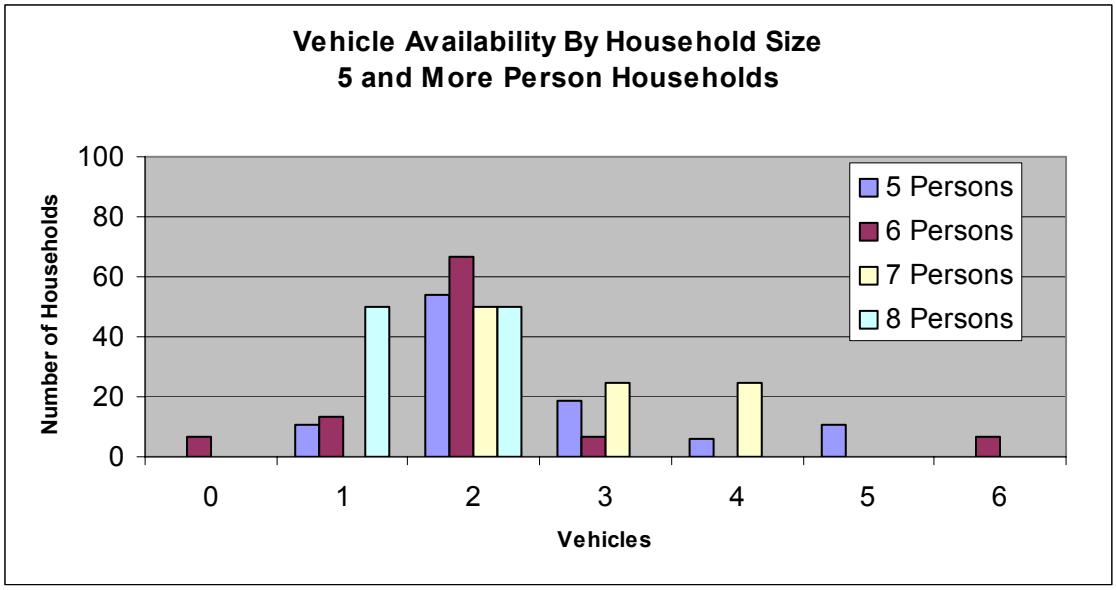


Figure 4

School Children

The average number of school children identified by the survey is 0.69 children per EPZ household. Figure 5 presents the distribution of school children.

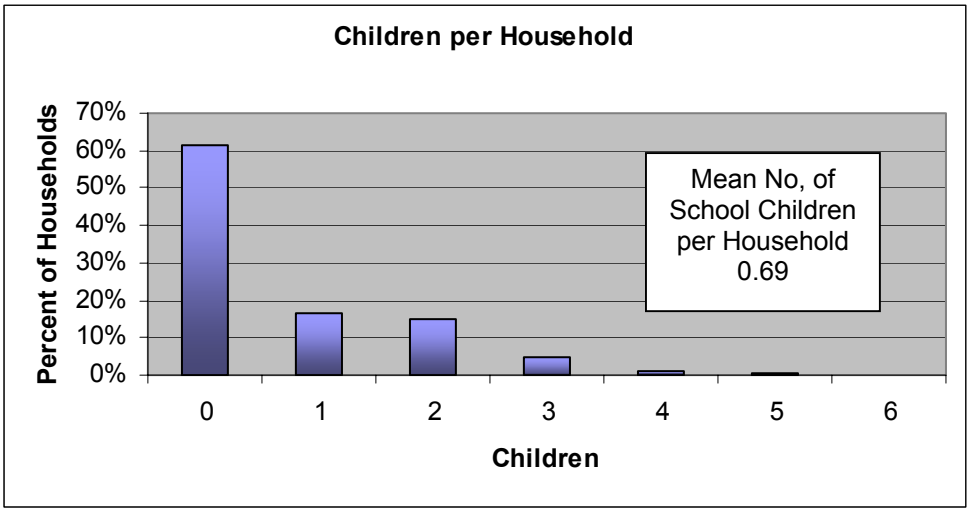


Figure 5

Commuters

Figure 6 presents the distribution of the number of commuters in each household. The data shows an average of 1.41 commuters per EPZ household.

Commuter Travel Modes

Figure 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 or to school.

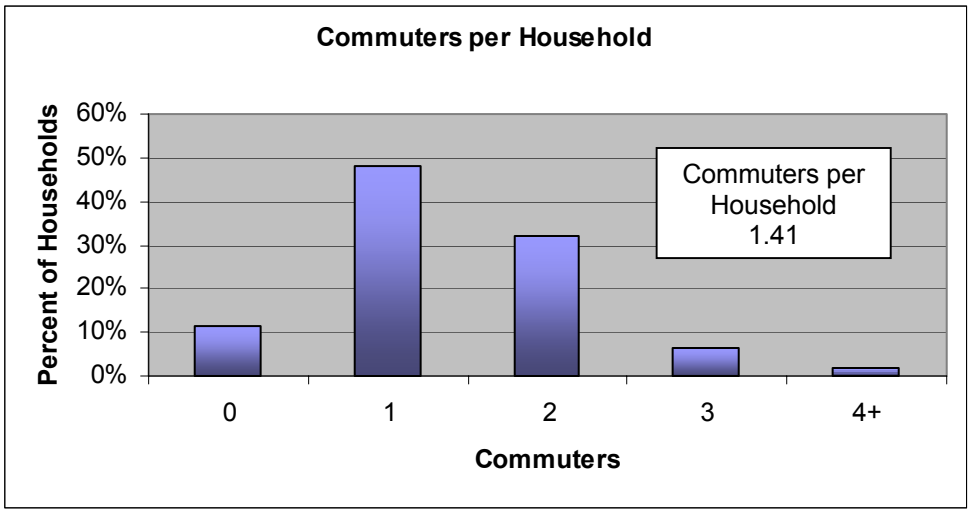


Figure 6

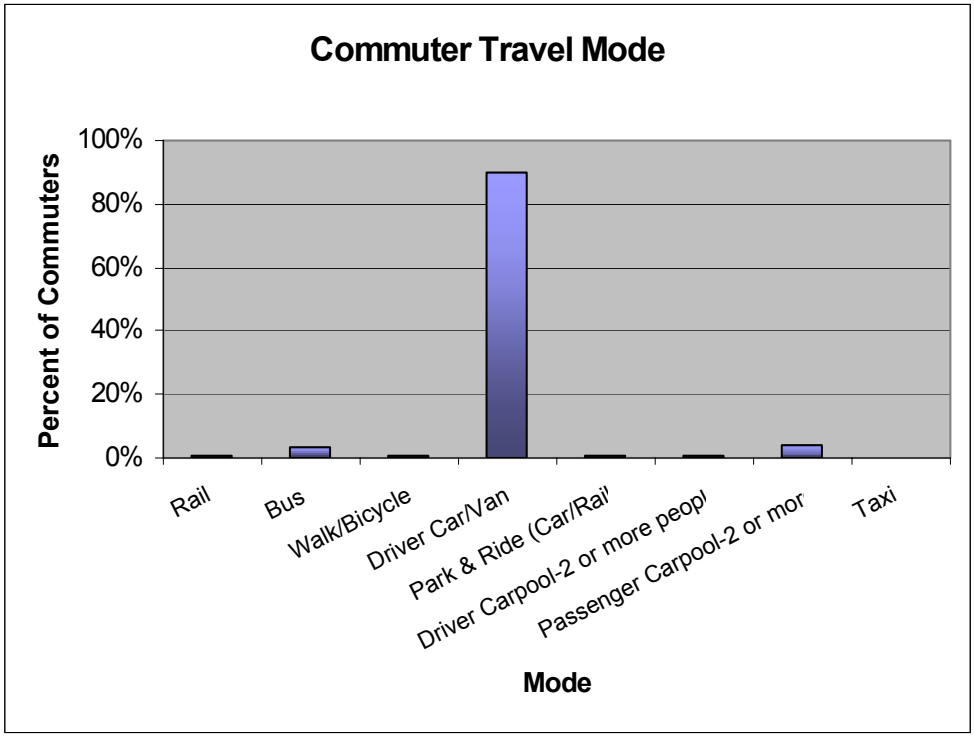


Figure 7

Evacuation Response

Several questions were asked to gauge the population response to an emergency. The first of these asked **"How many of the vehicles that are usually available to the household, would your family use during an evacuation?"** The response is shown in Figure 8. On average, 1.26 vehicles would be used per household for evacuation purposes.

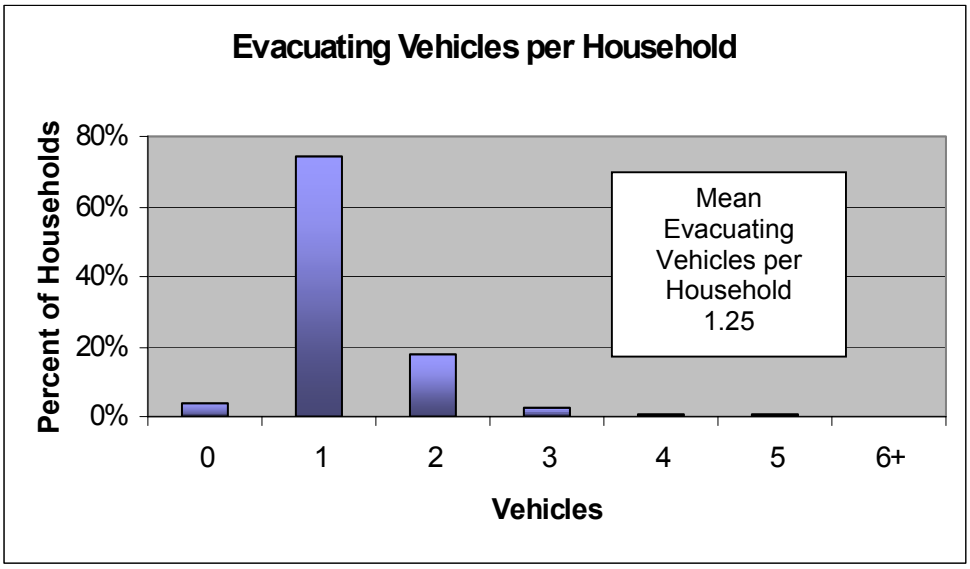


Figure 8

The second evacuation response question asked was **"When the commuters are away from home, is there a vehicle at home that is available for evacuation during any emergency?"** Of the survey participants who responded, 56 percent said that there was another vehicle available to evacuate, while 44 percent answered that there would be no vehicle available for evacuation.

2.2 Time Distribution Results

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

How long does it take the commuter to complete preparation for leaving work? Figure 9 presents the cumulative distributions by county. About 90 percent of commuters complete this activity within 30 minutes.

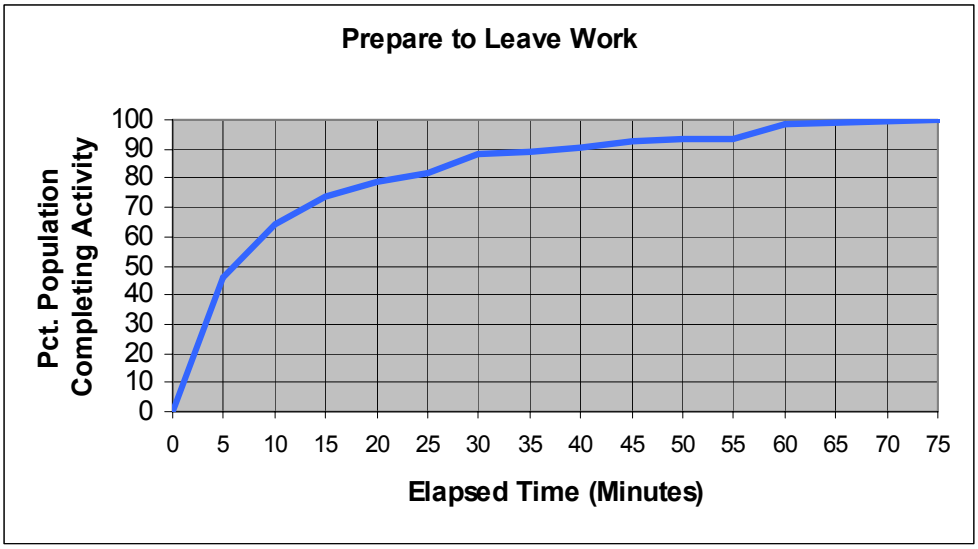


Figure 9

How long would it take the commuter to travel home? Figure 10 presents the work to home travel time for commuters. In all cases, more than 95 percent of commuters can arrive home within 45 minutes of leaving work.

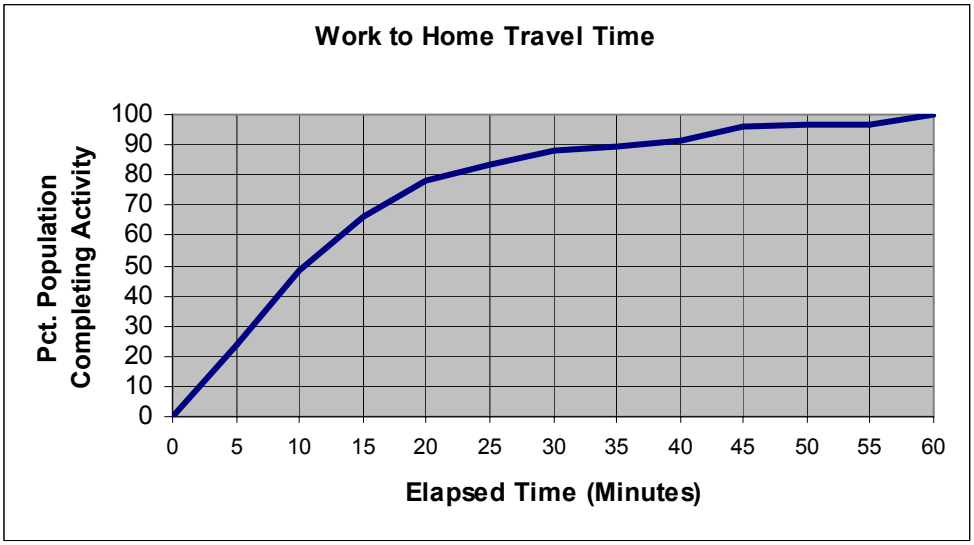


Figure 10

How long would it take the family to pack clothing, secure the house, and load the car? Figure 11 presents the time required to complete preparations prior to leaving for an evacuation trip. Figure 11 presents the aggregate of all the counties surveyed.

The distribution shown in Figure 11 has a long "tail." That is, it takes approximately one hour for 90 percent of households to be ready to leave home. However, the remaining 10 percent of households require up to one additional hour to prepare for a trip.

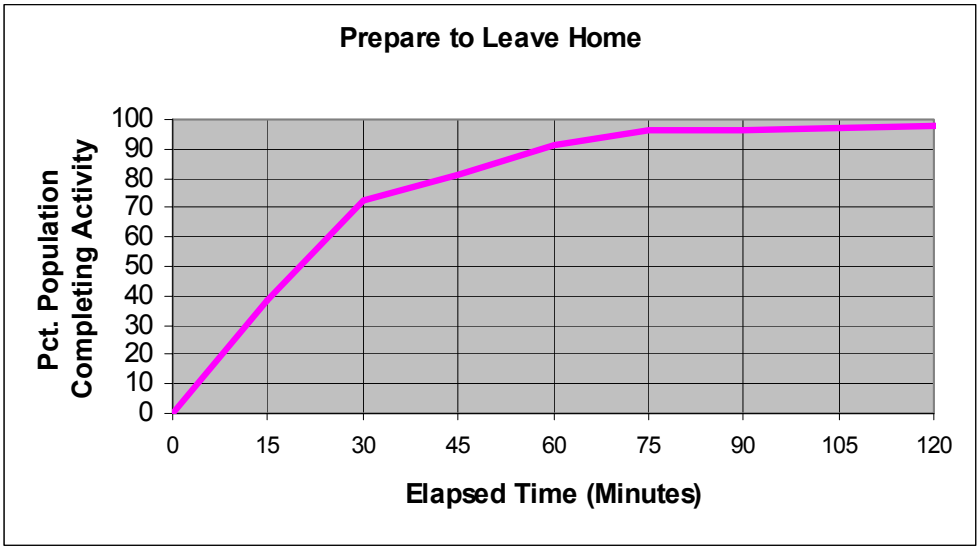


Figure 11

How long would it take you to clear 6 to 8 inches of snow? 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 would be necessary to clear a private driveway prior to leaving the home. Figure 12 presents these results. The time distribution for clearing the driveway has a long tail; about 90 percent of driveways are passable within 55 minutes. However, the last driveway is not cleared almost 2 hours after the start of this activity.

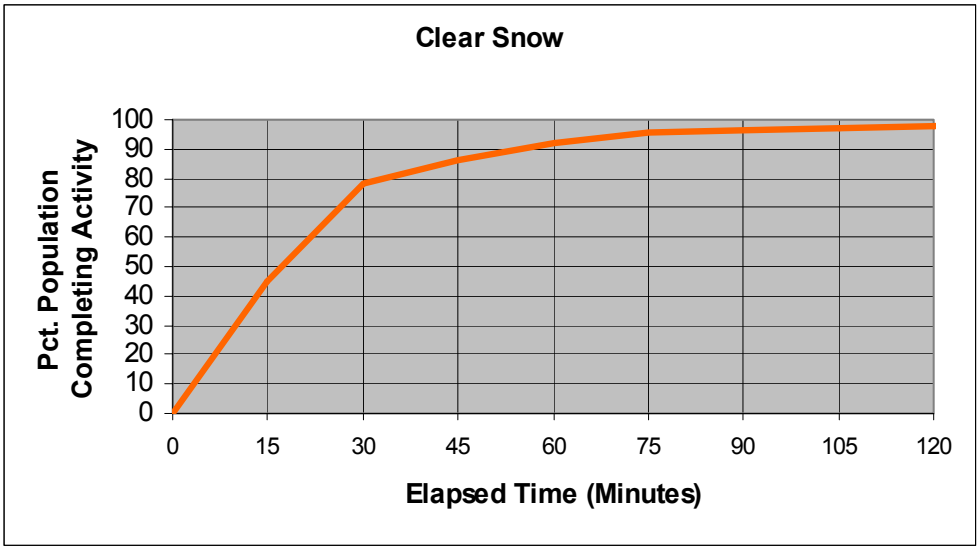


Figure 12

There has been some discussion about the necessity of incorporating snow clearance times into the Nine Mile Point winter snow scenario. One can argue that people in the Nine Mile Point EPZ are so accustomed to snow conditions that they would not take the time to clear their driveways, but rather do the absolute minimum to allow them to leave on their evacuation trip. The countervailing argument is that snow conditions require some driveway clearance, if only the need to clear the berm of snow left at the edge of a driveway by a snowplow before a vehicle can leave that driveway. In any event, for the sake of a consistent planning basis between the Nine Mile Point EPZ and other locations, we have elected to include the snow-clearance distribution in the trip generation rate.

Although the trip generation distribution under snow conditions is extended by 90 minutes, the ETE for these conditions is only 50 minutes longer than for a rain scenario. This indicates that the effect of including the snow clearance distribution on ETE is less than the increased highway capacity constraints caused by the snowfall. Therefore, eliminating the snow clearance activity from the trip generation would reduce the snow ETEs by no more than 20 minutes.

ANNEX A

TELEPHONE SURVEY INSTRUMENT

Hello, my name is _____ and I'm working on a survey being made for [insert marketing firm name] designed to identify travel patterns in your area. The information obtained will be used in a traffic study and in connection with an update of the county's emergency response plans. Your participation in this survey will greatly enhance the county's emergency preparedness program.

COL.1 Unused
COL.2 Unused
COL.3 Unused
COL.4 Unused
COL.5 Unused

Sex COL. 8
1 Male
2 Female

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:

1. Record exchange number. To Be Determined

COL. 9-11

---

2. In total, how many cars, or other vehicles are usually available to the household? (DO NOT READ ANSWERS.)

COL.12
1 ONE
2 TWO
3 THREE
4 FOUR
5 FIVE
6 SIX
7 SEVEN
8 EIGHT
9 NINE OR MORE
0 ZERO (NONE)
X REFUSED

3. How many people usually live in this household? (DO NOT READ ANSWERS.)

COL.13	
1	ONE
2	TWO
3	THREE
4	FOUR
5	FIVE
6	SIX
7	SEVEN
8	EIGHT
9	NINE

COL.14	
0	TEN
1	ELEVEN
2	TWELVE
3	THIRTEEN
4	FOURTEEN
5	FIFTEEN
6	SIXTEEN
7	SEVENTEEN
8	EIGHTEEN
9	NINETEEN OR MORE
X	REFUSED

4. How many children living in this household go to local public, private, or parochial schools? (DO NOT READ ANSWERS.)

COL.15	
0	ZERO
1	ONE
2	TWO
3	THREE
4	FOUR
5	FIVE
6	SIX
7	SEVEN
8	EIGHT
9	NINE OR MORE
X	REFUSED

5. How many people in the household commute to a job, or to college, at least 4 times a week?

COL.16		SKIP TO
0	ZERO	Q. 11
1	ONE	Q. 6
2	TWO	Q. 6
3	THREE	Q. 6
4	FOUR OR MORE	Q. 6
5	DON'T KNOW/REFUSED	Q. 11

INTERVIEWER: For each person identified in Question 5, ask Questions 6, 7, 8, and 9.

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

	Commuter #1 COL.17	Commuter #2 COL.18	Commuter #3 COL.19	Commuter #4 COL.20
Rail	1	1	1	1
Bus	2	2	2	2
Walk/Bicycle	3	3	3	3
Driver Car/Van	4	4	4	4
Park & Ride (Car/Rail)	5	5	5	5
Driver Carpool-2 or more people	6	6	6	6
Passenger Carpool-2 or more	7	7	7	7
Taxi	8	8	8	8
Refused	9	9	9	9

7. What is the name of the city, town or community in which Commuter #1 works or attends school? (REPEAT QUESTION FOR EACH COMMUTER.) (FILL IN ANSWER.)

COMMUTER #1 City/Town			COMMUTER #2 City/Town			COMMUTER #3 City/Town			COMMUTER #4 City/Town		
COL.21	COL.22	COL.23	COL.24	COL.25	COL.26	COL.27	COL.28	COL.29	COL.30	COL.31	COL.32
0	0	N	0	0	N	0	0	N	0	0	N
1	1	O	1	1	O	1	1	O	1	1	O
2	2	T	2	2	T	2	2	T	2	2	T
3	3		3	3		3	3		3	3	
4	4	U	4	4	U	4	4	U	4	4	U
5	5	S	5	5	S	5	5	S	5	5	S
6	6	E	6	6	E	6	6	E	6	6	E
7	7	D	7	7	D	7	7	D	7	7	D
8	8		8	8		8	8		8	8	
9	9		9	9		9	9		9	9	

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

COMMUTER #3				COMMUTER #4	
COL.37		COL.38		COL.39	COL.40
1 5 MINS OR LESS		1 46-50 MINS		1 5 MINS OR LESS	1 46-50 MINS
2 6-10 MINS		2 51-55 MINS		2 6-10 MINS	2 51-55 MINS
3 11-15 MINS		3 56 - 1 HR		3 11-15 MINS	3 56 - 1 HR
4 16-20 MINS		4 OVER 1 HR, BUT LESS THAN 1 HR 15 MINS		4 16-20 MINS	4 OVER 1 HR, BUT LESS THAN 1 HR 15 MINS
5 21-25 MINS				5 21-25 MINS	
6 26-30 MINS				6 26-30 MINS	
7 31-35 MINS		5 BETWEEN 1 HR 16 MINS AND 1 HR 30 MINS		7 31-35 MINS	5 BETWEEN 1 HR 16 MINS AND 1 HR 30 MINS
8 36-40 MINS				8 36-40 MINS	
9 41-45 MINS				9 41-45 MINS	
		6 BETWEEN 1 HR 31 MINS AND 1 HR 45 MINS			6 BETWEEN 1 HR 31 MINS AND 1 HR 45 MINS
		7 BETWEEN 1 HR 46 MINS AND 2 HRS			7 BETWEEN 1 HR 46 MINS AND 2 HRS
		8 OVER 2 HRS (SPECIFY _____)			8 OVER 2 HRS (SPECIFY _____)
		9			9
		0			0
		X DON'T KNOW/REFUSED			X DON'T NOW/REFUSED

9. Approximately how long 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

COL. 41	COL.42	COL.43	COMMUTER #2 COL. 44
1 5 MINS OR LESS	1 46-50 MINS	1 5 MINS OR LESS	1 46-50 MINS
2 6-10 MINS	2 51-55 MINS	2 6-10 MINS	2 51-55 MINS
3 11-15 MINS	3 56 - 1 HR	3 11-15 MINS	3 56 - 1 HR
4 16-20 MINS	4 OVER 1 HR, BUT LESS THAN 1 HR 15 MINS	4 16-20 MINS	4 OVER 1 HR, BUT LESS THAN 1 HR 15 MINS
5 21-25 MINS		5 21-25 MINS	
6 26-30 MINS		6 26-30 MINS	
7 31-35 MINS	5 BETWEEN 1 HR 16 MINS AND 1 HR 30 MINS	7 31-35 MINS	5 BETWEEN 1 HR 16 MINS AND 1 HR 30 MINS
8 36-40 MINS		8 36-40 MINS	
9 41-45 MINS		9 41-45 MINS	
	6 BETWEEN 1 HR 31 MINS AND 1 HR 45 MINS		6 BETWEEN 1 HR 31 MINS AND 1 HR 45 MINS
	7 BETWEEN 1 HR 46 MINS AND 2 HRS		7 BETWEEN 1 HR 46 MINS AND 2 HRS
	8 OVER 2 HRS (SPECIFY _____)		8 OVER 2 HRS (SPECIFY _____)
	9		9
	0		0
	X DON'T KNOW/REFUSED		X DON'T NOW/REFUSED

COMMUTER #3

COL. 45	COL. 46	COL. 47	COMMUTER #4 COL. 48
1 5 MINS OR LESS	1 46-50 MINS	1 5 MINS OR LESS	1 46-50 MINS
2 6-10 MINS	2 51-55 MINS	2 6-10 MINS	2 51-55 MINS
3 11-15 MINS	3 56 - 1 HR	3 11-15 MINS	3 56 - 1 HR
4 16-20 MINS	4 OVER 1 HR, BUT LESS THAN 1 HR 15 MINS	4 16-20 MINS	4 OVER 1 HR, BUT LESS THAN 1 HR 15 MINS
5 21-25 MINS		5 21-25 MINS	
6 26-30 MINS		6 26-30 MINS	
7 31-35 MINS	5 BETWEEN 1 HR 16 MINS AND 1 HR 30 MINS	7 31-35 MINS	5 BETWEEN 1 HR 16 MINS AND 1 HR 30 MINS
8 36-40 MINS		8 36-40 MINS	
9 41-45 MINS		9 41-45 MINS	
	6 BETWEEN 1 HR 31 MINS AND 1 HR 45 MINS		6 BETWEEN 1 HR 31 MINS AND 1 HR 45 MINS
	7 BETWEEN 1 HR 46 MINS AND 2 HRS		7 BETWEEN 1 HR 46 MINS AND 2 HRS
	8 OVER 2 HRS (SPECIFY _____)		8 OVER 2 HRS (SPECIFY _____)
	9		9
	0		0
	X DON'T KNOW/REFUSED		X DON'T NOW/REFUSED

10. When the commuters are away from home, is there a vehicle at home that is available for evacuation if required?

Col. 49	
1	Yes
2	No
3	Don't Know/Refused

11. Would you await the return of family members prior to evacuating the area?

Col. 50	
1	Yes
2	No
3	Don't Know/Refused

12. How many of the vehicles that are usually available to the household would your family 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	REFUSED

13. How long would it take the family to pack clothing, secure the house, load the car, and complete any other preparations prior to evacuating the area? (DO NOT READ ANSWERS.)

COL.52
1 LESS THAN 15 MINS
2 15-30 MINS
3 31-45 MINS
4 46 MINS - 1 HR
5 1 HR TO 1 HR 15 MINS
6 1 HR 16 MINS TO 1 HR 30 MINS
7 1 HR 31 MINS TO 1 HR 45 MINS
8 1 HR 46 MINS TO 2 HRS
9 2 HRS TO 2 HRS 15 MINS
0 2 HRS 16 MINS TO 2 HRS 30 MINS
X 2 HRS 31 MINS TO 2 HRS 45 MINS
Y 2 HRS 46 MINS TO 3 HRS

COL.53
1 3 HRS TO 3 HRS 15 MINS
2 3 HRS 16 MINS TO 3 HRS 30 MINS
3 3 HRS 31 MINS TO 3 HRS 45 MINS
4 3 HRS 46 MINS TO 4 HRS
5 4 HRS TO 4 HRS 15 MINS
6 4 HRS 16 MINS TO 4 HRS 30 MINS
7 4 HRS 31 MINS TO 4 HRS 45 MINS
8 4 HRS 46 MINS TO 5 HRS
9 5 HRS TO 5 HRS 15 MINS
0 5 HRS 16 MINS TO 5 HRS 30 MINS
X 5 HRS 31 MINS TO 5 HRS 45 MINS
Y 5 HRS 46 MINS TO 6 HRS

COL.54
1 DON'T KNOW

13A. How long would it take you to clear 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.55
1 LESS THAN 15 MINS
2 15-30 MINS
3 31-45 MINS
4 46 MINS - 1 HR
5 1 HR TO 1 HR 15 MINS
6 1 HR 16 MINS TO 1 HR 30 MINS
7 1 HR 31 MINS TO 1 HR 45 MINS
8 1 HR 46 MINS TO 2 HRS
9 2 HRS TO 2 HRS 15 MINS
0 2 HRS 16 MINS TO 2 HRS 30 MINS
X 2 HRS 31 MINS TO 2 HRS 45 MINS
Y 2 HRS 46 MINS TO 3 HRS

COL.56
1 MORE THAN 3 HRS
2 DON'T KNOW

Thank you very much.

_____
(TELEPHONE NUMBER CALLED)

If requested:

For Additional information

Contact your County Emergency Management Office

ANNEX B
Code of Data Collection Standards With Notes Section

Market Research Association
P.O. Box 230 • Rocky Hill, CT 06067-0230 • 860-257-4008 • Fax: 860-257-3990

Code Approved May 1997
Notes Added September 1999

RESPONSIBILITIES TO RESPONDENTS

Data Collection Companies ...

1. will make factually correct statements to secure cooperation and will honor promises to respondents, whether verbal or written;
2. will not use information to identify respondents without the permission of the respondent, except to those who check the data or are involved in processing the data. If such permission is given, it must be recorded by the interviewer at the time the permission is secured;
3. will respect the respondent's right to withdraw or to refuse to cooperate at any stage of the study and not use any procedure or technique to coerce or imply that cooperation is obligatory;
4. will obtain and document respondent consent when it is known that the name and address or identity of the respondent may be passed to a third party for legal or other purposes, such as audio or video recordings;
5. will obtain permission and document consent of a parent, legal guardian or responsible guardian before interviewing children 12 years old or younger;
6. will give respondents the opportunity to refuse to participate in the research when there is a possibility they may be identifiable even without the use of their name or address (e.g., because of the size of the population being sampled).

Interviewers ...

1. will treat the respondent with respect and not influence him or her through direct or indirect attempts, including the framing of questions and/or a respondent's opinion or attitudes on any issue;
2. will obtain and document permission from a parent, legal guardian or responsible guardian before interviewing children 12 years old or younger. Prior to obtaining permission, the interviewer should divulge the subject matter, length of the interview and other special tasks that will be required.

RESPONSIBILITIES TO CLIENTS

Data Collection Companies ...

1. will ensure that each study is conducted according to the client's exact specifications;
2. will observe confidentiality with all research techniques or methodologies and with information considered confidential or proprietary. Information will not be revealed that could be used to identify clients or respondents without proper authorization;
3. will ensure that companies, their employees and subcontractors involved in data collection take all reasonable precautions so that more than one survey is not conducted in one interview without explicit permission from the Client
4. will report research results accurately and honestly;
5. will not misrepresent themselves as having qualifications, experience, skills or facilities that they do not possess;
6. will refrain from referring to membership in the Marketing Research Association as proof of competence, since the Association does not certify any person's or organization's competency or skill level.

RESPONSIBILITIES TO DATA COLLECTORS

Clients ...

1. will be responsible for providing products and services that are safe and fit or their intended use and disclose/label all product contents;
2. will provide verbal or written instructions;
3. will not ask our members who subcontract research to engage in any activity that is not acceptable as defined in this Code or that is prohibited under any applicable federal, state, local laws, regulations and/or ordinances.

RESPONSIBILITIES TO THE GENERAL PUBLIC AND BUSINESS COMMUNITY

Data Collection Companies ...

1. will not intentionally abuse public confidence in marketing and opinion research;
2. will not represent a non-research activity to be marketing and opinion research, such as:
    - questions whose sole objective is to obtain personal information about respondents, whether for legal, political, private or other purposes,
    - the compilation of lists, registers or data banks of names and addresses for any non-research purposes (e.g., canvassing or fundraising),
    - industrial, commercial or any other form of espionage,
    - the acquisition of information for use by credit rating services or similar organizations,
    - sales or promotional approaches to the respondent,
    - the collection of debts;
3. will make interviewers aware of any special conditions that may be applicable to any minor (18 years old or younger).

These notes are intended to help users of the Code to interpret and apply it in practice. Any questions about how to apply the Code in a specific situation should be addressed to MRA Headquarters.

RESPONSIBILITIES TO RESPONDENTS

Data Collection Companies ...

1. will make factually correct statements to secure cooperation and honor promises to respondents, whether oral or written; *Interviewers will not knowingly provide respondents with information that misrepresents any portion of the interviewing process, such as; length of the interview, scope of task involved, compensation, or intended use of the information collected.*
2. will not use information to identify respondents without the permission of the respondent, except to those who check the data or are involved in processing the data. If such permission is given, it must be recorded by the interviewer at the time the permission is secured; *Respondent information will be linked to data collected only for research purposes such as validation, evaluating data in aggregate based on demographic information, modeling. Providing respondent information is not permissible for any purpose other than legitimate research purposes as mentioned above. If anyone requests respondent identifiable information it will only be provided upon receipt of written declaration of and agreement of some intended use. Such use shall be determined by the provider to qualify as legitimate research use. (i.e. validation, planned recalls, modeling, demographic analysis.) No other use of this information falls within the boundaries of the Code. This applies to all types of respondent sample sources including client supplied lists.*
3. will respect the respondent's right to withdraw or to refuse to cooperate at any stage of the study and not use any procedure or technique to coerce or imply that cooperation is obligatory. *Respondent cooperation is strictly on a voluntary basis. Respondents are entitled to withdraw from an interview at any stage or to refuse to cooperate in a research project. Interviewers should never lead respondents to believe they have no choice in their participation.*
4. will obtain and record respondent consent when it is known that the name and addresses or identity of the respondent may be passed to a third party for legal or other purposes, such as audio or video recordings; *By documenting the respondent's consent for a defined specific use of his/ her name and address we are confirming the respondent realizes we are asking something new of them, i.e., possible participation in another research project.*
5. will obtain permission and document consent of a parent, legal guardian or responsible guardian before interviewing children 12 years old or younger; *Interviewers must take special care when interviewing children or young people. The informed consent of the parent or responsible adult must first be obtained for interviews with children.*
6. will give respondents the opportunity to refuse to participate in the research when there is a possibility they may be identifiable even without the use of their name or address (e.g., because of the size of the population being sampled.) *Respondent cooperation is strictly on a voluntary basis. Respondents are entitled to withdraw from a research project. Company policies and/or interviewer instructions should state the interviewer must give respondents the opportunity to not participate for any reason.*

Interviewers ...

1. will treat the respondent with respect and not influence him or her through direct or indirect attempts, including the framing of questions, a respondent's opinion or attitudes on any issue. *Interviewers cannot ask questions in a way that leads or influences respondents' answers, nor can they provide their own*

opinions, thoughts or feelings that might bias a respondent and therefore impact the answers they give.

2. will obtain and document permission of a parent, legal guardian or responsible guardian before interviewing children 12 years old or younger. Prior to obtaining permission, the interviewer should divulge the subject matter, length of interview and other special tasks that will be required. *Interviewers must take special care when interviewing children and young people. The informed consent of the parent or responsible adult must first be obtained for interviews with children. Parents or responsible adults must be told some specifics about the interview process and special tasks, such as audio or video recording, taste testing, respondent fees and special tasks, before permission is obtained.*

RESPONSIBILITIES TO CLIENTS

Data Collection Companies ...

1. will ensure that each study is conducted according to the client's specifications; *Procedures are implemented to conform or verify that client specifications are being followed.*
2. will observe confidentiality with all research techniques or methodologies and with information considered confidential or proprietary. Information will not be revealed that could be used to identify clients or respondents without proper authorization; *Respondent information will be linked to data collected only for research purposes and will not be used for any purpose other than legitimate research. Protect the confidentiality of anything learned about the respondent and/or his or her business.*
3. will ensure that companies, their employees and subcontractors involved in data collection take all reasonable precautions so that no more than one survey is conducted in one interview without explicit permission from the sponsorship company or companies; *Company policies or procedures indicate the practice of conducting more than one survey within an interview is not done without specific permission from the relevant clients.*
4. will report research results accurately and honestly; *Describe how the research was done in enough detail that a skilled researcher could repeat the study; provide data representative of a defined population or activity and enough data to yield projectable results; present the results understandably and fairly, including any results that may seem contradictory or unfavorable.*
5. will not misrepresent themselves as having qualifications, experience, skills or facilities that they do no possess; *If regularly subcontracting data collection, should not infer to clients and prospective clients that they possess this capability "in house"; claim only legitimate academic degrees, clients and other qualifications.*
6. will refrain from referring to membership in the Marketing Research Association as proof of competence, since the Association does not certify any person's or organization's competency or skill level. *MRA does not currently have a certification program for marketing research competency, therefore while members can state their membership in the Association, they cannot claim that this automatically conveys a message of their competency to carry out the marketing research process.*

RESPONSIBILITIES TO DATA COLLECTORS

Clients ...

1. will be responsible for providing products and services that are safe and fit for their intended use and disclose/label all product contents; *It is the client's responsibility to ensure that all test products are in compliance with all safety standards and that all product contents information is provided to the data collectors. Data Collectors should request in writing all pertinent information as well as emergency numbers for respondents and themselves.*
2. will provide oral or written instructions; *To ensure the success of the research, detailed instructions are to be provided prior to the start of any project. These instructions must be written and then confirmed orally for: understanding, ability of the agency to implement and agreement to comply.*
3. will not ask our members who subcontract research to engage in any activity that is not acceptable as defined in this Code or that is prohibited under any applicable federal, state and local laws, regulations and ordinances. *All MRA Members have agreed to comply with the Code as written and thus will not agree to, or ask anyone else to, knowingly violate any of the points of the Code.*

RESPONSIBILITIES TO THE GENERAL PUBLIC AND BUSINESS COMMUNITY

Data Collection Companies ...

1. will not intentionally abuse public confidence in marketing and opinion research; *Marketing research shall be conducted and reported for the sole purpose of providing factual information upon which decisions will be made. At no time is marketing research information to be used to intentionally mislead public opinion.*

Instances of abuse of public confidence undermine the credibility of our Industry.

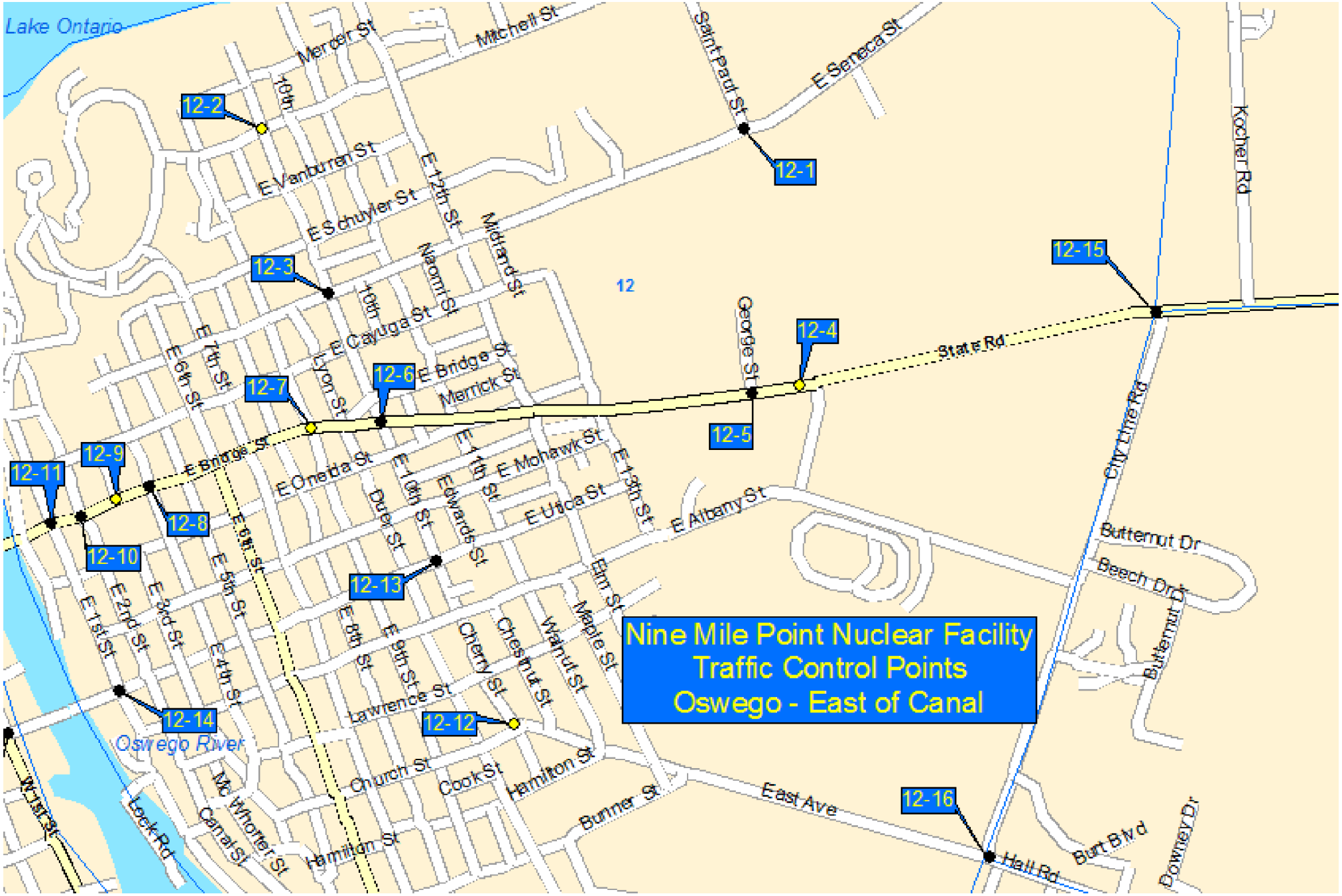
2. will not represent a non-research activity to be marketing and opinion research, such as:
    - questions whose sole objective is to obtain personal information about respondents, whether for legal, political, private or other purposes,
    - the compilation of lists, registers or data banks of names and addresses for any non-research purposes (e.g., canvassing or fundraising),
    - industrial, commercial or any other form of espionage,
    - the acquisition of information for use by credit rating services or similar organizations,
    - sales or promotional approaches to the respondent,

APPENDIX G

TRAFFIC CONTROL PLANS

OSWEGO COUNTY


Nine Mile Point Nuclear Facility
Traffic Control Points
Overview
28
27
26
14
1
2
3
4
7
15
6
5
16
12
11
10
9
8
13
23
17
22
24
19
18
21
20
25
STHY 1046
STHY 13
CORD 28
New Haven
STHY 104
STHY 69
STHY 48
STHY 481
STHY 1043
STHY 104
Battle Island State Park
Fairhaven State Park
STHY 3
Hannibal
Fulton
STHY 176
STHY 264
STHY 49
STHY 38
I 81
Pulaski
Parish
Ramp


Nine Mile Point Nuclear Facility
Traffic Control Points
Oswego - East of Canal
12-1
12-2
12-3
12-4
12-5
12-6
12-7
12-8
12-9
12-10
12-11
12-12
12-13
12-14
12-15
12-16
Lake Ontario
Oswego River
Mercer St
Mitchell St
Saint Paul St
E Seneca St
Kocher Rd
E Van Buren St
E Schuyler St
E 12th St
Midland St
Naomi St
10th
E Cayuga St
Lyon St
E 7th St
E 6th St
George St
State Rd
E Bridge St
Merrick St
City Line Rd
E Oneida St
E 10th St
E 11th St
E Mohawk St
E 13th St
Dorr St
Edwards St
E Utica St
E Albany St
Butternut Dr
Beech Dr
E 6th St
E 5th St
E 4th St
E 3rd St
E 2nd St
E 1st St
E 8th St
E 9th St
Lawrence St
Cherry St
Chestnut St
Walnut St
Maple St
Elm St
Church St
Cook St
Hamilton St
Bunner St
East Ave
Hall Rd
Burt Blvd
Downey Dr
Lock Rd
Canal St
Mc Whorter St
Hamilton St
Water St


Nine Mile Point Nuclear Facility
Traffic Control Points
Oswego - West of Canal
Lake Ontario
28
23
12
22
13
Oswego River
Oswego
13-1
13-2
13-3
13-4
13-5
13-6
13-7
13-8
12-11
22-1
Lake St
Ontario St
W 8th St
W Van Buren St
W 1st St
W 2nd St
Front St
E 2nd St
E 1st St
W Schuyler St
W 5th Street Rd
W 7th St
W 3rd St
Water St
W Seneca St
W Cayuga St
W 6th St
W 4th St
W Mohawk St
Rudolph St
Centennial Dr
Takamine Rd
7th Ave
6th Ave
3rd Ave
Governor St
Porter St
John St
Washington Blvd
Turrill St
W Oneida St
Maple Ave
Swift St
Franklin Ave
Baylis St
Draper St
Gregory St
Sheldon Ave
5th Ave
W Bridge St
Hillside Ave
Dublin St
Buccaneer Blvd
West End Ave
W Utica St
Willow St
Liberty St
Singleton St
Herrick St
W Albany St
W 10th St
SW 9th St
Erie St
W 5th Street Rd
W 1st St
Sweet Rd
New St
Maple Ave
Iroquois Trl
Johnson Rd
4th Ave
Sunrise Ter
Niagra St
Hart St
Varick St
Tallman St


Nine Mile Point Nuclear Facility
Traffic Control Points
Fulton
30-1
30-2
30-3
30-4
30-5
30-6
Fulton
Oswego River
Chase Rd
Gorman Ln
Old Clark St
N 1st St
N 2nd St
N 4th St
N 6th St
N 7th St
Whittaker Rd
Flood Dr
Silk Rd
Weller Rd
CORD 3
Hannibal St
W 7th St
W 5th St
W 1st St N
Erie St
Oneida St
Holly Dr
E Broadway
CORD 9
Emery Rd
Dey Dr
Phillips St
W 4th St
W 2nd St
E West Area Hwy
Fay St
S 6th St
Cricket Ln
Kelley Dr
CORD 6
Maple Ave
Lyon St
S 1st St
Forest Ave
Bakeman St
W 1st St
W 2nd St
Maurer Rd
Patrick Cir
S Pollard Dr
CORD 57
Owen Rd
Mullen Rd
Lake Shore Rd
Halstead Dr
Leomar Dr
Creek Rd
Arlen Dr
Wilbur Dr
Crescent Rd


Nine Mile Point Nuclear Facility
Traffic Control Points
Mexico & New Haven
Lake Ontario
7-1
CORD 1
North Rd
Mason Rd
Larkin Rd
Tollgate Rd
Ladd Rd
Kranz Rd
Chapman Rd
N Church Rd
Fort Leazler Rd
Smith Rd
Dunlop Rd
Sherman Rd
Gibbs Rd
Potter Rd
George Rd
Clark Rd
15
CORD 16
Winckler Rd
Scenic Ave
Lamphere Rd
Cole Rd
CORD 41
7
New Haven
Lee Rd
Hastd Rd
Hughes Rd
CORD 6
Egglestone Rd
Fravor Rd
River St
Academy St
Hamilton St
North St
16
Pulaski Rd
Dewey Rd
Seals Rd
Tubbs Rd
Smithers Rd
16-1
16-2
County Home Rd
Stone Rd
CORD 4
Green Rd
Kibby Rd
Spring St
Ames St
Munger Hill Rd
Lincoln Ave
Stanhope Rd


Nine Mile Point Nuclear Facility
Traffic Control Points
Oswego - South of Plant
3-1
10-1
Lake Rd
Miner Rd
North Rd
Middle Rd
Woolson Rd
Scriba Town Park Rd
Sunset Bay Rd
Parkhurst Rd
Nine Mile Point Rd
Shore Oaks Dr
CORD 44
Mack Rd
Leavitt Rd
CORD 29
Lake View Rd
Broadwell Dr
Upcraft Rd
Banjo Ln
Ryke rs Beach Rd
Ferguson Beach Rd
Alcan Rd
Millea Beach Rd
Creamery Rd
Duke Rd
Dennis Rd
Keefe Rd
CORD 51
CORD 51 A
1
2
3
4
5
6


Nine Mile Point Nuclear Facility
Traffic Control Points
Richland
Lake Ontario
14-1
14
Lake Rd
Spath Dr
Patrick Dr
Calkins Dr
Hager Dr
Ivens Rd
Ramona Beach Rd
CORD 28
Salisbury Rd
Atkinson Rd
CORD 41
Loomis Rd
Port St
Lake St
Hinman Rd
Bishop Rd
Maltby Rd
Clark Rd
Hollis Rd

TCP ID	INTERSECTION	ERPA	TOWN	PRIORITY	NO. OF GUIDES	NO. OF CONES	DISCOURAGED MOVEMENTS
3-1	North Rd (CR 1) & Lake Rd (CR 1A)	3	Scriba	2	1	6	NB Lake, EB North Rd
7-1	NY 104B & North Rd (CR 1)/ Tollgate Rd (CR 43)	7	New Haven	2	1	6	WB 104B, WB North Rd
10-1	NY 104 & Creamery Rd/Klocks Corners Rd	10	Scriba	2	1	6	NB Creamery, EB NY 104
12-1	E Seneca St (CR 1) & St. Paul St/George St	12	Oswego	2	1	6	EB E. Seneca, NB St. Paul
12-3	E Seneca St & E 10th St	12	Oswego	2	1	6	EB E. Seneca, NB E 10th
12-5	NY Rte 104 & George St	12	Oswego	2	1	3	EB NY 104
12-6	E Bridge St (NY 104) & E 10th St	12	Oswego	2	1	9	EB E Bridge, NB E 10th
12-8	E Bridge St (NY 104) & E 4th St	12	Oswego	2	1	9	EB E Bridge, NB E 4th
12-10	E Bridge St (NY 104) & E 2nd St	12	Oswego	2	1	9	EB E Bridge, NB E 2nd
12-11	E Bridge St (NY 104) & E 1st St (NY 481)	12	Oswego	1	2	9	EB E Bridge, NB E 1st
12-13	E Utica St & E 10th St	12	Oswego	2	1	6	EB E Utica, NB E 10th
12-14	E Utica St & E 1st St (NY 481)	12	Oswego	1	2	9	EB E Utica, NB E 1st
12-15	NY 104 & City Line Rd	12	Oswego	3	1	3	EB NY 104
12-16	East Ave (CR 4) & City Line Rd	12	Oswego	3	1	3	EB East Ave
13-1	W Bridge St (NY 104) & W 1st St	13	Oswego	1	2	9	EB W Bridge, NB W 1st
13-2	W Bridge St (NY 104) & W 2nd St	13	Oswego	2	1	3	NB W 2nd

TCP ID	INTERSECTION	ERPA	TOWN	PRIORITY	NO. OF GUIDES	NO. OF CONES	DISCOURAGED MOVEMENTS
13-3	W Bridge St (NY 104) & W 5th St	13	Oswego	2	1	3	NB W 5th
13-5	NY Rte 104, George Washington Blvd & Hillside Av	13	Oswego	1	2	15	EB NY 104, EB W Seneca
13-6	W Utica St & W 1st St (NY 48)	13	Oswego	1	2	9	EB W Utica, NB W 1st
13-7	W Utica St & W 5th St (NY 48)	13	Oswego	1	1	9	NB W 5th
13-8	W Utica St & Hillside Ave	13	Oswego	2	1	6	NB Hillside, EB W Utica
14-1	NY 3 & NY 13	14	Richland	3	1	6	SB NY 3, WB Sharoun Dr
16-1	Main St (NY104) & Norman Ave (NY3)/Academy St (CR16)	16	Mexico	3	1	6	WB Main, NB Academy
16-2	Main St (NY 104) & Scenic Ave (NY 3)	16	Mexico	3	1	3	WB Main
22-1	SUNY Oswego-NY Rt 104 & Sweet Rd/Mollison St	22	Oswego	1	1	3	EB NY 104
30-1	N 2nd St (NY 481) & Oneida St	Shadow	Fulton	1	1	6	NB N 2nd
30-2	E Broadway (NY 3) & S 2nd St (NY 481)	Shadow	Fulton	1	2	3	NB S 2nd
30-3	W 1st St (NY 48) & Oneida St/Gansvoort St	Shadow	Fulton	1	1	3	NB W 1st
30-4	W Broadway (NY 3) & W 1st St (NY 48)	Shadow	Fulton	1	2	3	NB W 1st
30-5	NY Rte 481 & CR 57	Shadow	Fulton	1	1	6	NB NY 481
30-6	NY 3 & Hannibal St (CR 3)	Shadow	Fulton	3	1	3	EB Hannibal, EB NY 3

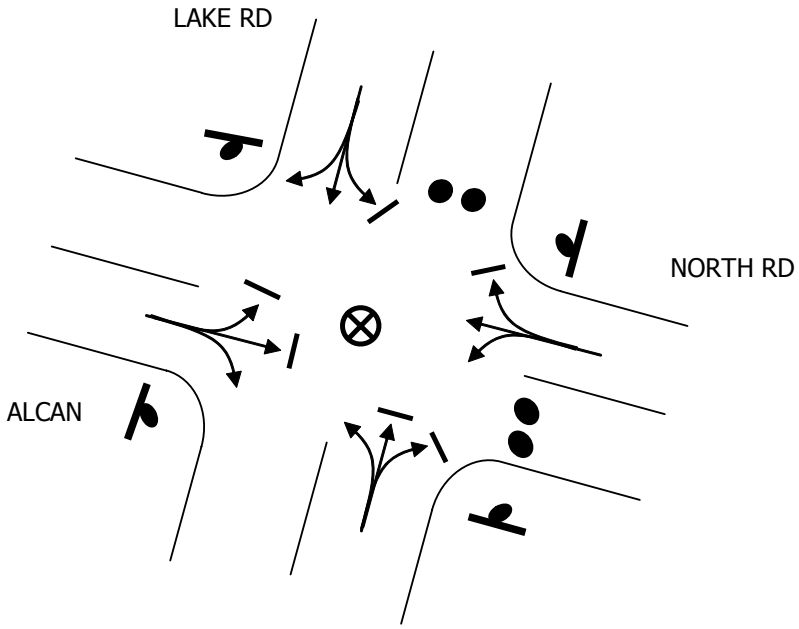
TCP ID	INTERSECTION	ERPA	TOWN	PRIORITY	NO. OF GUIDES	NO. OF CONES	DISCOURAGED MOVEMENTS
THE FOLLOWING INTERSECTIONS SHOULD BE SET TO FLASHING SIGNALS BY LAW ENFORCEMENT							
12-2	Mitchell St & E 10th St	12	Oswego	--	--	--	--
12-4	NY Rte 104 & Ames/Tops Plaza	12	Oswego	--	--	--	--
12-7	E Bridge St (NY 104) & E 9th St	12	Oswego	--	--	--	--
12-9	E Bridge St (NY 104) & E 3rd St	12	Oswego	--	--	--	--
12-12	Cherry St & East Ave	12	Oswego	--	--	--	--
13-4	W Bridge St (NY 104) & Liberty St	13	Oswego	--	--	--	--

TOWN: SCRIBA

LOCATION: NORTH RD (CR 1) & LAKE RD (CR 1A)

TCP ID: 3 – 1

ERPA: 3



N

Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate southbound movement along Lake Rd
2. Discourage northbound movement along Lake Rd
3. Discourage eastbound movement along North Rd

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

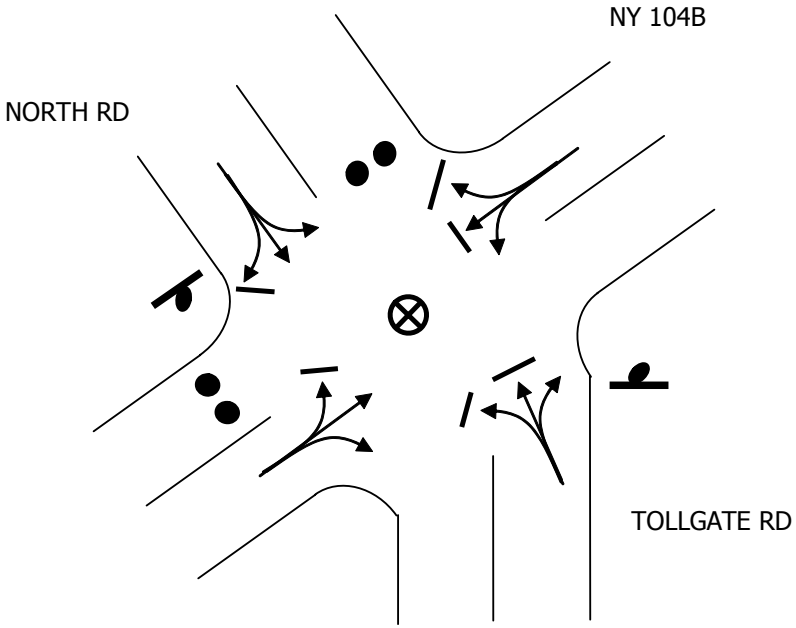
2

TOWN: NEW HAVEN

LOCATION: NY RTE 104B & NORTH RD (CR 1)/ TOLLGATE RD (CR 43)

TCP ID: 7 – 1

ERPA: 7





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 104B
2. Facilitate southbound movement along Tollgate Rd
3. Discourage westbound movement along NY 104B
4. Discourage westbound movement along North Rd

MANPOWER/EQUIPMENT

1	TRAFFIC GUIDE
6	TRAFFIC CONES

LOCATION PRIORITY

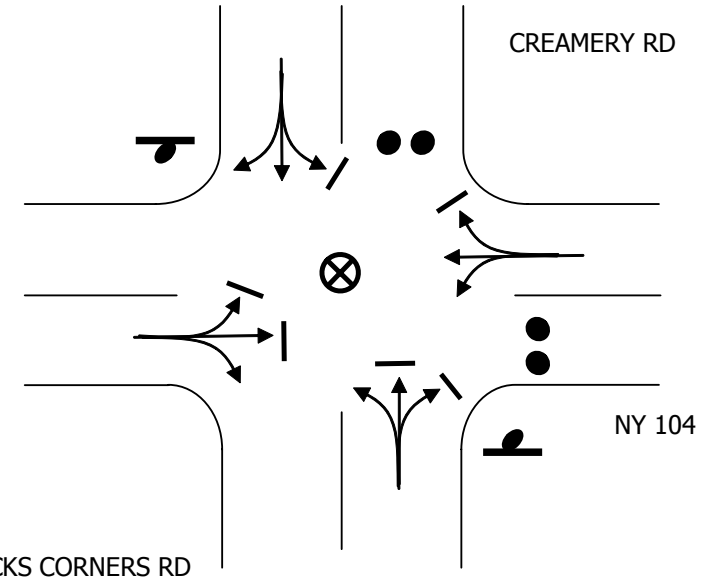
2

TOWN: SCRIBA

LOCATION: NY RTE 104 & CREAMERY RD/KLOCKS CORNERS RD

TCP ID: 10 – 1

ERPA: 10





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along NY 104
2. Facilitate southbound movement along Klocks Corners Rd
3. Discourage northbound movement along Creamery Rd
4. Discourage eastbound movement along NY 104

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

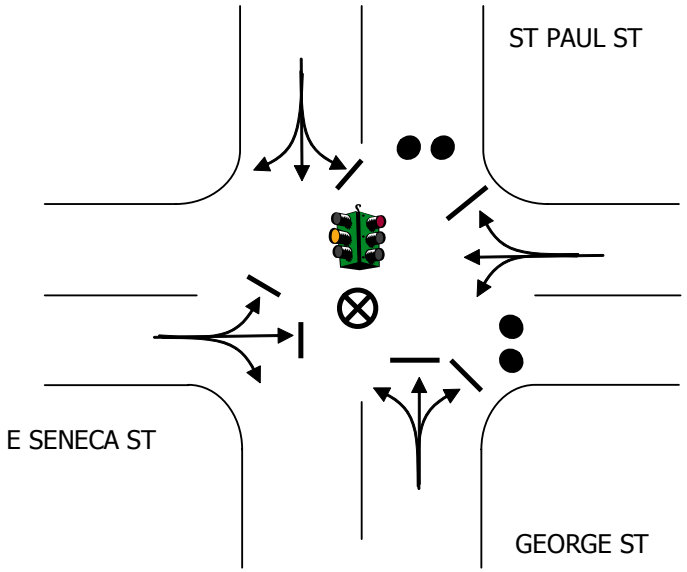
2

TOWN: OSWEGO

LOCATION: EAST SENECA ST (CR 1) & ST PAUL ST/GEORGE ST

TCP ID: 12 – 1

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along East Seneca St
2. Facilitate southbound movement along George St
3. Discourage eastbound movement along E Seneca St
4. Discourage northbound movement along St Paul St

MANPOWER/EQUIPMENT

1	TRAFFIC GUIDE
6	TRAFFIC CONES

LOCATION PRIORITY

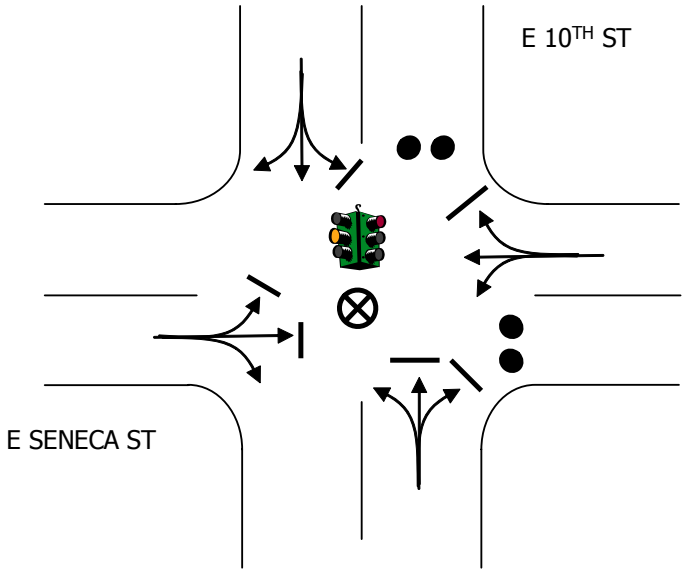
2

TOWN: OSWEGO

LOCATION: E SENECA ST & E 10TH ST

TCP ID: 12 – 3

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate southbound movement along E 10TH ST
2. Discourage eastbound movement along E Seneca St
3. Discourage northbound movement along E 10TH ST

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

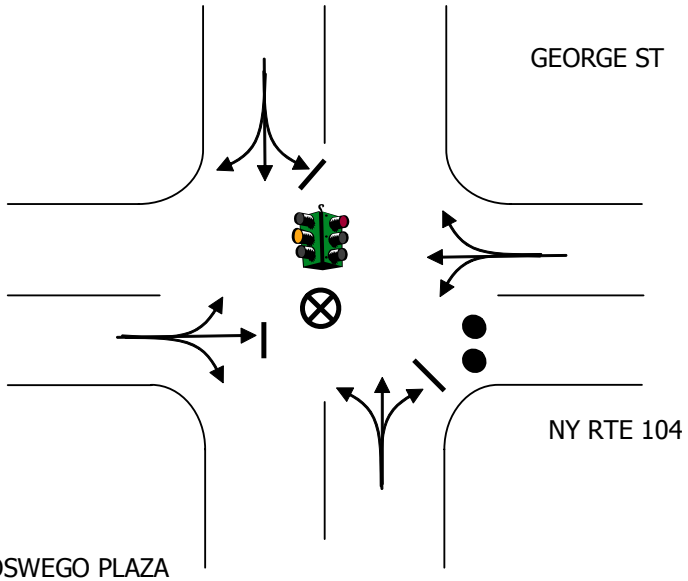
2

TOWN: OSWEGO

LOCATION: NY RTE 104 & GEORGE ST

TCP ID: 12 – 5

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along NY 104
2. Discourage eastbound movement along NY 104

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

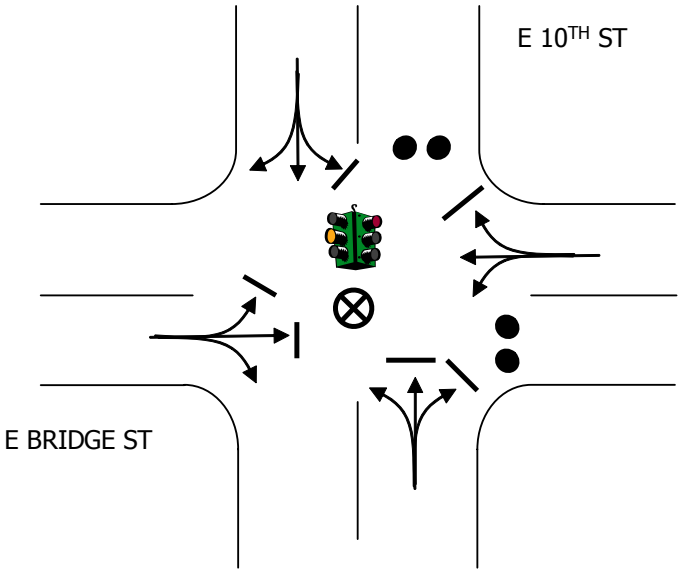
2

TOWN: OSWEGO

LOCATION: E BRIDGE ST (NY 104) & E 10TH ST

TCP ID: 12 – 6

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along E Bridge St
2. Facilitate southbound movement along E 10TH ST
3. Discourage eastbound movement along E Bridge St
4. Discourage northbound movement along E 10TH ST

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
9 TRAFFIC CONES

LOCATION PRIORITY

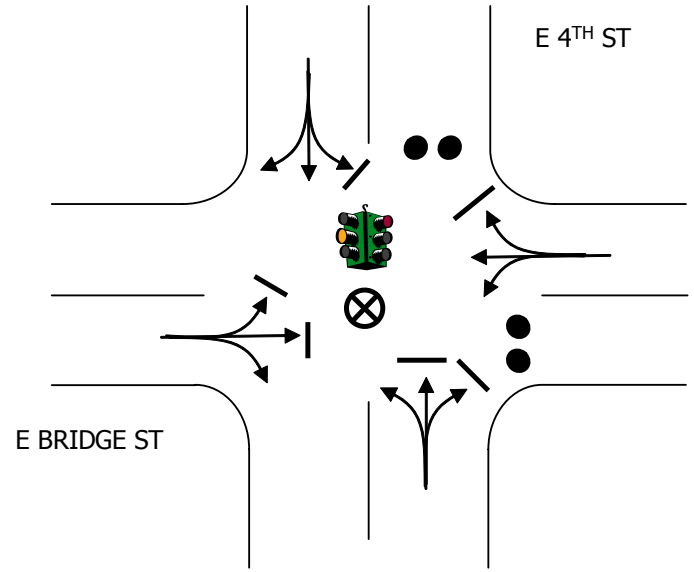
2

TOWN: OSWEGO

LOCATION: E BRIDGE ST (NY 104) & E 4TH ST

TCP ID: 12 – 8

ERPA: 12



N

Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along E Bridge St
2. Facilitate southbound movement along E 4TH ST
3. Discourage eastbound movement along E Bridge St
4. Discourage northbound movement along E 4TH ST

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
9 TRAFFIC CONES

LOCATION PRIORITY

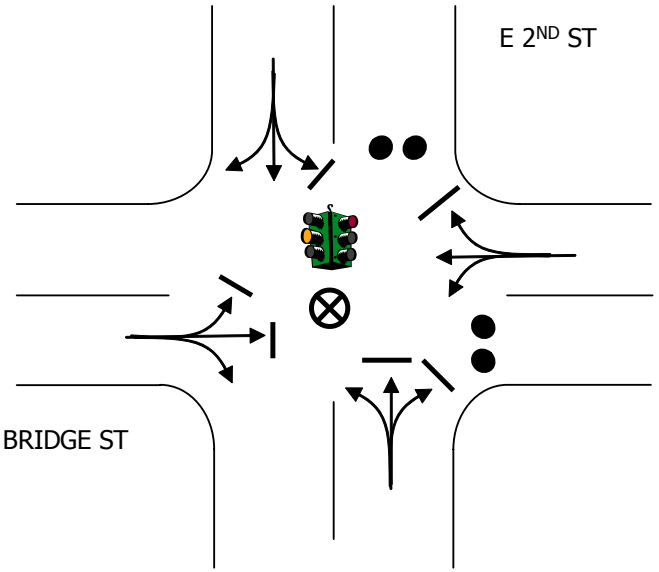
2

TOWN: OSWEGO

LOCATION: E BRIDGE ST (NY 104) & E 2ND ST

TCP ID: 12 – 10

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along E Bridge St
2. Facilitate southbound movement along E 2ND St
3. Discourage eastbound movement along E Bridge St
4. Discourage northbound movement along E 2ND St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
9 TRAFFIC CONES

LOCATION PRIORITY

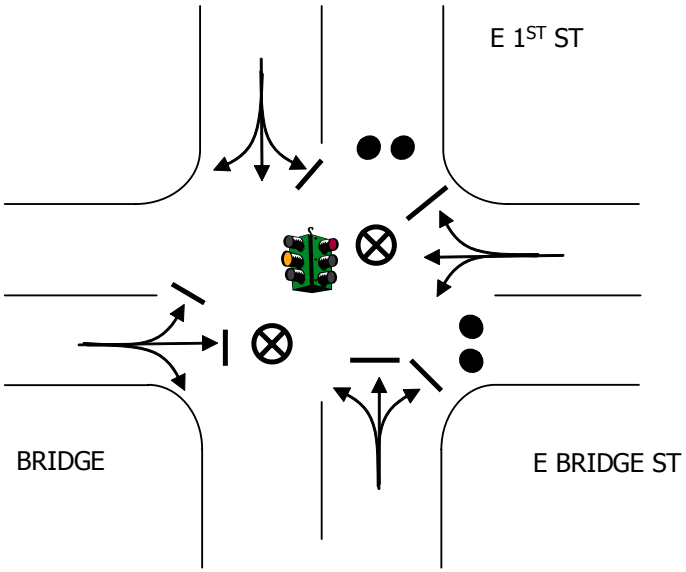
2

TOWN: OSWEGO

LOCATION: E BRIDGE ST (NY 104) & E 1ST ST (NY 481)

TCP ID: 12 – 11

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along E Bridge St
2. Facilitate southbound movement along E 1ST St
3. Discourage eastbound movement along E Bridge St
4. Discourage northbound movement along E 1ST St

MANPOWER/EQUIPMENT

2 TRAFFIC GUIDES
9 TRAFFIC CONES

LOCATION PRIORITY

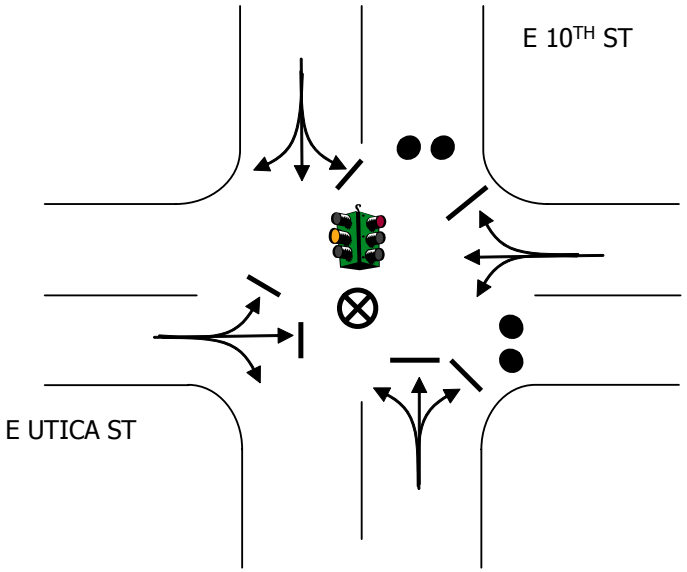
1

TOWN: OSWEGO

LOCATION: E UTICA ST & E 10TH ST

TCP ID: 12 – 13

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along E Utica St
2. Facilitate southbound movement along E 10TH St
3. Discourage eastbound movement along E Utica St
4. Discourage northbound movement along E 10TH St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

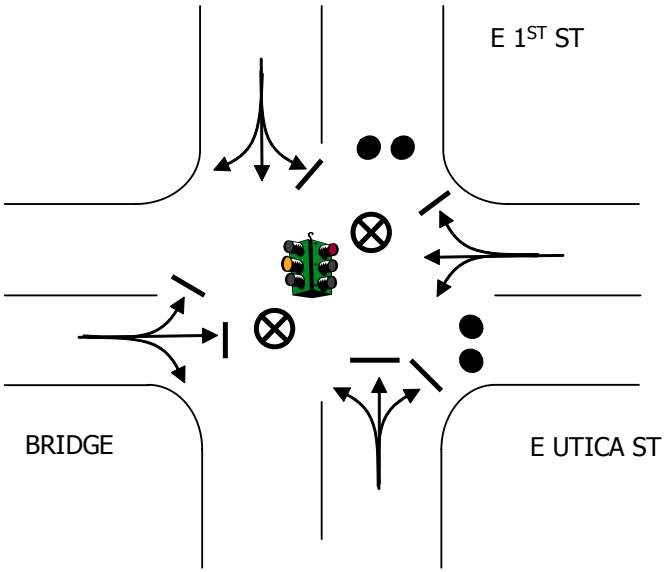
2

TOWN: OSWEGO

LOCATION: E UTICA ST & E 1ST ST (NY 481)

TCP ID: 12 – 14

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along E Utica St
2. Facilitate southbound movement along E 1ST St
3. Discourage eastbound movement along E Utica St
4. Discourage northbound movement along E 1ST St

MANPOWER/EQUIPMENT

2 TRAFFIC GUIDES
9 TRAFFIC CONES

LOCATION PRIORITY

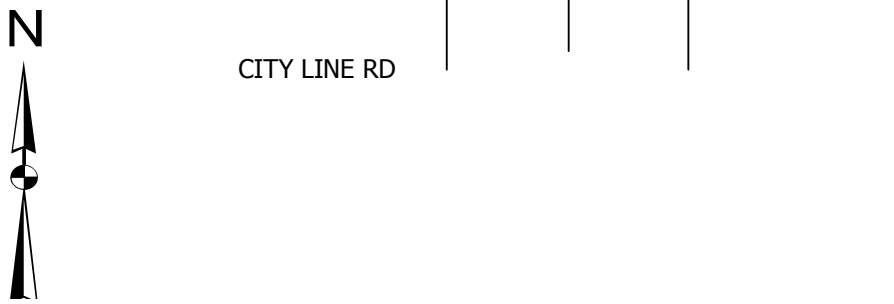
1

TOWN: OSWEGO

LOCATION: NY RTE 104 & CITY LINE RD

TCP ID: 12 – 15

ERPA: 12



Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along NY 104
2. Facilitate southbound movement along City Line Rd
3. Discourage eastbound movement along NY 104

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

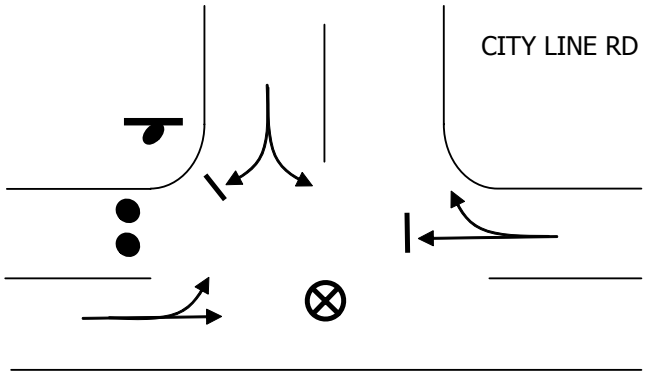
3

TOWN: OSWEGO

LOCATION: EAST AVE (CR 4) & CITY LINE RD

TCP ID: 12 – 16

ERPA: 12





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along East Ave
2. Facilitate northbound movement along City Line Rd
3. Discourage eastbound movement along East Ave

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

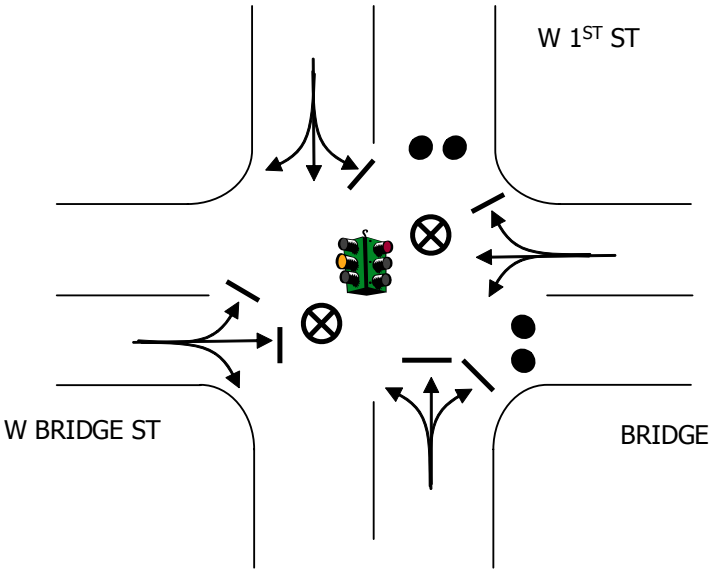
3

TOWN: OSWEGO

LOCATION: W BRIDGE ST (NY 104) & W 1ST ST

TCP ID: 13 – 1

ERPA: 13



N

Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along W Bridge St
2. Facilitate southbound movement along W 1ST St
3. Discourage eastbound movement along W Bridge St
4. Discourage northbound movement along W 1ST St

MANPOWER/EQUIPMENT

2 TRAFFIC GUIDES
9 TRAFFIC CONES

LOCATION PRIORITY

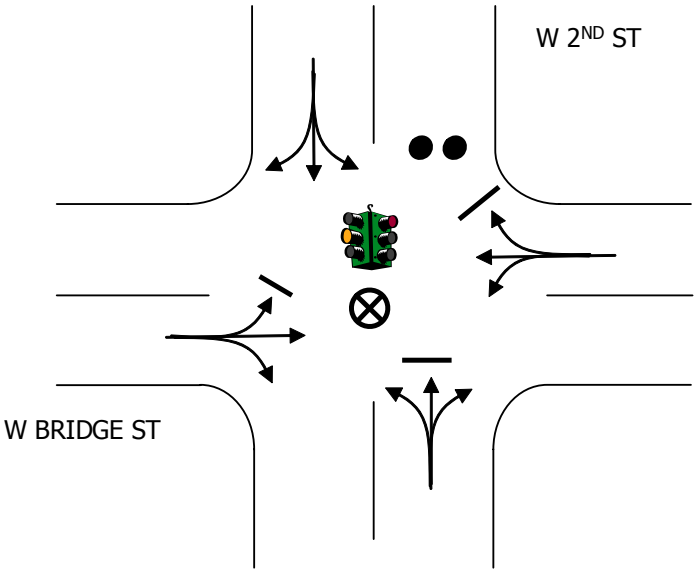
1

TOWN: OSWEGO

LOCATION: W BRIDGE ST (NY 104) & W 2ND ST

TCP ID: 13 – 2

ERPA: 13





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along W Bridge St
2. Facilitate southbound movement along W 2ND St
3. Discourage northbound movement along W 2ND St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

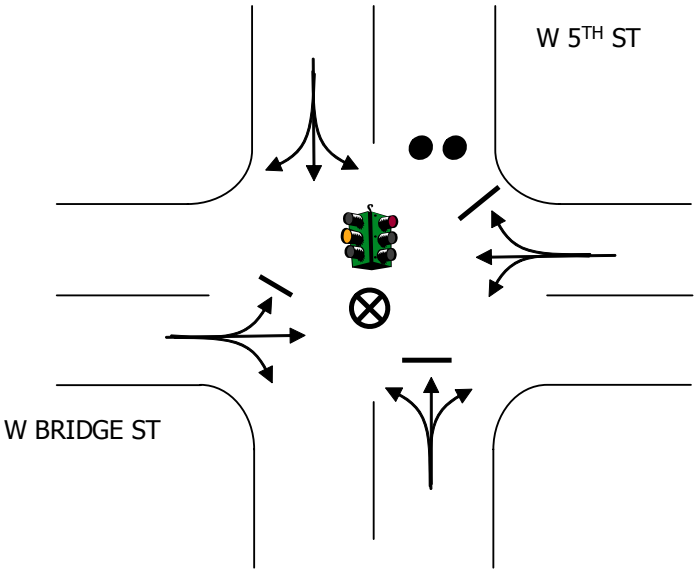
2

TOWN: OSWEGO

LOCATION: W BRIDGE ST (NY 104) & W 5TH ST (NY 48)

TCP ID: 13 – 3

ERPA: 13





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along W Bridge St
2. Facilitate southbound movement along W 5TH St
3. Discourage northbound movement along W 5TH St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

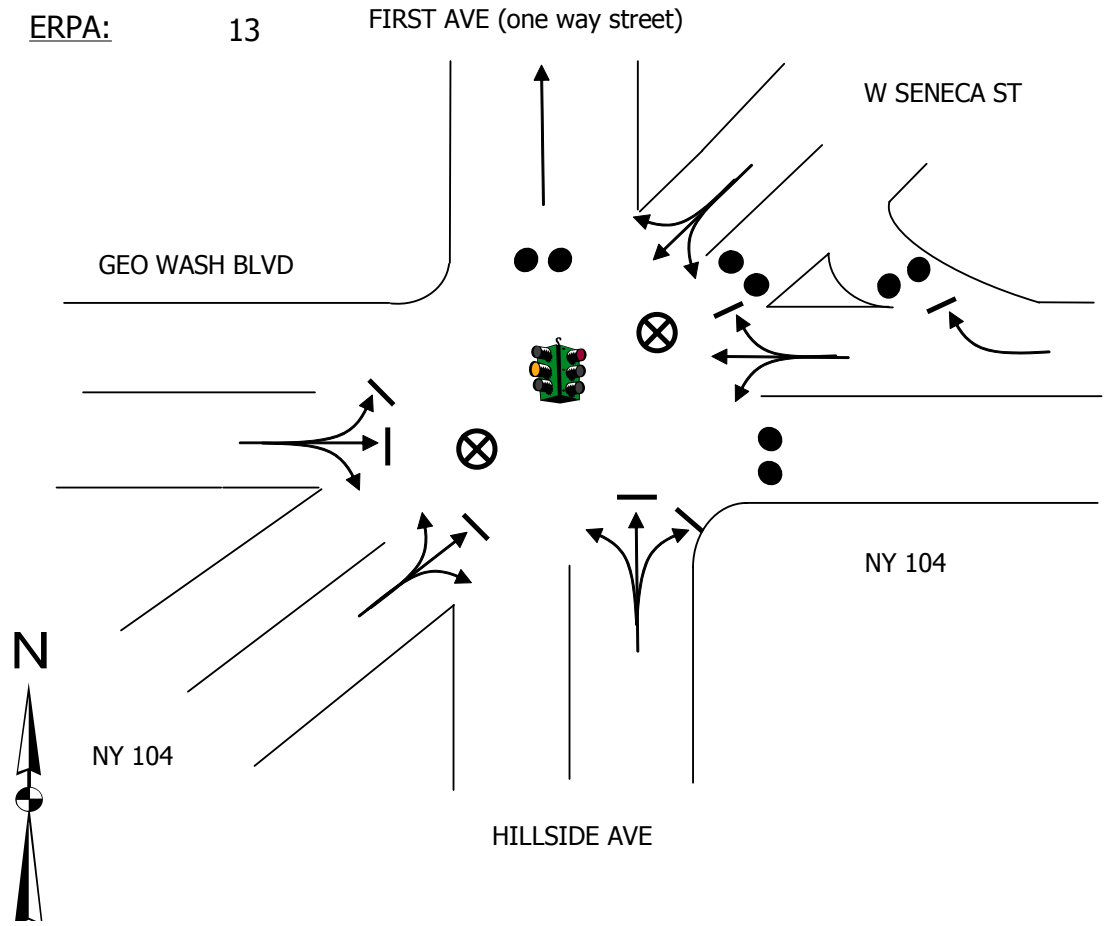
2

TOWN: OSWEGO

LOCATION: NY 104 & HILLSIDE AVE & GEORGE WASHINGTON BLVD

TCP ID: 13 – 5

ERPA: 13



Key

- MOVEMENT FACILITATED
- MOVEMENT DISCOURAGED
- TRAFFIC GUIDE
- TRAFFIC CONE
- TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC
- STOP SIGN
- TRAFFIC BARRICADE
- TRAFFIC SIGNAL
- TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along NY 104
2. Facilitate southbound movement along Hillside Ave
3. Discourage eastbound movement along NY 104
4. Discourage eastbound movement along W Seneca St

MANPOWER/EQUIPMENT

2	TRAFFIC GUIDES
15	TRAFFIC CONES

LOCATION PRIORITY

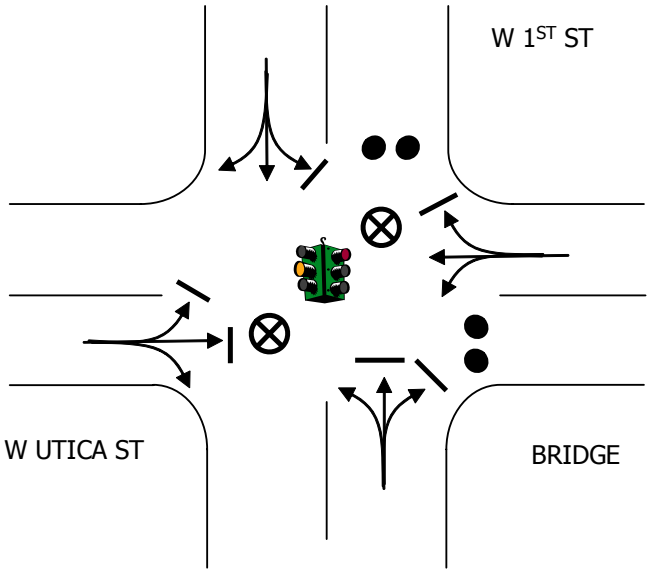
1

TOWN: OSWEGO

LOCATION: W UTICA ST & W 1ST ST (NY 48)

TCP ID: 13 – 6

ERPA: 13





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along W Utica St
2. Facilitate southbound movement along W 1ST St
3. Discourage eastbound movement along W Utica St
4. Discourage northbound movement along W 1ST St

MANPOWER/EQUIPMENT

2 TRAFFIC GUIDES
9 TRAFFIC CONES

LOCATION PRIORITY

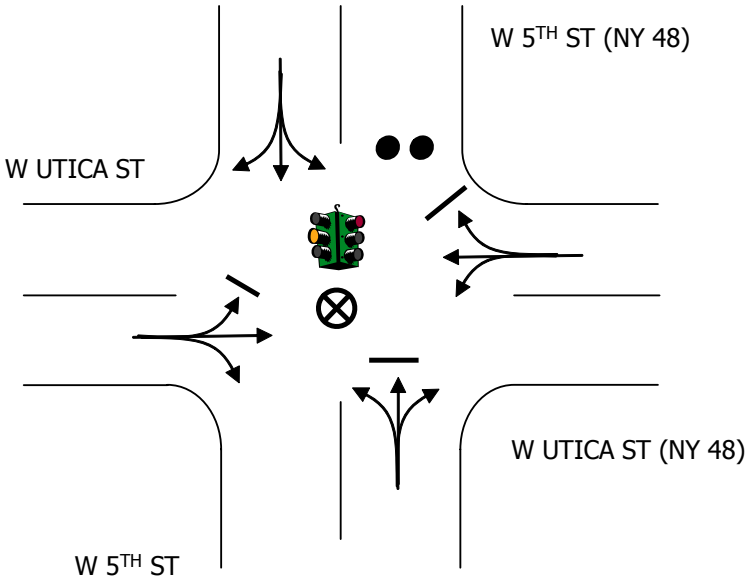
1

TOWN: OSWEGO

LOCATION: W UTICA ST (NY 48) & W 5TH ST (NY 48)

TCP ID: 13 – 7

ERPA: 13





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along W Utica St
2. Facilitate southbound movement along W 5TH St
3. Discourage northbound movement along W 5TH St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
9 TRAFFIC CONES

LOCATION PRIORITY

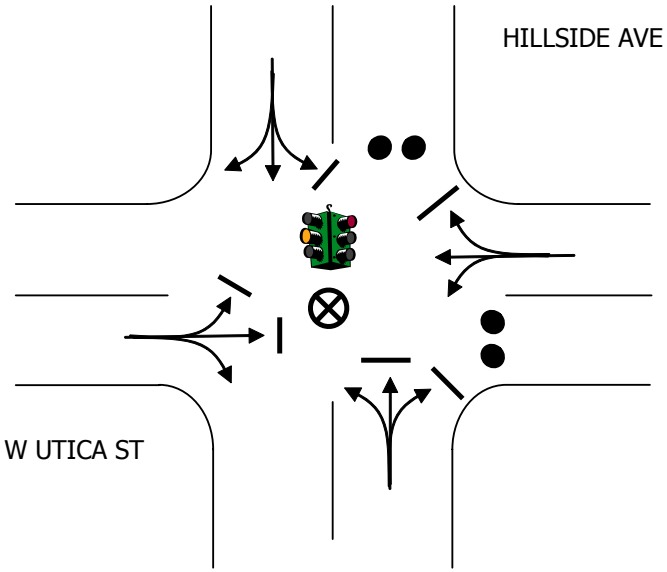
1

TOWN: OSWEGO

LOCATION: W UTICA ST & HILLSIDE AVE

TCP ID: 13 – 8

ERPA: 13





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along W Utica St
2. Facilitate southbound movement along Hillside Ave
3. Discourage northbound movement along Hillside Ave
4. Discourage eastbound movement along W Utica St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

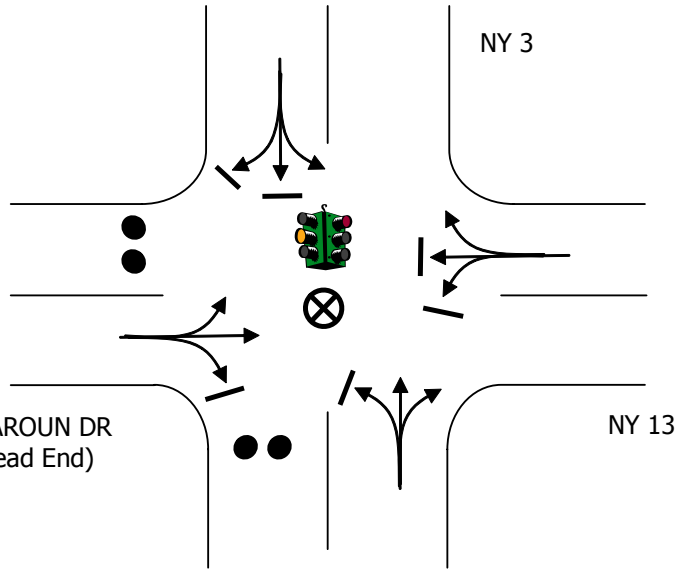
2

TOWN: RICHLAND

LOCATION: NY RTE 3 & NY RTE 13

TCP ID: 14 – 1

ERPA: 14





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 13
2. Facilitate northbound movement along NY 3
3. Discourage southbound movement along NY 3
4. Discourage westbound movement on Sharoun Dr

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

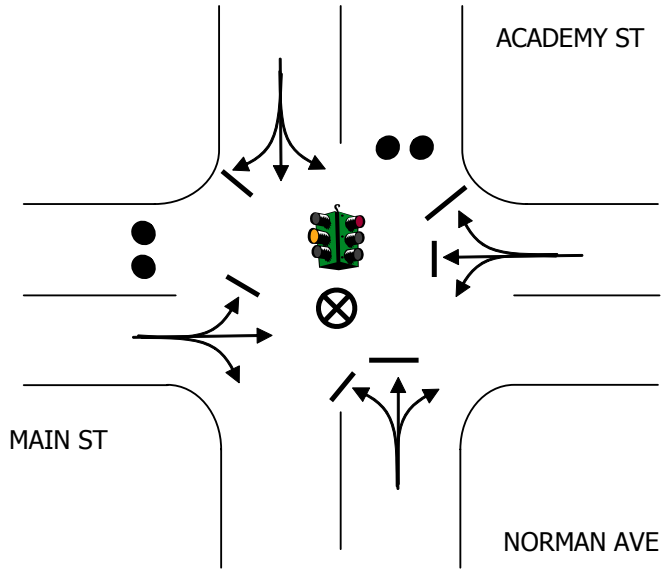
3

TOWN: MEXICO

LOCATION: MAIN ST (NY 104) & NORMAN AVE(NY 3)/ACADEMY ST (CR 16)

TCP ID: 16 – 1

ERPA: 16





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Main St
2. Facilitate southbound movement along Norman Ave
3. Discourage westbound movement along Main St
4. Discourage northbound movement along Academy St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

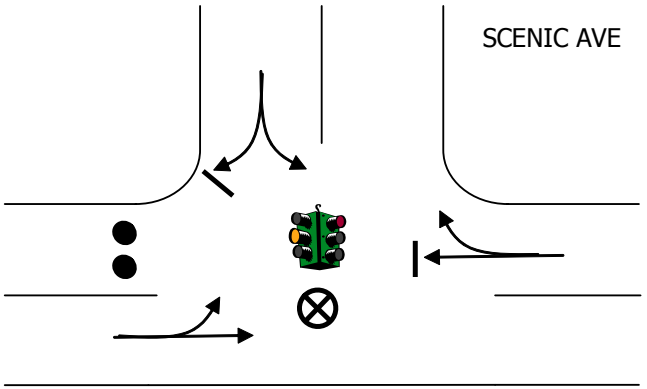
3

TOWN: MEXICO

LOCATION: MAIN ST (NY 104) & SCENIC AVE (NY 3 NORTHBOUND)

TCP ID: 16 – 2

ERPA: 16





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Main St
2. Facilitate northbound movement along Scenic Ave
3. Discourage westbound movement along Main St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

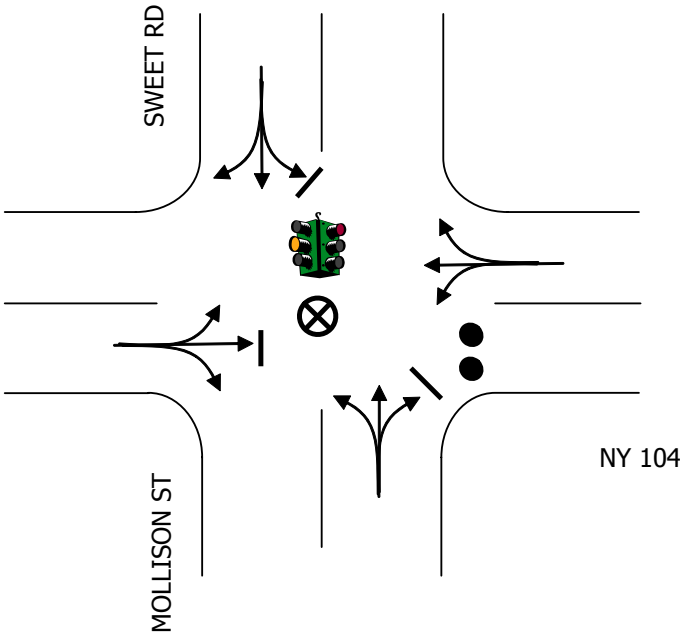
3

TOWN: OSWEGO

LOCATION: SUNY OSWEGO CAMPUS– NY 104 & SWEET RD/MOLLISON ST

TCP ID: 22 – 1

ERPA: 22





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along NY 104
2. Facilitate southbound movement along Mollison St
3. Discourage eastbound movement along NY 104

MANPOWER/EQUIPMENT

1	TRAFFIC GUIDE
3	TRAFFIC CONES

LOCATION PRIORITY

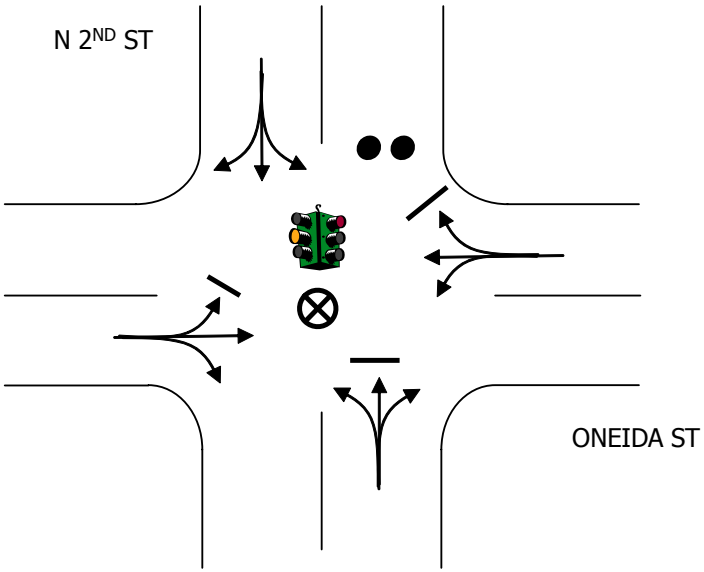
1

TOWN: FULTON

LOCATION: ONEIDA ST & N 2ND ST (NY 481)

TCP ID: 30 – 1

ERPA: SHADOW



N

Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along Oneida St
2. Facilitate southbound movement along N 2ND St
3. Discourage northbound movement along N 2ND St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

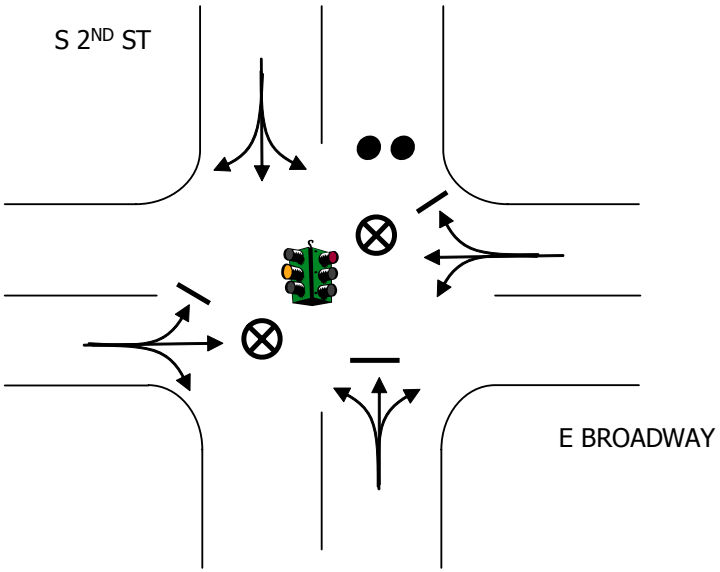
1

TOWN: FULTON

LOCATION: E BROADWAY (NY 3) & S 2ND ST (NY 481)

TCP ID: 30 – 2

ERPA: SHADOW



N

Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along E Broadway
2. Facilitate southbound movement along S 2ND St
3. Discourage northbound movement along S 2ND St

MANPOWER/EQUIPMENT

2 TRAFFIC GUIDES
3 TRAFFIC CONES

LOCATION PRIORITY

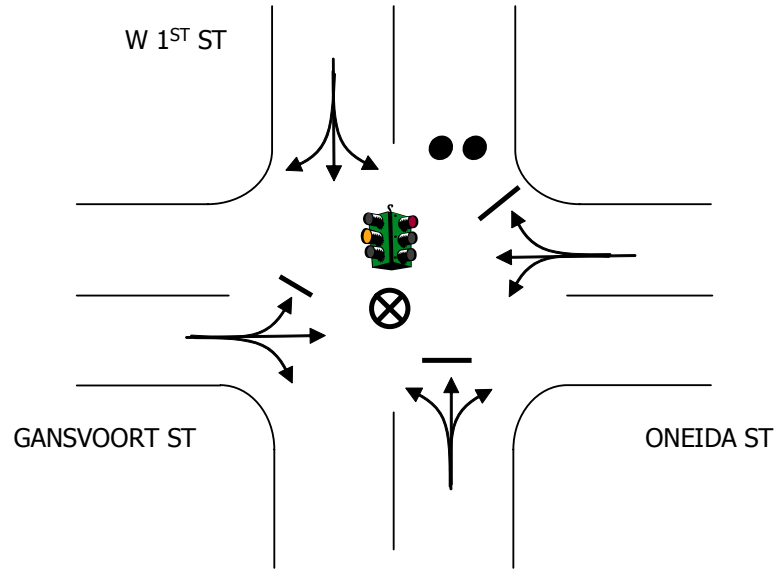
1

TOWN: FULTON

LOCATION: ONEIDA ST/GANSVOORT ST & W 1ST ST (NY 48)

TCP ID: 30 – 3

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along Oneida St/ Gansvoort St
2. Facilitate southbound movement along W 1ST St
3. Discourage northbound movement along W 1ST St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

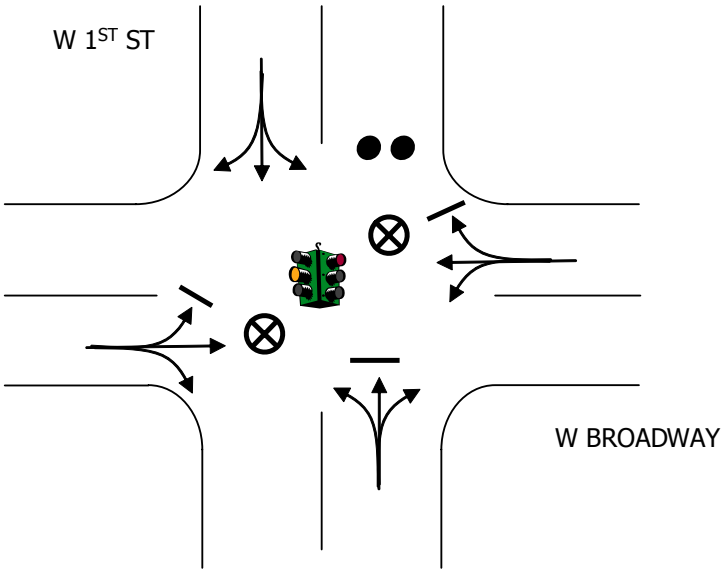
1

TOWN: FULTON

LOCATION: W BROADWAY (NY 3) & W 1ST ST (NY 48)

TCP ID: 30 – 4

ERPA: SHADOW



N

Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along W Broadway
2. Facilitate southbound movement along W 1ST St
3. Discourage northbound movement along W 1ST St

MANPOWER/EQUIPMENT

2 TRAFFIC GUIDES
3 TRAFFIC CONES

LOCATION PRIORITY

1

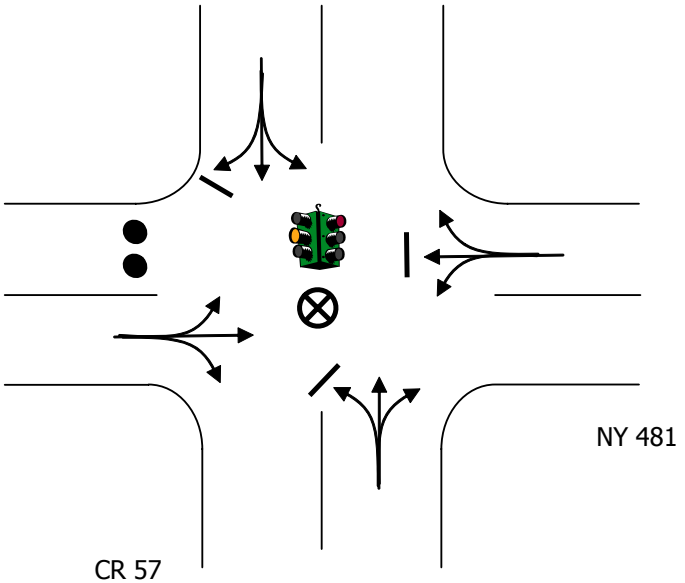
TOWN: FULTON

LOCATION: NY RTE 481 & CR 57

TCP ID: 30 – 5

ERPA: SHADOW

RIVER GLEN SQUARE SHOPPING CENTER





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate southbound movement along CR 57
2. Facilitate southbound movement along NY 481
3. Discourage northbound movement along NY 481

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

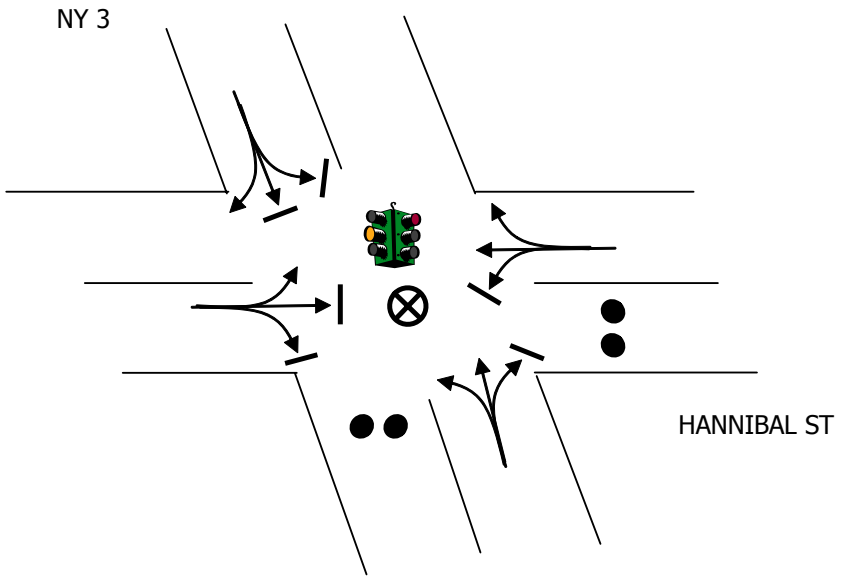
1

TOWN: FULTON

LOCATION: NY RTE 3 & HANNIBAL ST (CR 3)

TCP ID: 30 – 6

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

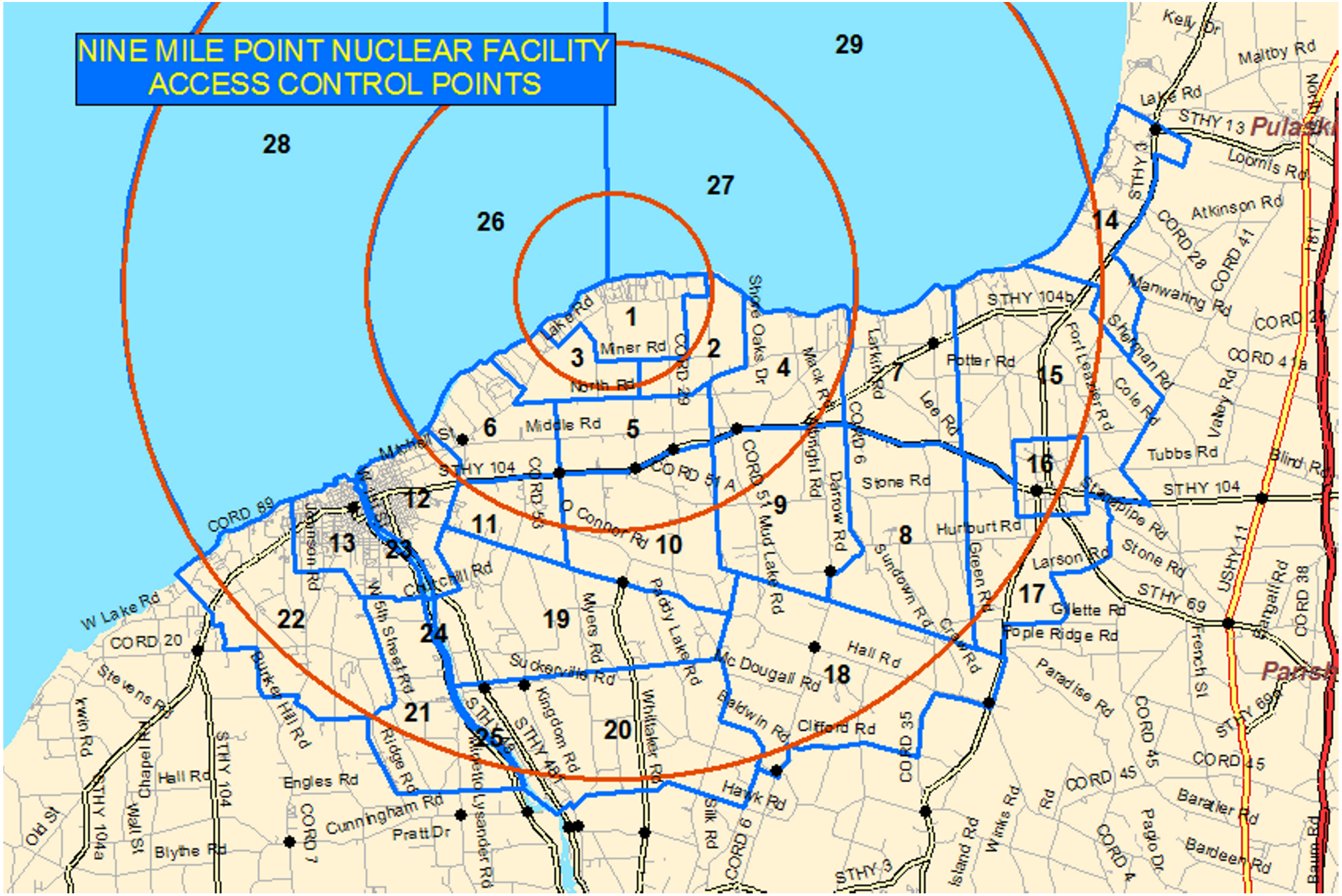
1. Facilitate westbound movement along NY 3
2. Facilitate westbound movement along Hannibal St
3. Discourage eastbound movement along NY 3
4. Discourage eastbound movement along Hannibal St

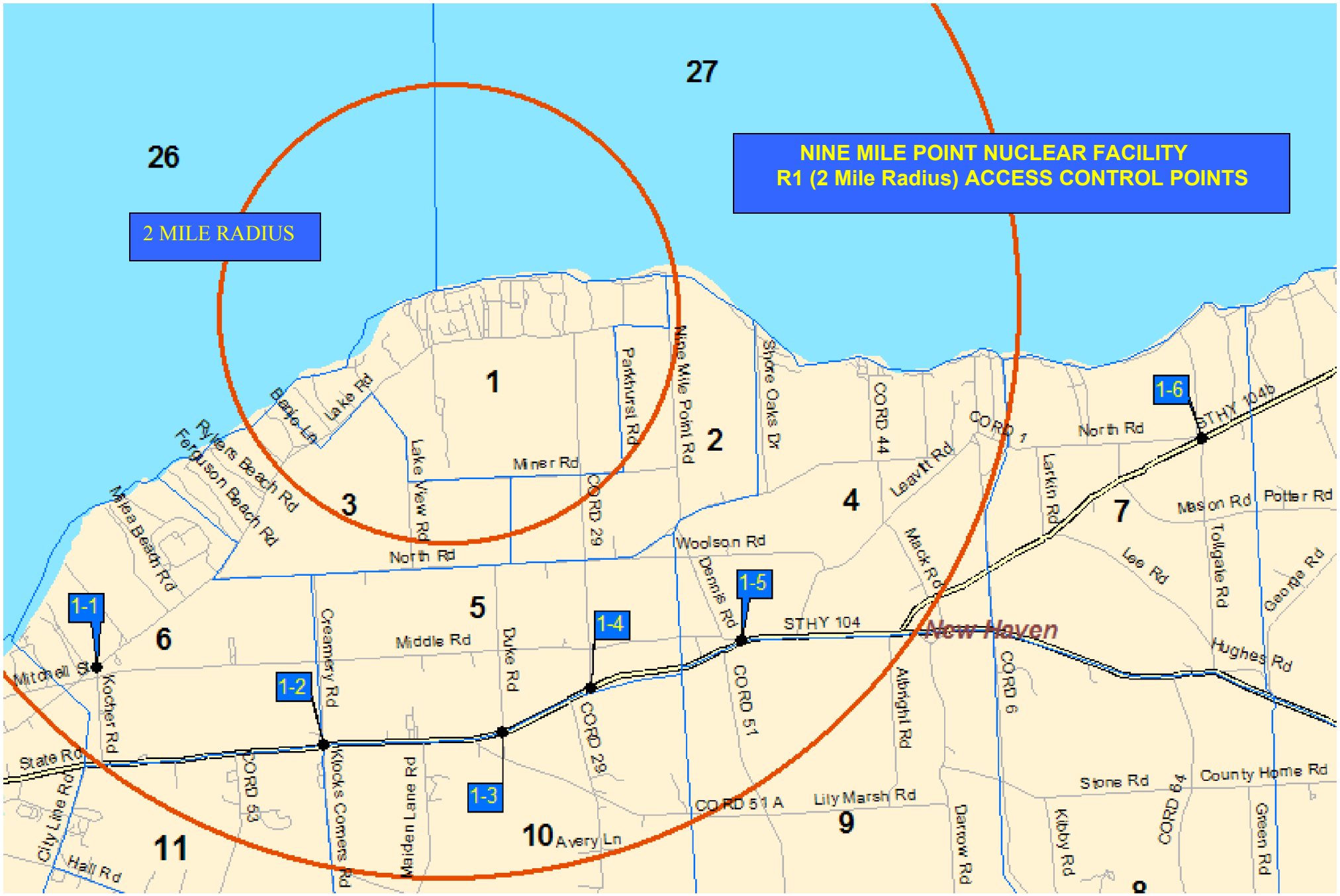
MANPOWER/EQUIPMENT

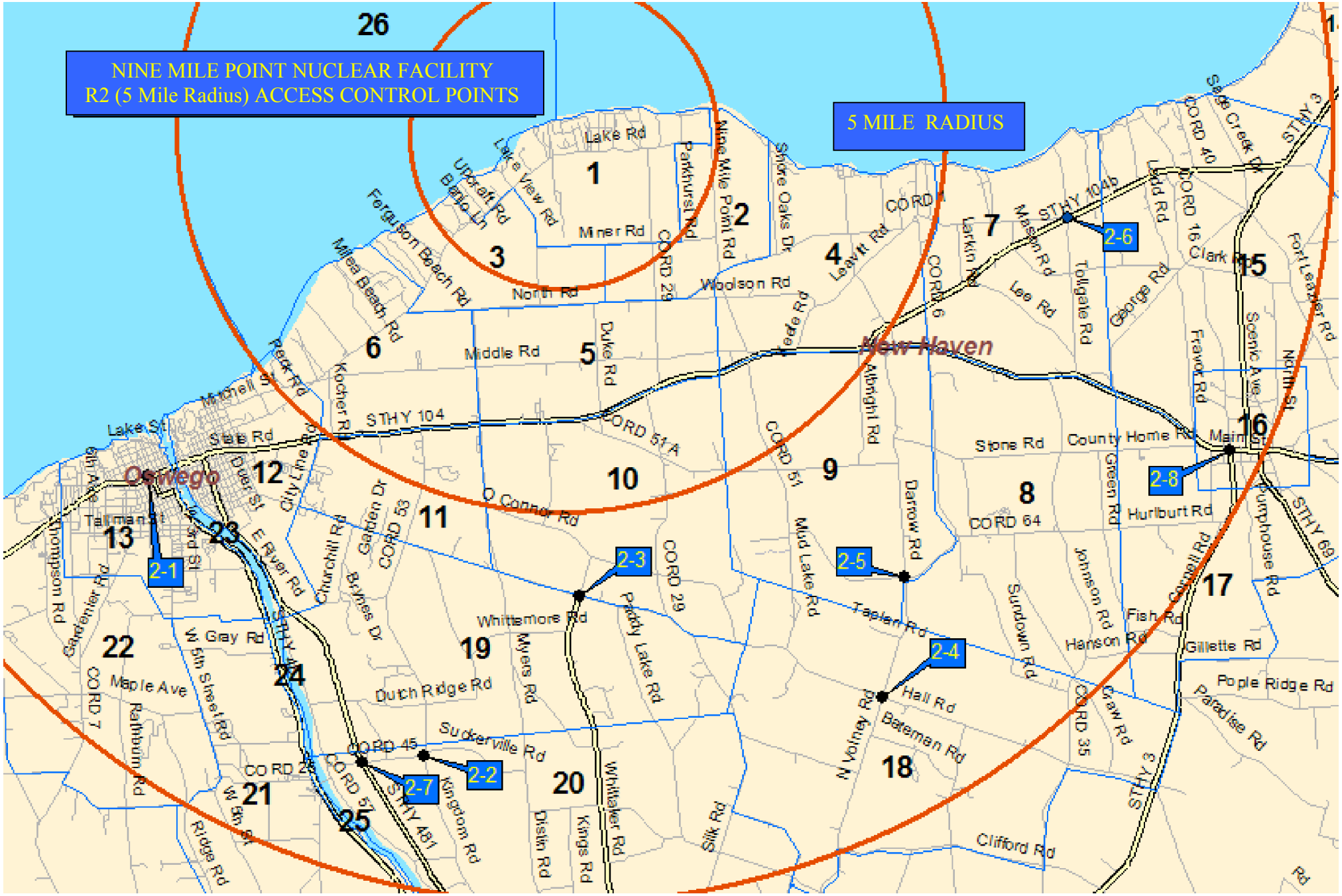
1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

3


NINE MILE POINT NUCLEAR FACILITY
ACCESS CONTROL POINTS
1
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28
29
Miner Rd
North Rd
Middle Rd
Lake Rd
Shore Oaks Dr
Mack Rd
Larkin Rd
Potter Rd
Lee Rd
Darrow Rd
Stone Rd
Hurlburt Rd
Green Rd
Sundown Rd
Crow Rd
Hall Rd
Mc Dougall Rd
Clifford Rd
Baldwin Rd
Hawk Rd
Paradise Rd
Topie Ridge Rd
Gillette Rd
Larson Rd
Stone Rd
Stonepipe Rd
Tubbs Rd
Cole Rd
Sherman Rd
Fort Leander Rd
Manwaring Rd
Atkinson Rd
Loomis Rd
Kelly Dr
Maltby Rd
Lake Rd
Mitchell St
Main St
Johnson Rd
Chilcott Rd
W 5th Street Rd
Paddy Lake Rd
Myers Rd
Whittaker Rd
Silk Rd
Island Rd
Wilkins Rd
Suckerville Rd
Kingdom Rd
Ridge Rd
Burkey Hill Rd
Engles Rd
Cunningham Rd
Pratt Dr
Blythe Rd
Hall Rd
Chapel Rd
Wall St
Old St
Stevens Rd
W Lake Rd
Mud Lake Rd
O Connor Rd
Middle Rd
Miner Rd
Mack Rd
Larkin Rd
Darrow Rd
Myers Rd
Paddy Lake Rd
Whittaker Rd
Silk Rd
Island Rd
Wilkins Rd
Baldwin Rd
Hawk Rd
Clifford Rd
Paradise Rd
Topie Ridge Rd
Gillette Rd
Larson Rd
Stone Rd
Stonepipe Rd
Tubbs Rd
Cole Rd
Sherman Rd
Fort Leander Rd
Manwaring Rd
Atkinson Rd
Loomis Rd
Kelly Dr
Maltby Rd
Lake Rd
Mitchell St
Main St
Johnson Rd
Chilcott Rd
W 5th Street Rd
Ridge Rd
Burkey Hill Rd
Engles Rd
Cunningham Rd
Pratt Dr
Blythe Rd
Hall Rd
Chapel Rd
Wall St
Old St
Stevens Rd
W Lake Rd
Suckerville Rd
Kingdom Rd
Mud Lake Rd
O Connor Rd
Middle Rd
Miner Rd
North Rd
Lake Rd
Shore Oaks Dr
Mack Rd
Larkin Rd
Potter Rd
Lee Rd
Darrow Rd
Stone Rd
Hurlburt Rd
Green Rd
Sundown Rd
Crow Rd
Hall Rd
Mc Dougall Rd
Clifford Rd
Baldwin Rd
Hawk


NINE MILE POINT NUCLEAR FACILITY
R1 (2 Mile Radius) ACCESS CONTROL POINTS
2 MILE RADIUS
1-1
1-2
1-3
1-4
1-5
1-6
New Haven
STHY 104
STHY 104b
Middle Rd
North Rd
Miner Rd
Woolson Rd
Lake Rd
Bayside Dr
Ryders Beach Rd
Ferguson Beach Rd
Mitchell St
Kocher Rd
Creamery Rd
Duke Rd
Dennis Rd
Mack Rd
Leavitt Rd
Larkin Rd
Lee Rd
Mason Rd
Potter Rd
Tollgate Rd
George Rd
Hughes Rd
Nine Mile Point Rd
Parkhurst Rd
Lake View Rd
Shore Oaks Dr
CORD 44
CORD 1
CORD 29
CORD 51
CORD 6
Albright Rd
Darrow Rd
Kibby Rd
CORD 64
Green Rd
State Rd
City Line Rd
CORD 53
Klocks Corners Rd
Maiden Lane Rd
CORD 51 A
Lily Marsh Rd
Stone Rd
County Home Rd
Avery Ln
Hall Rd
1
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3
4
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6
7
9
10
11
26
27


NINE MILE POINT NUCLEAR FACILITY
R2 (5 Mile Radius) ACCESS CONTROL POINTS
5 MILE RADIUS
Oswego
New Haven
2-1
2-2
2-3
2-4
2-5
2-6
2-7
2-8
STHY 104
STHY 481
CORD 29
CORD 51
CORD 51A
CORD 53
CORD 64
CORD 45
CORD 6
CORD 35
CORD 40
CORD 16
CORD 7
Lake Rd
Miner Rd
North Rd
Middle Rd
Lake St
State Rd
O Connor Rd
Whitemore Rd
Dutch Ridge Rd
Sudkerville Rd
Hall Rd
Bateman Rd
Taylor Rd
Stone Rd
County Home Rd
Hurlburt Rd
Fish Rd
Gillette Rd
Pople Ridge Rd
Paradise Rd
Clifford Rd
Maple Ave
W Gray Rd
W 5th Street Rd
W 5th St
Tallman St
E River Rd
Oliver St
Mitchell St
Reck Rd
Kocher Rd
Duke Rd
Albright Rd
Darrow Rd
Mud Lake Rd
Paddy Lake Rd
Myers Rd
Whittaker Rd
Kings Rd
Silk Rd
Kingdom Rd
Distin Rd
Ridge Rd
Rathbun Rd
Gardenier Rd
Thompson Rd
Churchill Rd
Gaben Dr
Byrnes Dr
Ferguson Beach Rd
Milea Beach Rd
Lake View Rd
Upcraft Rd
Bello Ln
Parkhurst Rd
Nine Mile Point Rd
Shore Oaks Dr
Leavitt Rd
Woolson Rd
Larkin Rd
Mason Rd
Lee Rd
Tollgate Rd
George Rd
Lloyd Rd
Clark Rd
Fravor Rd
Scenic Ave
North St
Fort Leander Rd
Sage Creek Dr
Cornell Rd
Johnson Rd
Hanson Rd
Sundown Rd
Green Rd
Farmhouse Rd
Craw Rd
Yaunney Rd
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NINE MILE POINT NUCLEAR FACILITY
R3 (10 Mile Radius) ACCESS CONTROL POINTS
10 MILE RADIUS
3-1
3-2
3-3
3-4
3-5
3-6
3-7
3-8
3-9
3-10
3-11
3-12
3-13
Oswego
New Haven
Lake Rd
Miner Rd
North Rd
Middle Rd
Lake St
State Rd
E River Rd
O Connor Rd
Hall Rd
Sudenville Rd
Clifford Rd
Maple Ave
Engles Rd
Cunningham Rd
Stony Robin Rd
Honey Hill Rd
Howard Rd
Blythe Rd
Cooper Rd
Gillette Rd
Pople Ridge Rd
Stone Rd
Tubbs Rd
Atkinson Rd
Manwaring Rd
Barralier Rd
Bardeen Rd
Pangborn Rd
STHY 104
STHY 69
STHY 13
STHY 3
STHY 481
STHY 104a
USHY 11
CORD 69
CORD 20
CORD 57
CORD 51A
CORD 6
CORD 45
CORD 41
CORD 41a
CORD 28
CORD 16
CORD 18
CORD 7
CORD 29
CORD 44
CORD 35
Mile Point Rd
Miles Beach Rd
Kocher Rd
Michael St
Taliman St
W 5th Street Rd
Ridge Rd
Bunker Hill Rd
Thompson Rd
Patty Hill Dr
W Lake Rd
Stevens Rd
Chapel Rd
Mill St
Fowler Rd
Rathbum Rd
Dutch Ridge Rd
Myers Rd
Paddy Lake Rd
Kingdom Rd
Whittaker Rd
Kings Rd
Distin Rd
Mud Lake Rd
N Volney Rd
Darrow Rd
Sundown Rd
Johnson Rd
Green Rd
Crow Rd
Larkin Rd
Leavitt Rd
George Rd
Lee Rd
Eggleston Rd
Fraser Rd
Scenic Ave
Main St
Fort Leander Rd
Cole Rd
Sherman Rd
Valley Rd
Stonedale Rd
Larson Rd
Kenyon Rd
Paradise Rd
French St
Patrick Dr
Wagner Dr
Klocks Corners Rd
Maiden Lane Rd
Kirkett Rd
Bailey Rd
Pratt Dr
Wells St
Mill St
Winks Rd
Pleasant Rd
Howard Rd
Baker Rd
Kingdom Rd
Sudenville Rd
Hall Rd
Clifford Rd
Engles Rd
Cunningham Rd
Stony Robin Rd
Honey Hill Rd
Blythe Rd
Cooper Rd
Maple Ave
Gillette Rd
Pople Ridge Rd
Stone Rd
Tubbs Rd
Atkinson Rd
Manwaring Rd
Barralier Rd
Bardeen Rd
Pangborn Rd
Pleasant Rd
Winks

REGION	ACP ID	INTERSECTION	ERPA	TOWN	PRIORITY	NO. OF GUIDES	NO. OF CONES	DISCOURAGED MOVEMENTS
R1 ERPAs WITHIN 2 MI RADIUS	1-1	North Rd (CR 1) & Kocher Rd (CR 63)	6	Scriba	3	1	3	EB on CR 1
	1-2	NY 104 & Creamery Rd/ Klocks Corners Rd	10	Scriba	2	1	6	NB on Creamery, EB on 104
	1-3	NY 104 & Duke Rd	5	Scriba	1	1	3	NB on Duke
	1-4	NY 104 & CR 29	5	Scriba	1	1	6	NB on CR 29, WB on 104
	1-5	NY 104 & Middle Rd	4	New Haven	1	1	6	WB on Middle, WB on 104
	1-6	NY 104B, Tollgate Rd (CR 43) & North Rd (CR 1)	7	New Haven	3	1	6	WB on CR 1, WB on 104B
R2 ERPAs WITHIN 5 MI RADIUS	2-1	W Bridge St (NY 104) & W 5th St (NY 48)	13	Oswego	2	1	3	NB on W 5th
	2-2	CR 53 & CR 45	20	Volney	1	1	3	NB on CR 53
	2-3	Hall Rd (CR 4) & Whittaker Rd (CR 176) /Hay Fly Rd	10	Scriba	1	1	6	NB on Hay Fly, WB on CR 4
	2-4	Hall Rd (CR 4) & N Volney Rd (CR 6)	18	Volney	3	1	6	NB on CR 6, WB on CR 4
	2-5	CR 6 & CR 51/Darrow Rd	9	New Haven	3	1	6	NB on Darrow, WB on CR 51
	2-6	See 1-6						
	2-7	NY 481 & CR 45	20	Volney	1	1	3	NB on 481
	2-8	Main St (NY 104), Norman Ave (NY 3), & Academy St (CR 16)	16	Mexico	3	1	6	WB on Main, NB on Academy

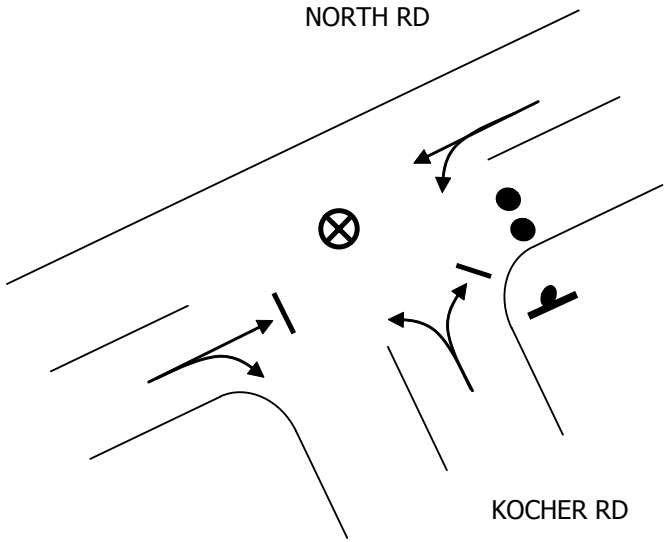
REGION	ACP ID	INTERSECTION	ERPA	TOWN	PRIORITY	NO. OF GUIDES	NO. OF CONES	DISCOURAGED MOVEMENTS
R3 ERPAs WITHIN 10 MILE RADIUS	3-1	NY 104 & CR 20	Shadow	Oswego	1	1	6	EB on 104, EB on CR 20
	3-2	CR 7 & Cunningham Rd (CR 85)	Shadow	Hannibal	3	1	3	NB on CR 7
	3-3	Cunningham Rd (CR 85) & Minetto Lysander Rd (CR 8)	Shadow	Granby	3	1	3	NB on CR 8
	3-4	Cunningham Rd (CR 85) & NY 48	Shadow	Granby	1	1	3	NB on 48
	3-5	NY 481 & Van Buren Dr	Shadow	Volney	1	1	9	NB on 481, WB on Van Buren
	3-6	CR 57 & Van Buren Dr	Shadow	Volney	2	1	3	NB on 57
	3-7	Whittaker Rd (CR 176) & Howard Rd	Shadow	Volney	1	1	3	NB on 176
	3-8	Mount Pleasant-Palermo Rd (CR 45) & N Volney Rd (CR 6)	18	Volney	2	1	6	NB on 6, WB on 45
	3-9	NY 3 & Palermo Rd (CR 45)	Shadow	Palermo	3	1	3	NB on NY 3
	3-10	Hall Rd (CR 4) & NY 3	18	Palermo	2	1	6	WB on CR 4, NB on NY 3
	3-11	US 11 & NY 69	Shadow	Mexico	1	1	3	WB on NY 69
	3-12	US 11 & NY 104	Shadow	Mexico	1	1	3	WB on 104
	3-13	NY 3, NY 13 & Sharoun Dr	14	Richland	1	1	6	SB on NY 3, WB on Sharoun

TOWN: SCRIBA

LOCATION: NORTH RD (CR 1) & KOCHER RD (CR 63)

ACP ID: 1 – 1

ERPA: 6





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate southbound movement along Kocher Rd
2. Facilitate westbound movement along North Rd
3. Discourage eastbound movement along North Rd

MANPOWER/EQUIPMENT

1	TRAFFIC GUIDE
3	TRAFFIC CONES

LOCATION PRIORITY

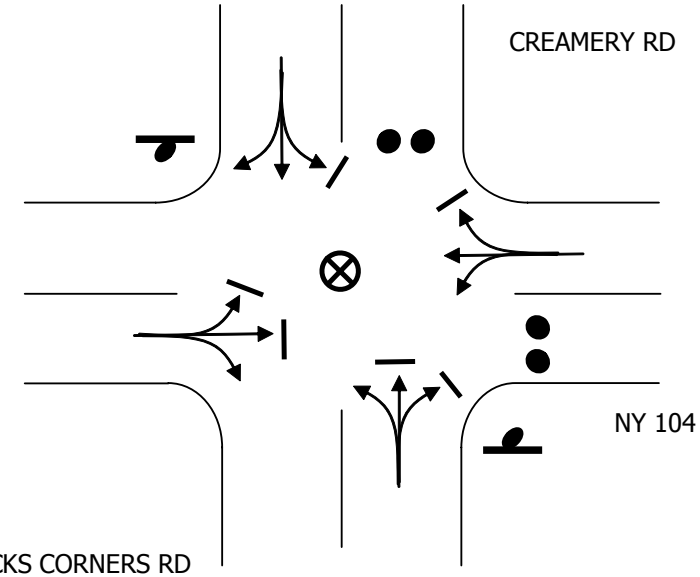
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TOWN: SCRIBA

LOCATION: NY RTE 104 & CREAMERY RD/KLOCKS CORNERS RD

ACP ID: 1 – 2

ERPA: 10





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along NY 104
2. Facilitate southbound movement along Klocks Corners Rd
3. Discourage northbound movement along Creamery Rd
4. Discourage eastbound movement along NY 104

MANPOWER/EQUIPMENT

1	TRAFFIC GUIDE
6	TRAFFIC CONES

LOCATION PRIORITY

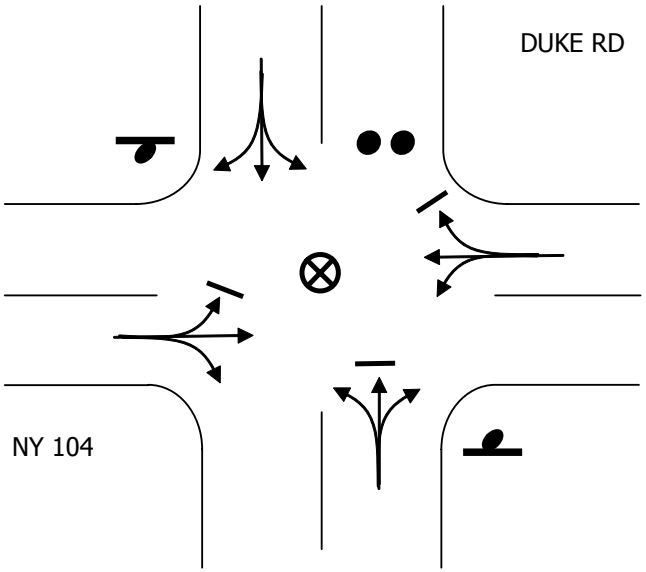
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TOWN: SCRIBA

LOCATION: NY RTE 104 & DUKE RD

ACP ID: 1 – 3

ERPA: 5





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along NY 104
2. Facilitate southbound movement along Duke Rd
3. Discourage northbound movement along Duke Rd

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

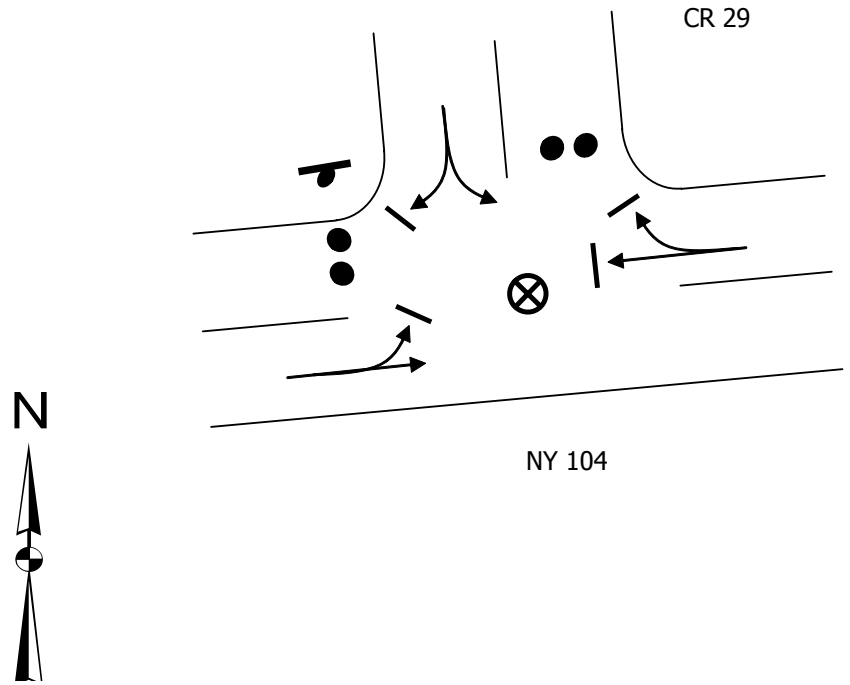
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TOWN: SCRIBA

LOCATION: NY 104 & CR 29

ACP ID: 1 – 4

ERPA: 5



Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 104
2. Discourage northbound movement along CR 29
3. Discourage westbound movement along NY 104

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

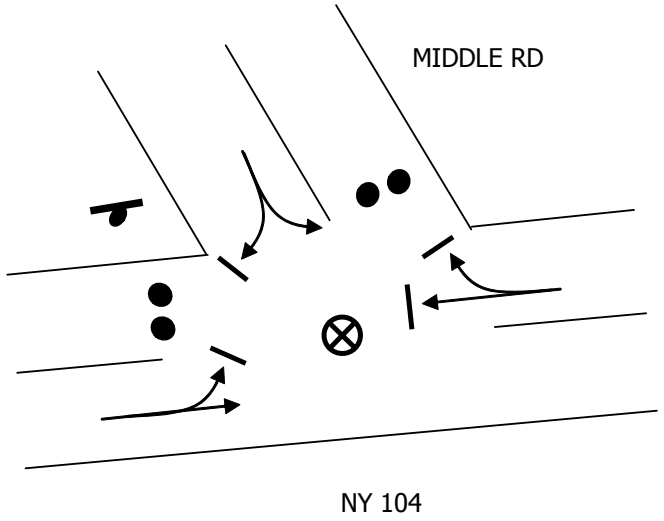
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TOWN: NEW HAVEN

LOCATION: NY 104 & MIDDLE RD

ACP ID: 1 – 5

ERPA: 4





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 104
2. Discourage westbound movement along Middle Rd
3. Discourage westbound movement along NY 104

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

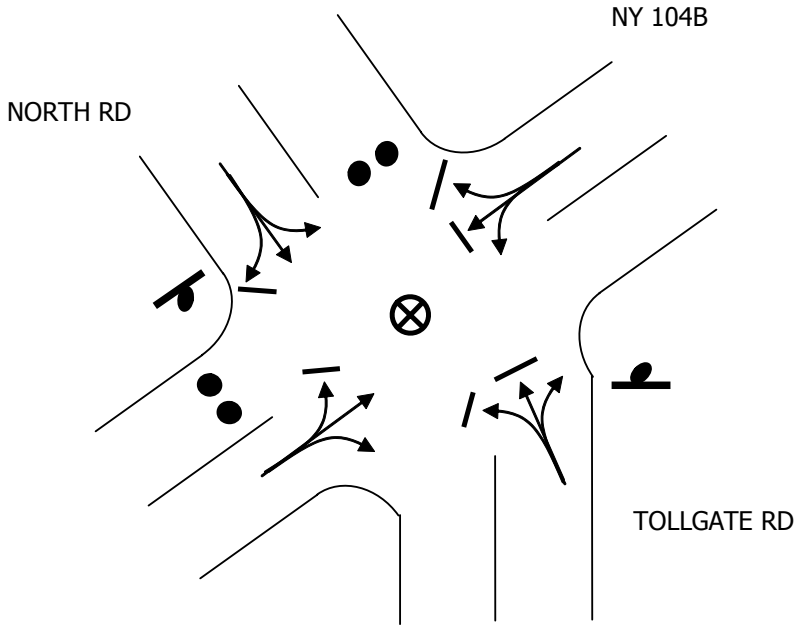
1

TOWN: NEW HAVEN

LOCATION: NY RTE 104B & NORTH RD (CR 1) & TOLLGATE RD (CR 43)

ACP ID: 1 – 6 , 2 – 6

ERPA: 7





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 104B
2. Facilitate southbound movement along Tollgate Rd
3. Discourage westbound movement along NY 104B
4. Discourage westbound movement along North Rd

MANPOWER/EQUIPMENT

1	TRAFFIC GUIDE
6	TRAFFIC CONES

LOCATION PRIORITY

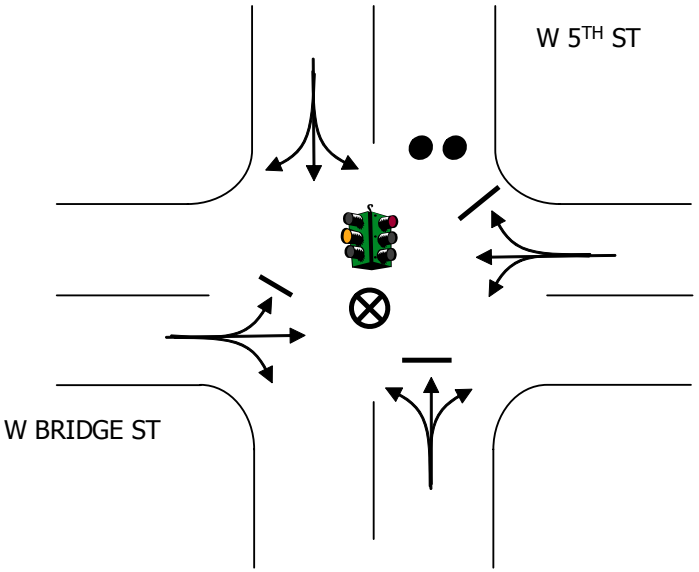
3

TOWN: OSWEGO

LOCATION: W BRIDGE ST (NY 104) & W 5TH ST (NY 48)

ACP ID: 2 – 1

ERPA: 13





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along W Bridge St
2. Facilitate southbound movement along W 5TH St
3. Discourage northbound movement along W 5TH St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

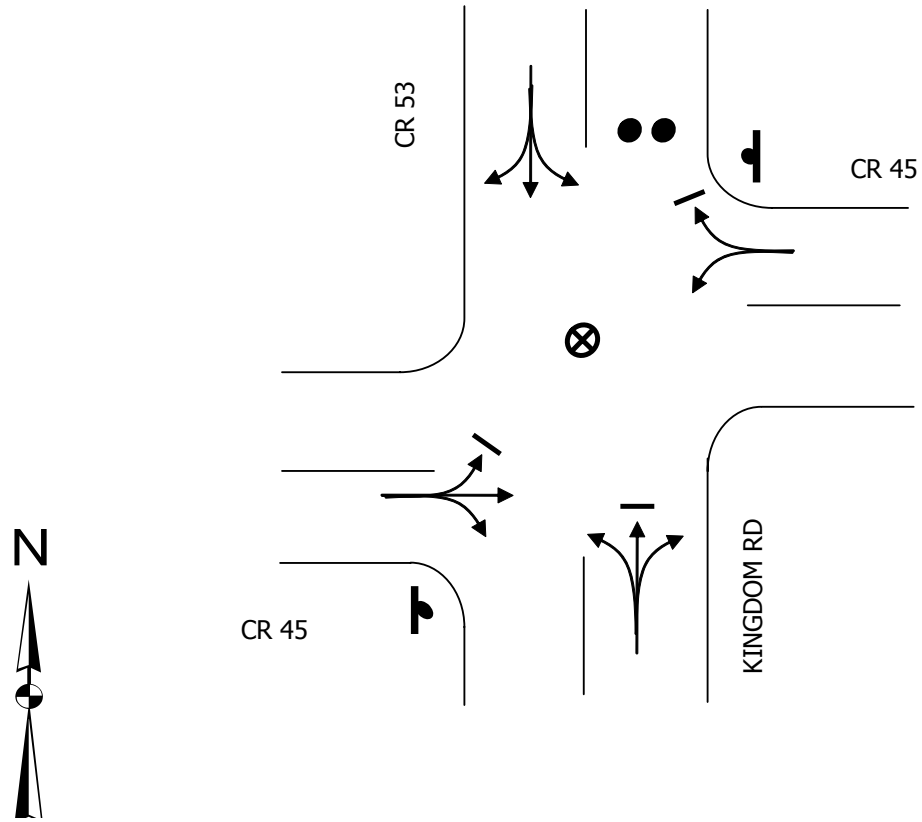
2

TOWN: VOLNEY

LOCATION: CR 45 & CR 53/KINGDOM RD

ACP ID: 2 – 2

ERPA: 20



Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along CR 45/ Suckerville Rd
2. Facilitate southbound movement along Kingdom Rd
3. Discourage northbound movement along CR 53

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

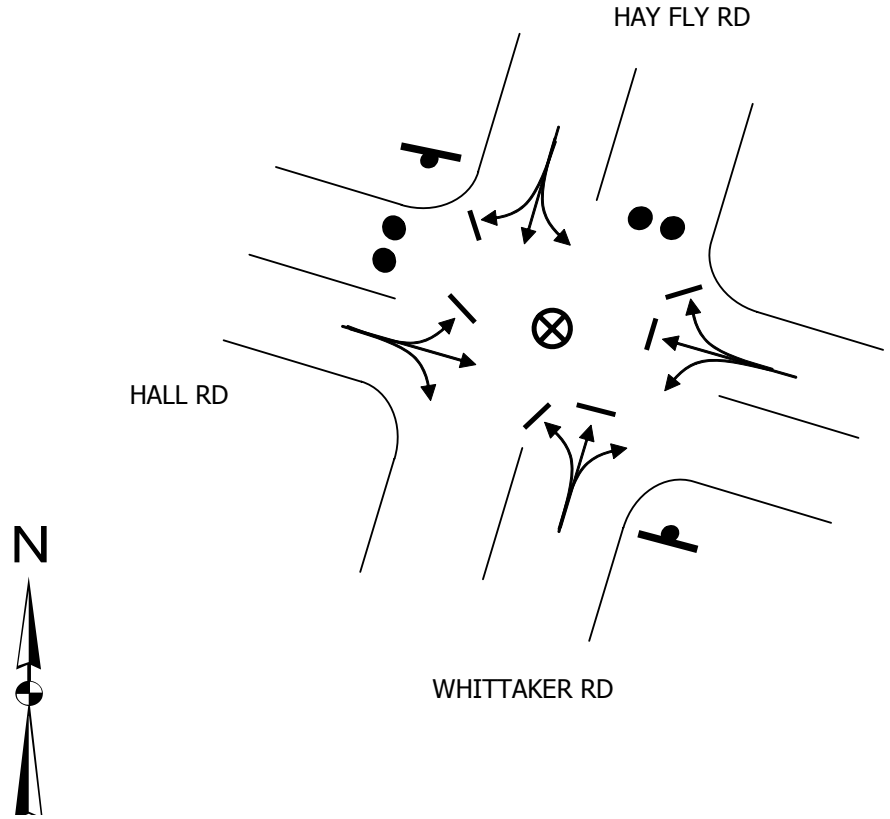
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TOWN: SCRIBA

LOCATION: HALL RD (CR 4) & WHITTAKER RD (CR 176) / HAY FLY RD

ACP ID: 2 – 3

ERPA: 10



Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Hall Rd
2. Facilitate southbound movement along Whittaker Rd
3. Discourage northbound movement along Hay Fly Rd
4. Discourage westbound movement along Hall Rd

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

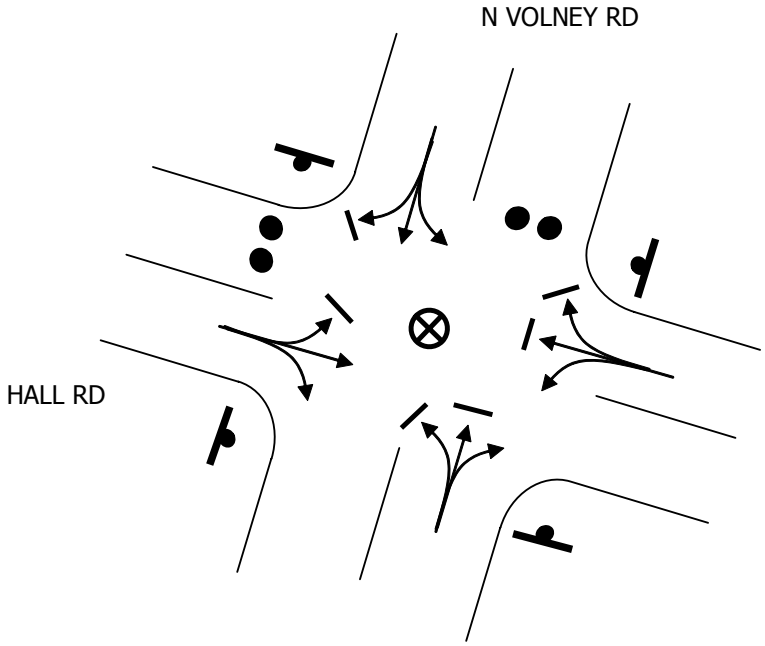
1

TOWN: VOLNEY

LOCATION: HALL RD (CR 4) & N VOLNEY RD (CR 6)

ACP ID: 2 – 4

ERPA: 18





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Hall Rd
2. Facilitate southbound movement along N Volney Rd
3. Discourage northbound movement along N Volney Rd
4. Discourage westbound movement along Hall Rd

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

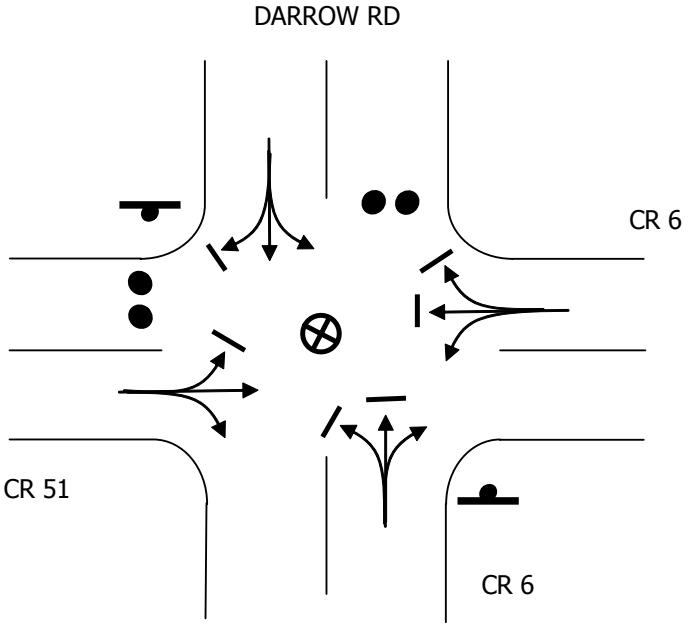
3

TOWN: NEW HAVEN

LOCATION: CR 6 & CR 51/DARROW RD

ACP ID: 2 – 5

ERPA: 9





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along CR 6
2. Facilitate southbound movement along CR 6
3. Discourage northbound movement along Darrow Rd
4. Discourage westbound movement along CR 51

MANPOWER/EQUIPMENT

1	TRAFFIC GUIDE
6	TRAFFIC CONES

LOCATION PRIORITY

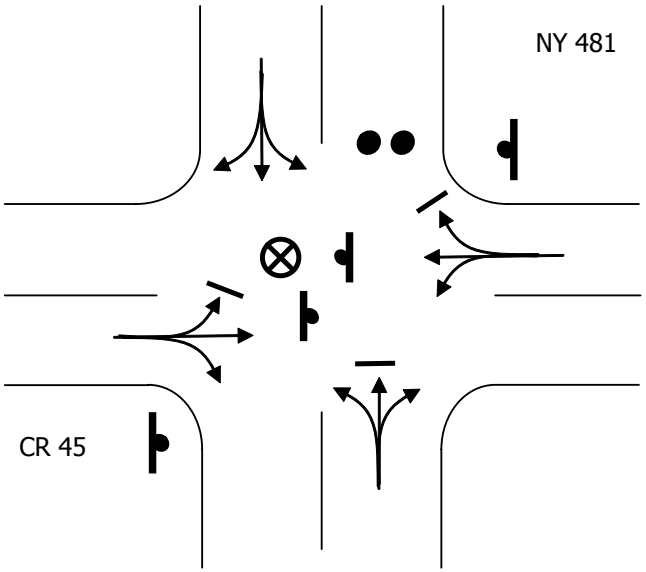
3

TOWN: VOLNEY

LOCATION: CR 45 & NY 481

ACP ID: 2 – 7

ERPA: 20





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along CR 45
2. Facilitate southbound movement along NY 481
3. Discourage northbound movement along NY 481

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

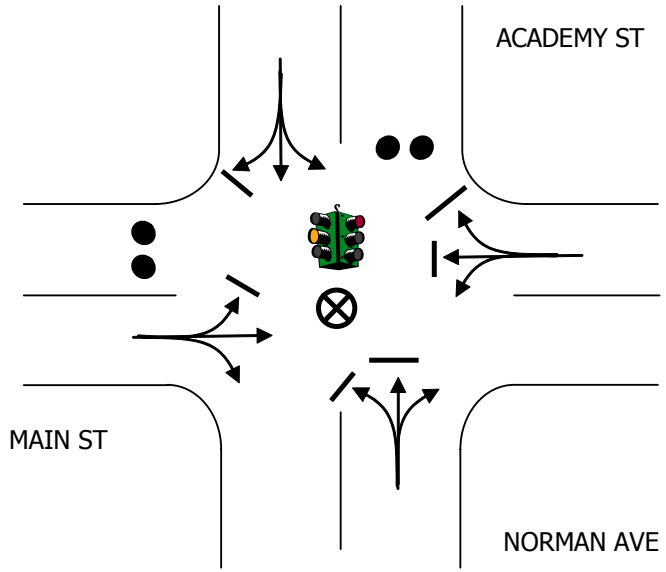
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TOWN: MEXICO

LOCATION: MAIN ST (NY 104) & NORMAN AVE(NY 3)/ACADEMY ST (CR 16)

ACP ID: 2 – 8

ERPA: 16





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Main St
2. Facilitate southbound movement along Norman Ave
3. Discourage westbound movement along Main St
4. Discourage northbound movement along Academy St

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

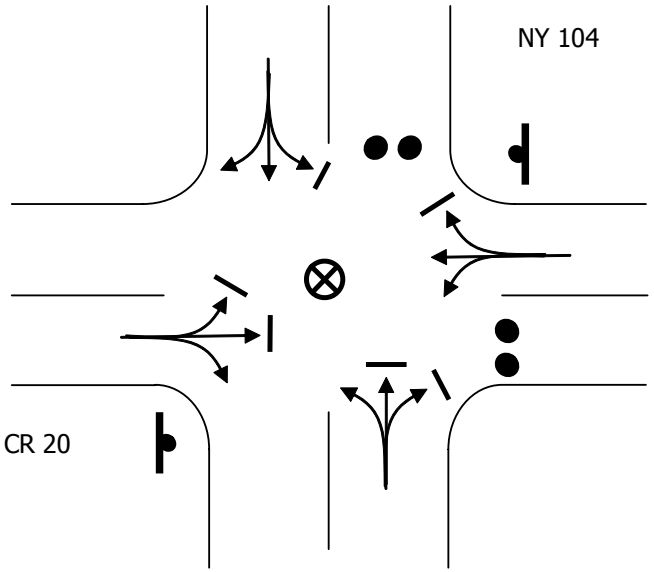
3

TOWN: OSWEGO

LOCATION: NY 104 & CR 20

ACP ID: 3 – 1

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along NY 104
2. Facilitate westbound movement along CR 20
3. Discourage eastbound movement along NY 104
4. Discourage eastbound movement along CR 20

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

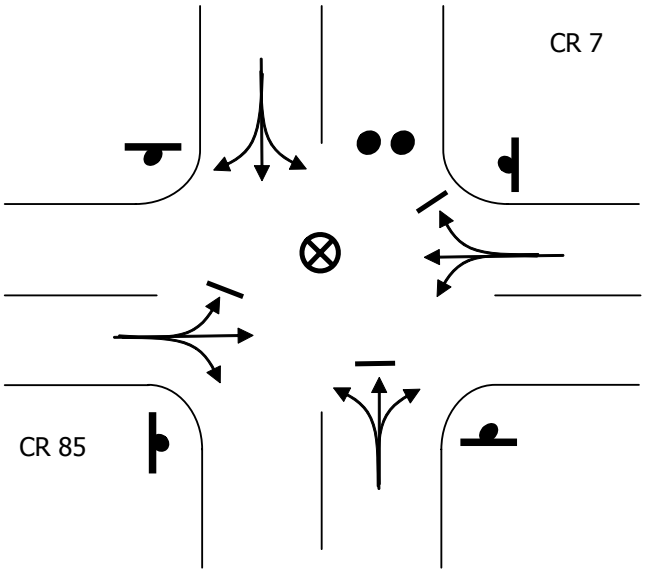
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TOWN: HANNIBAL

LOCATION: CR 7 & CUNNINGHAM RD (CR 85)

ACP ID: 3 – 2

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along CR 85
2. Facilitate southbound movement along CR 7
3. Discourage northbound movement along CR 7

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

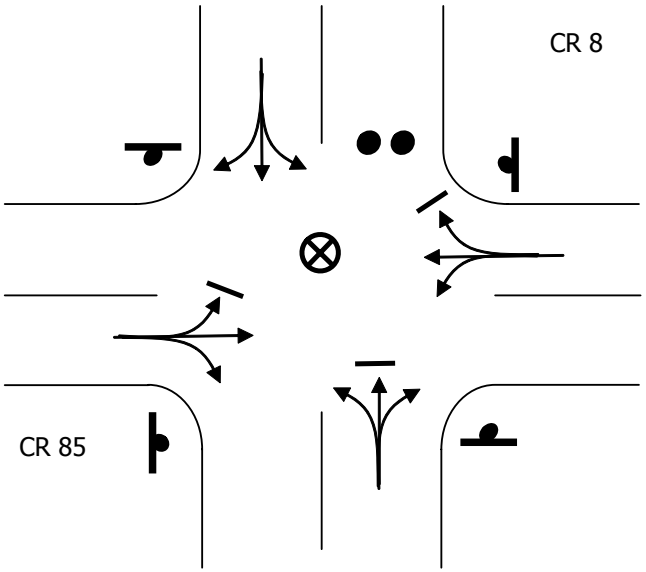
3

TOWN: GRANBY

LOCATION: CUNNINGHAM RD (CR 85) & MINETTO LYSANDER RD (CR 8)

ACP ID: 3 – 3

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along CR 85
2. Facilitate southbound movement along CR 8
3. Discourage northbound movement along CR 8

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

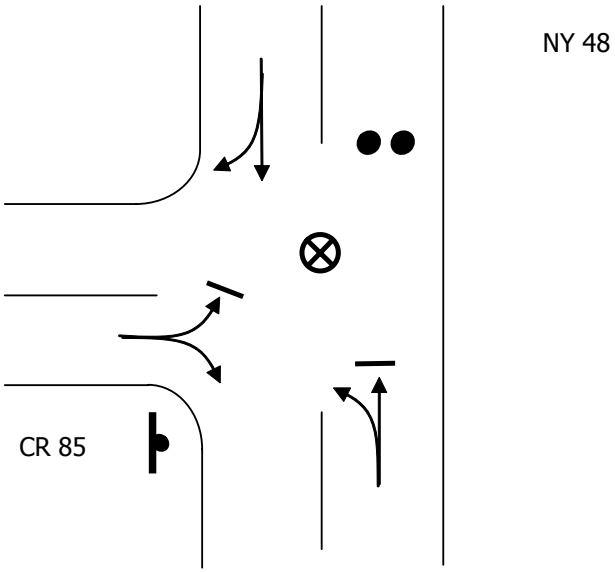
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TOWN: GRANBY

LOCATION: CUNNINGHAM RD (CR 85) & NY 48

ACP ID: 3 – 4

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along CR 85
2. Facilitate southbound movement along NY 48
3. Discourage northbound movement along NY 48

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

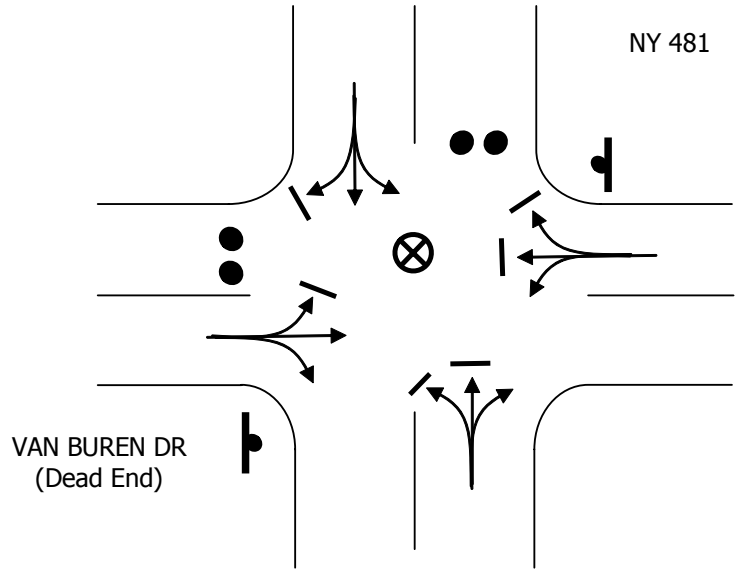
1

TOWN: VOLNEY

LOCATION: NY 481 & VAN BUREN DR

ACP ID: 3 – 5

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Van Buren Dr
2. Facilitate southbound movement along NY 481
3. Discourage northbound movement along NY 481
4. Discourage westbound movement along Van Buren Dr

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
9 TRAFFIC CONES

LOCATION PRIORITY

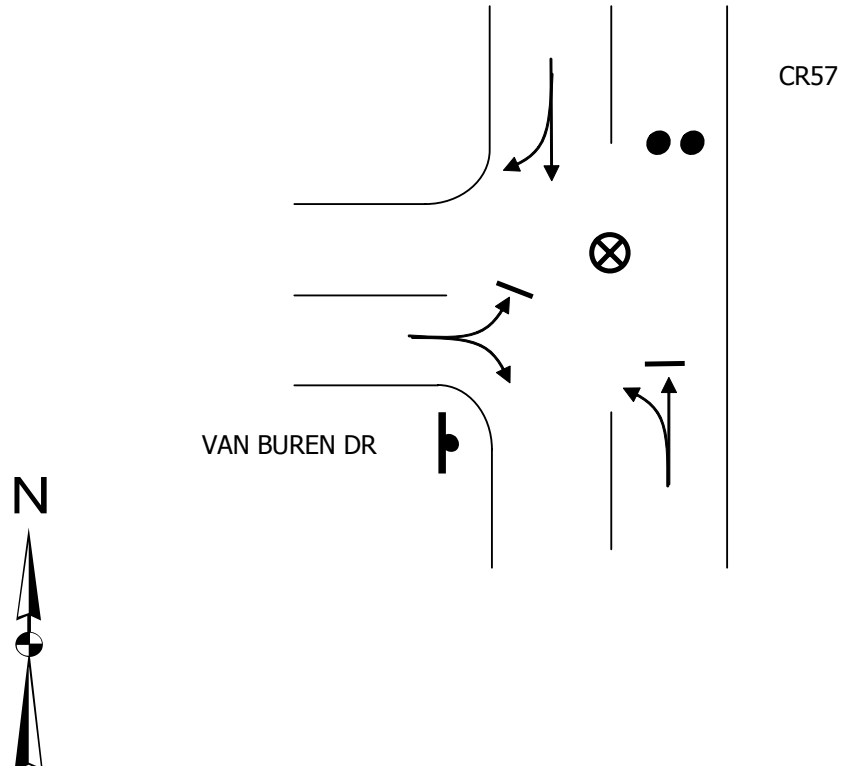
1

TOWN: VOLNEY

LOCATION: CR 57 & VAN BUREN DR

ACP ID: 3 – 6

ERPA: SHADOW



Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate westbound movement along Van Buren Dr
2. Facilitate southbound movement along CR 57
3. Discourage northbound movement along CR 57

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

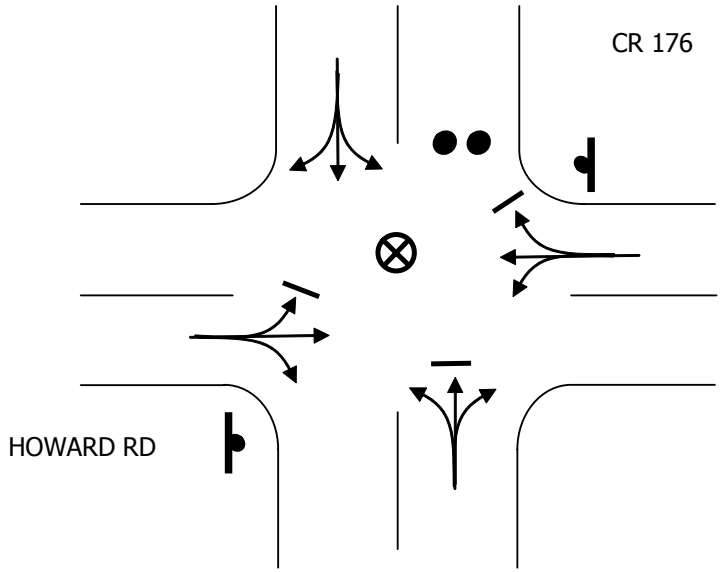
2

TOWN: VOLNEY

LOCATION: WHITTAKER RD (CR 176) & HOWARD RD

ACP ID: 3 – 7

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Howard Rd
2. Facilitate southbound movement along CR 176
3. Discourage northbound movement along CR 176

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

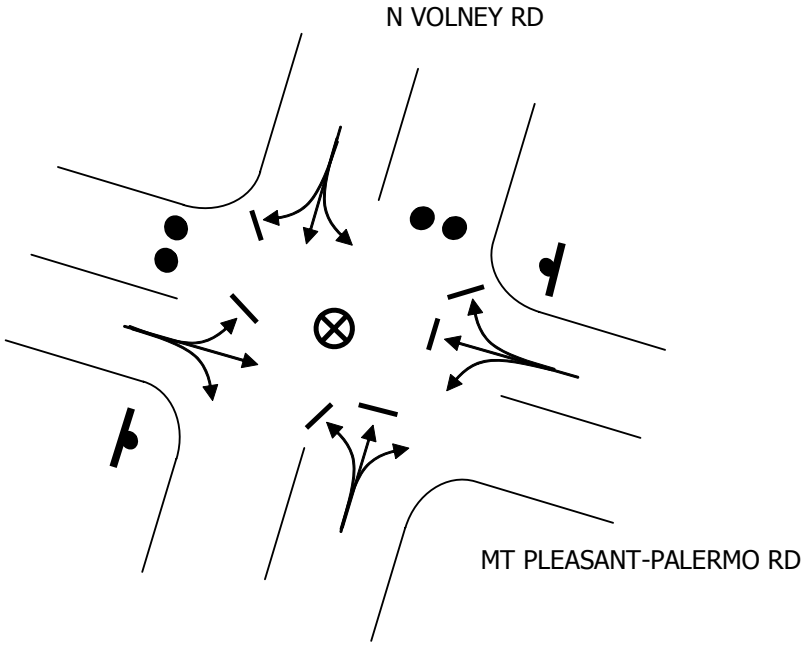
1

TOWN: VOLNEY

LOCATION: MOUNT PLEASANT-PALERMO RD (CR 45) & N VOLNEY RD (CR 6)

ACP ID: 3 – 8

ERPA: 18





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Mt Pleasant-Palermo Rd
2. Facilitate southbound movement along N Volney Rd
3. Discourage northbound movement along N Volney Rd
4. Discourage westbound movement along Mt Pleasant-Palermo Rd

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

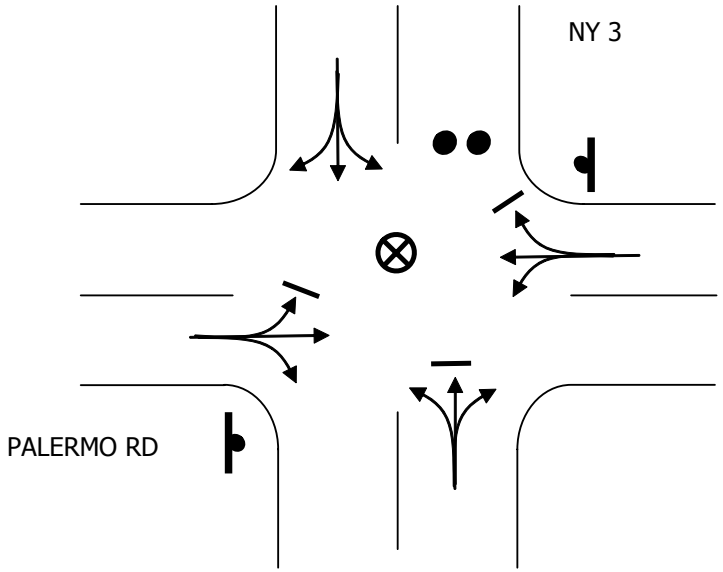
2

TOWN: PALERMO

LOCATION: PALERMO RD (CR 45) & NY 3

ACP ID: 3 – 9

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound and westbound movement along Palermo Rd
2. Facilitate southbound movement along NY 3
3. Discourage northbound movement along NY 3

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

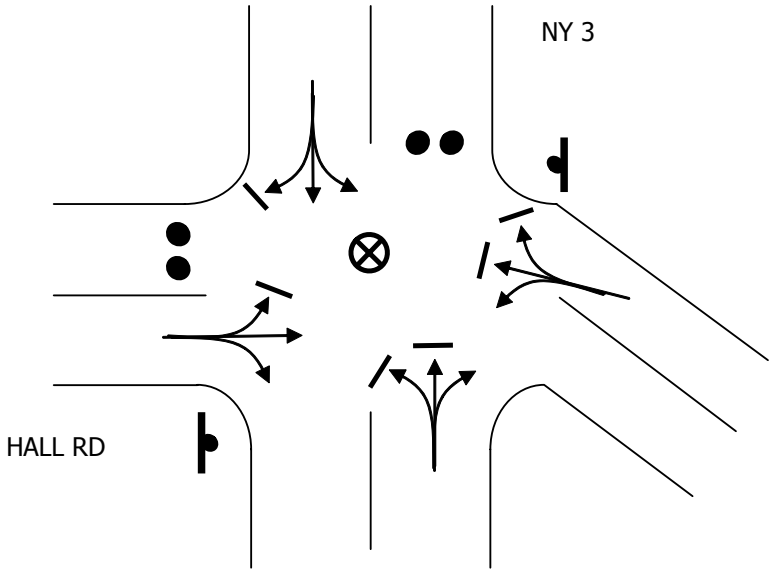
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TOWN: PALERMO

LOCATION: HALL RD (CR 4) & NY 3

ACP ID: 3 – 10

ERPA: 18





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along Hall Rd
2. Facilitate southbound movement along NY 3
3. Discourage northbound movement along NY 3
4. Discourage westbound movement along Hall Rd

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

LOCATION PRIORITY

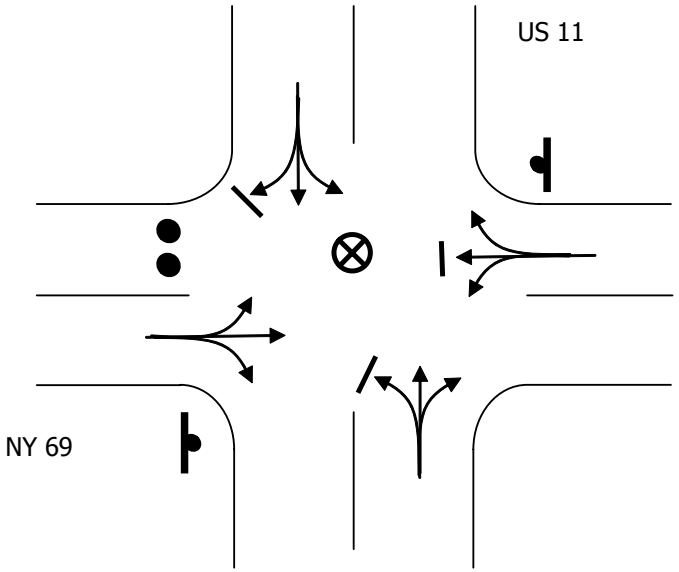
2

TOWN: MEXICO

LOCATION: US 11 & NY 69

ACP ID: 3 – 11

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 69
2. Facilitate northbound and southbound movement along US 11
3. Discourage westbound movement along NY 69

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

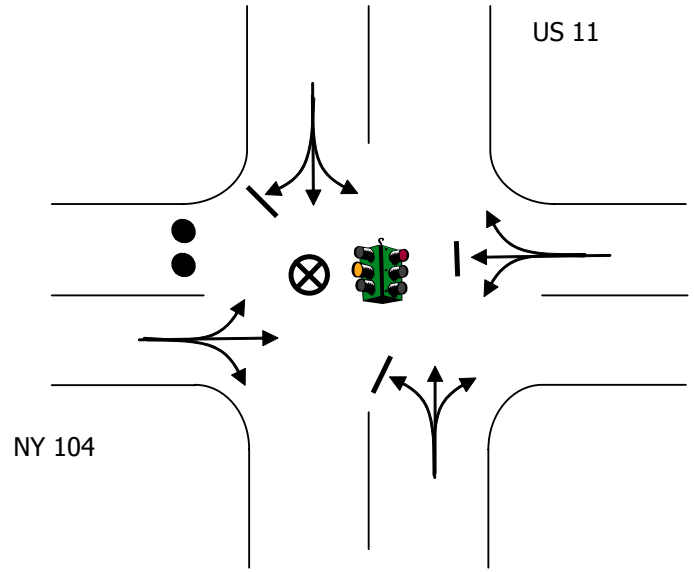
1

TOWN: MEXICO

LOCATION: US 11 & NY 104

ACP ID: 3 – 12

ERPA: SHADOW





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 104
2. Facilitate northbound and southbound movement along US 11
3. Discourage westbound movement along NY 104

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
3 TRAFFIC CONES

LOCATION PRIORITY

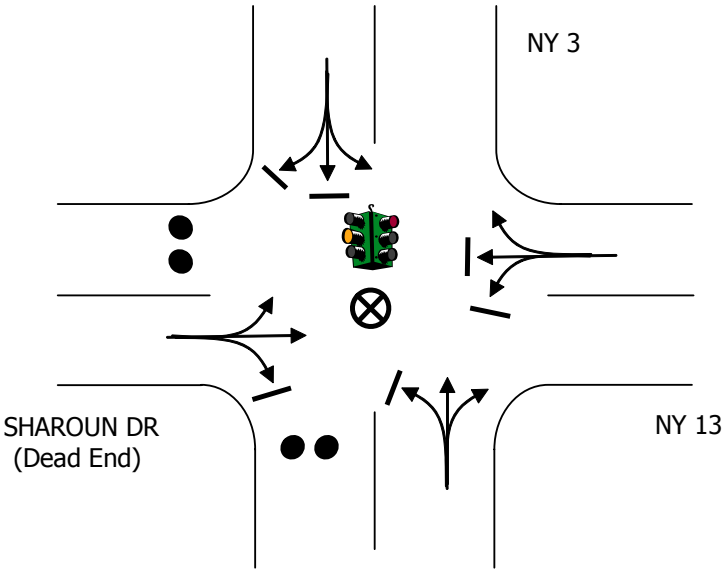
1

TOWN: RICHLAND

LOCATION: NY RTE 3 & NY RTE 13

ACP ID: 3-13

ERPA: 14





Key

MOVEMENT FACILITATED

MOVEMENT DISCOURAGED

TRAFFIC GUIDE

TRAFFIC CONE

TRAFFIC CONES SPACED TO DISCOURAGE TRAFFIC

STOP SIGN

TRAFFIC BARRICADE

TRAFFIC SIGNAL

TRAFFIC GUIDE STAFFING PRIORITY

DESCRIPTION

1. Facilitate eastbound movement along NY 13
2. Facilitate northbound movement along NY 3
3. Discourage southbound movement along NY 3
4. Discourage westbound movement on Sharoun Dr

MANPOWER/EQUIPMENT

1 TRAFFIC GUIDE
6 TRAFFIC CONES

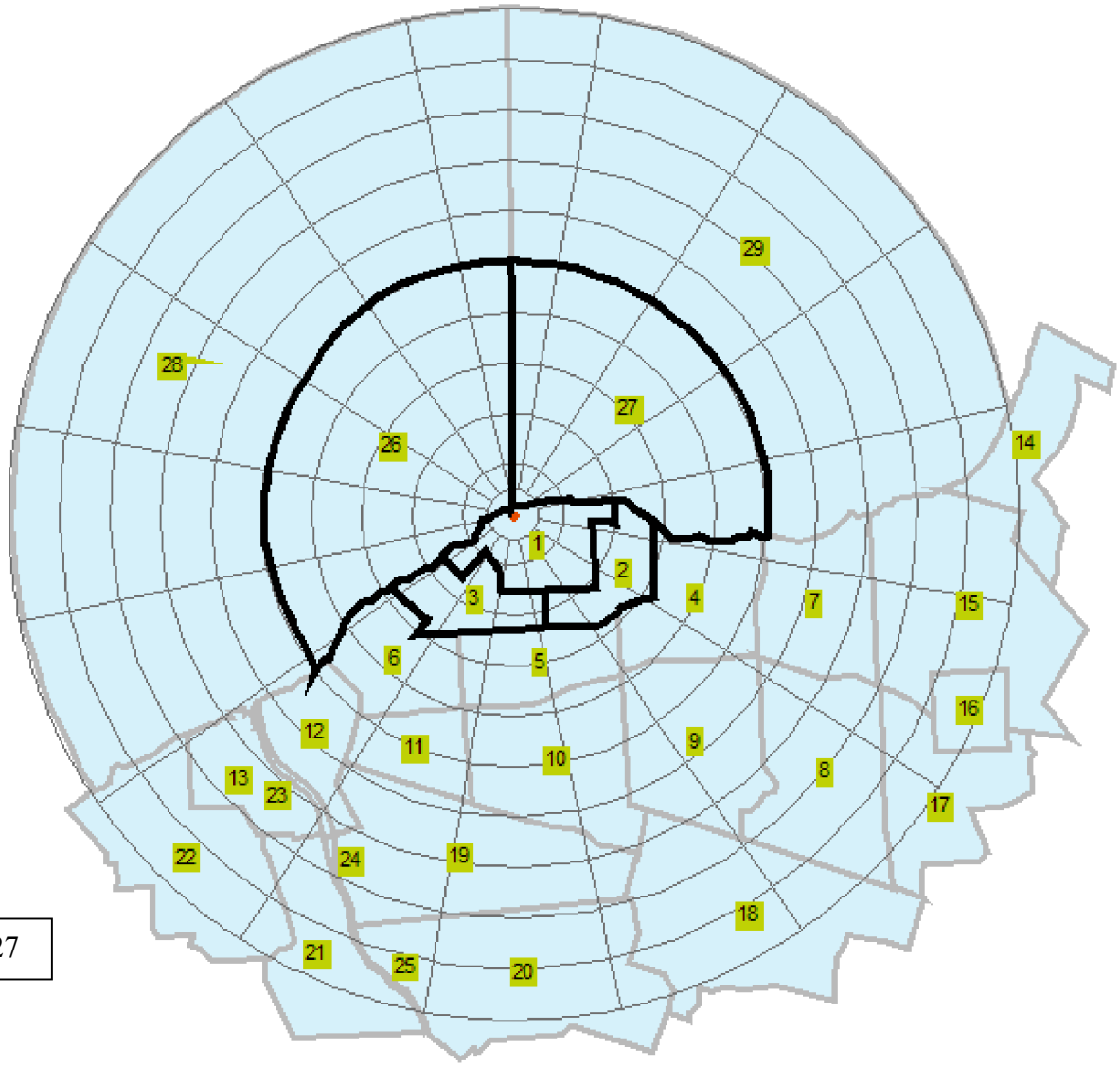
LOCATION PRIORITY

1

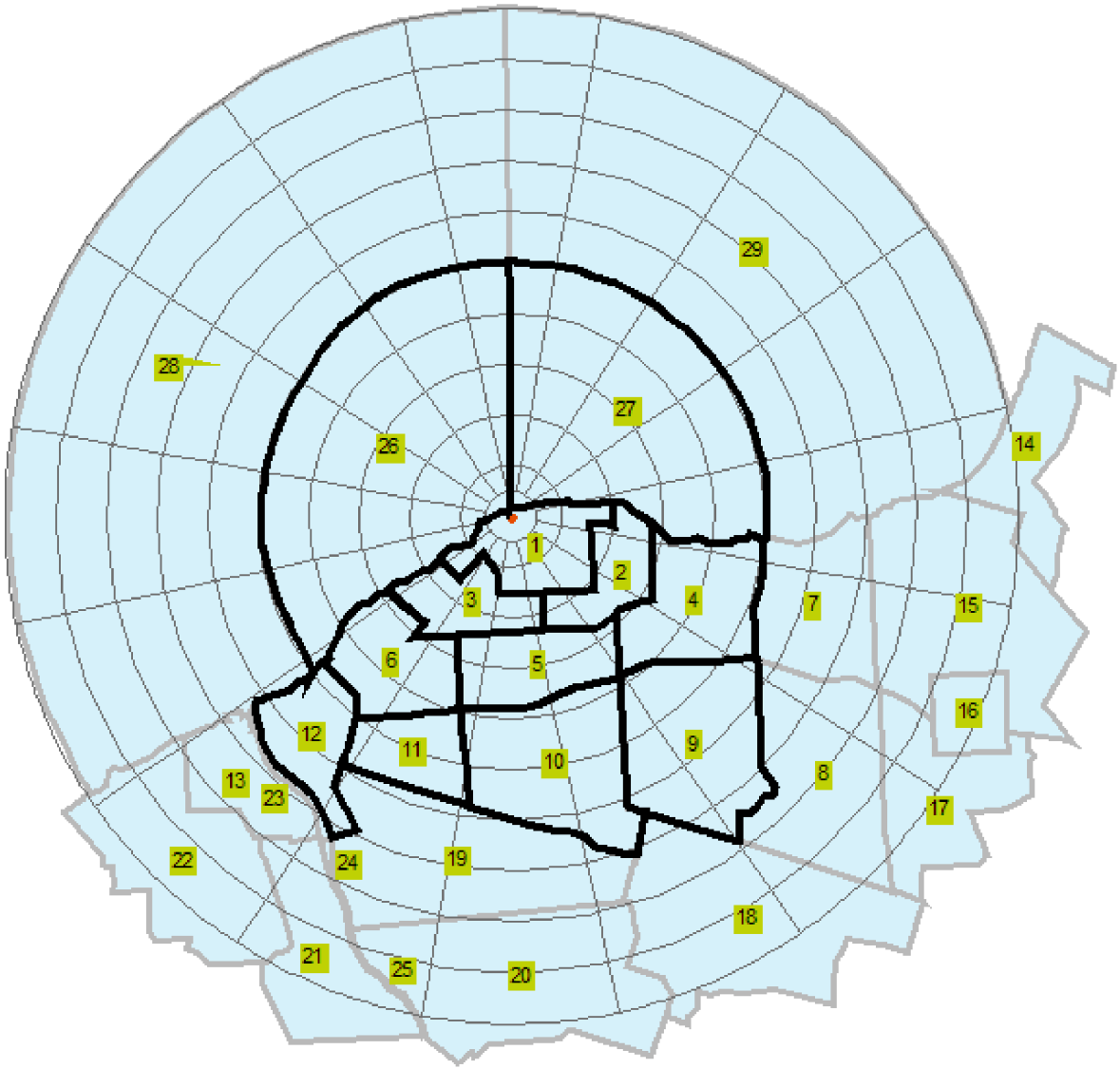
APPENDIX H

Evacuation Region Maps

This appendix presents plots of all evacuation regions.



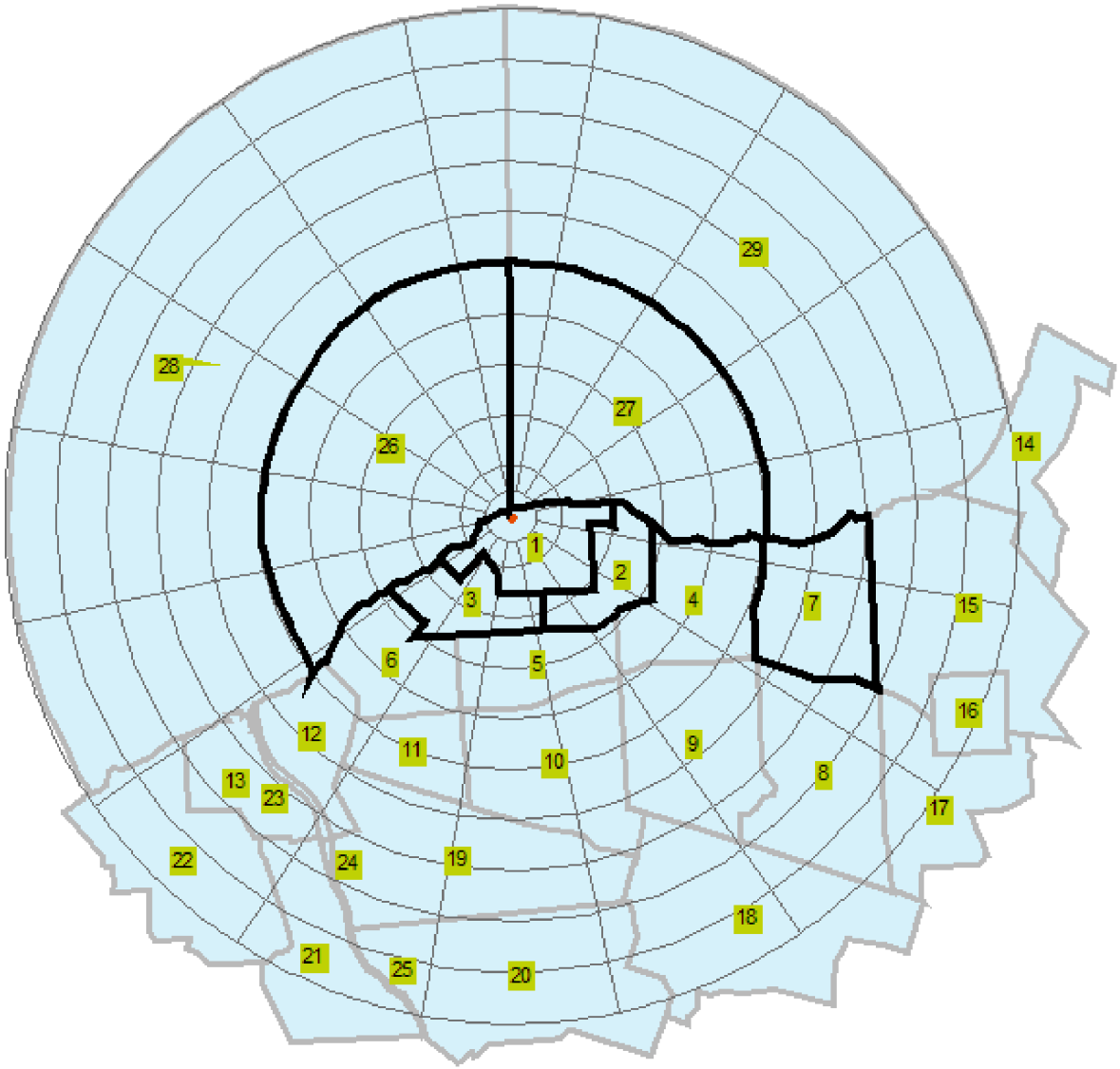
Regions 1, 4, 5, 25-27



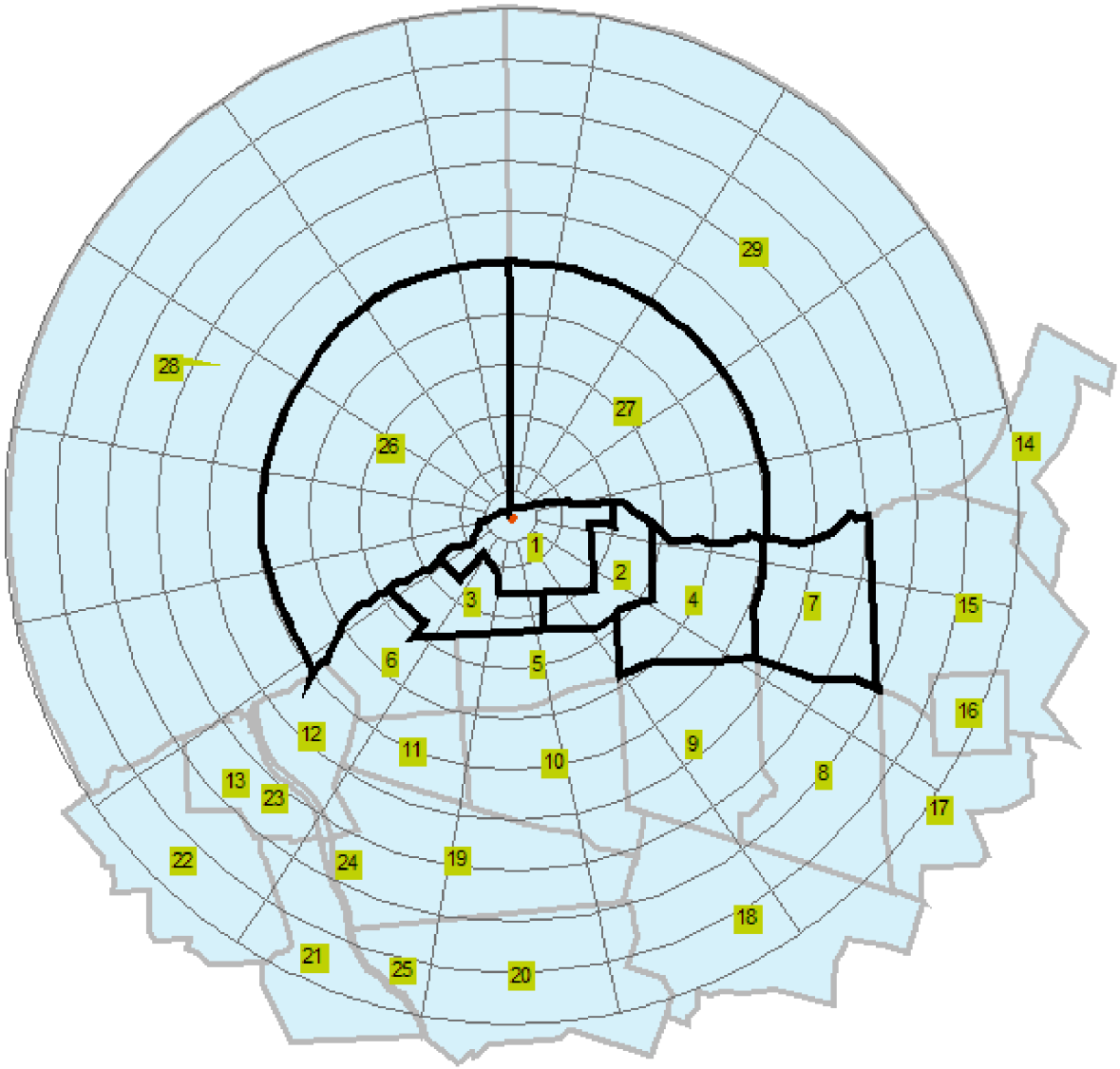
Region 2



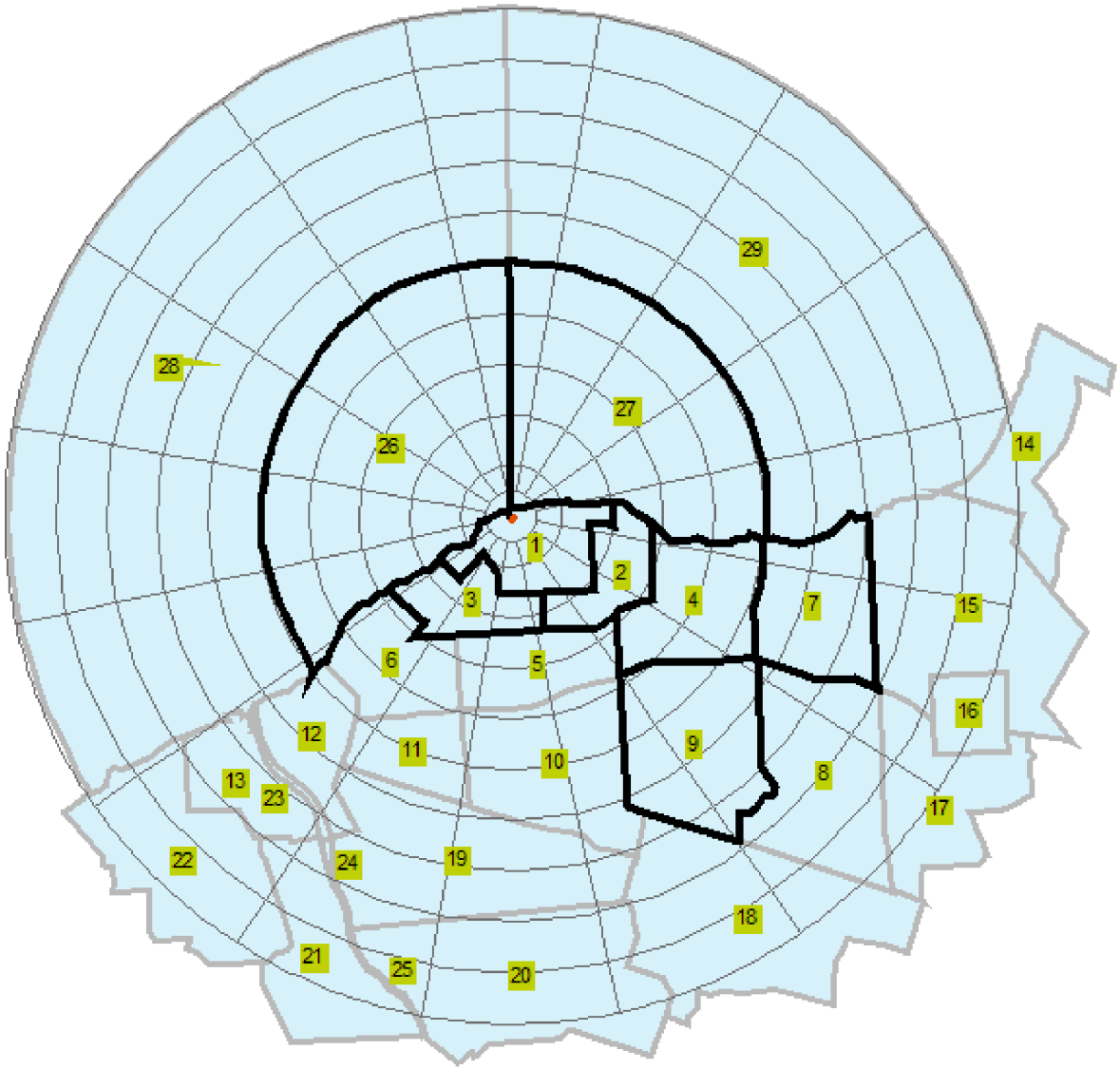
Region 3



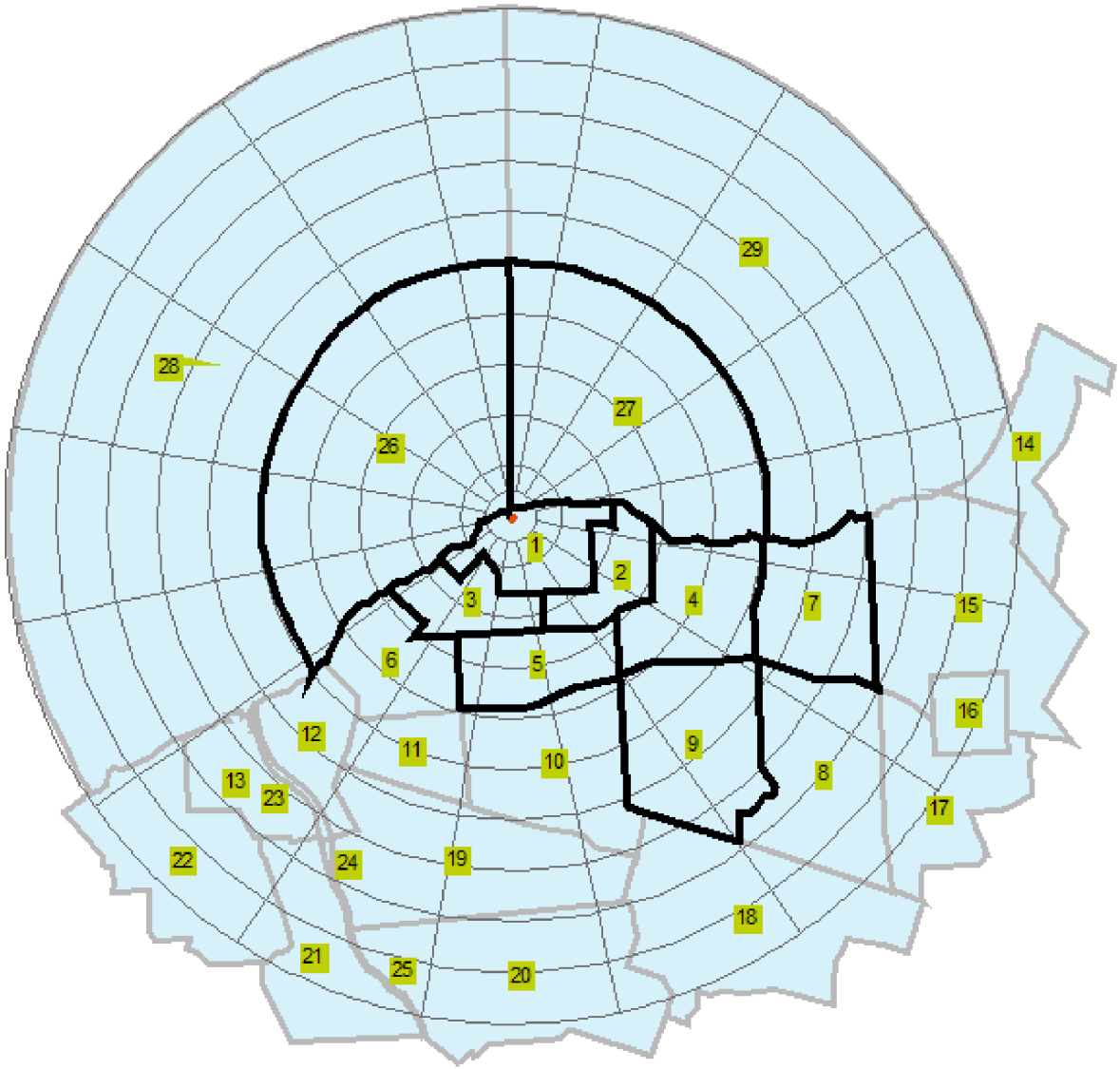
Region 6



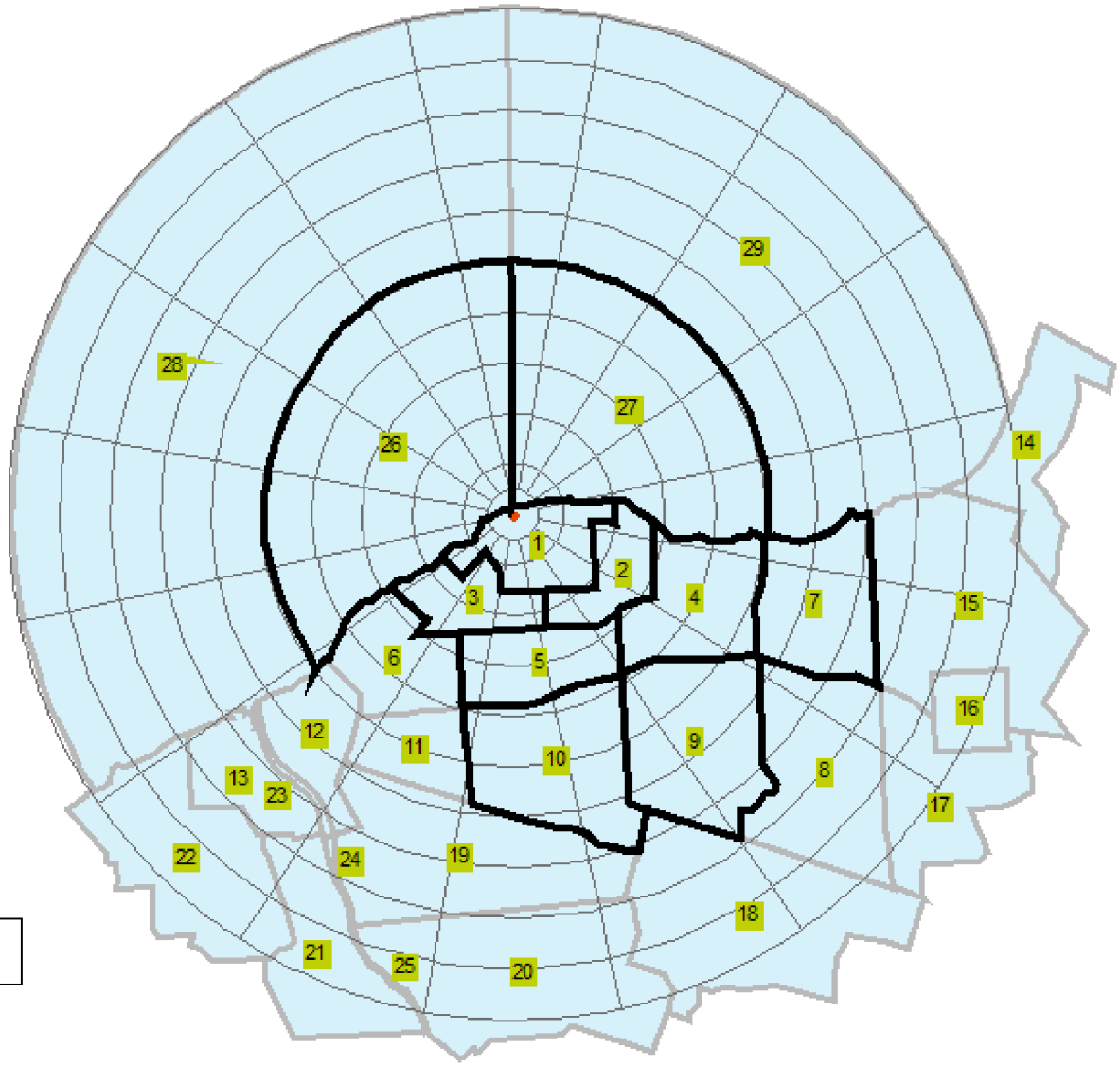
Regions 7, 8



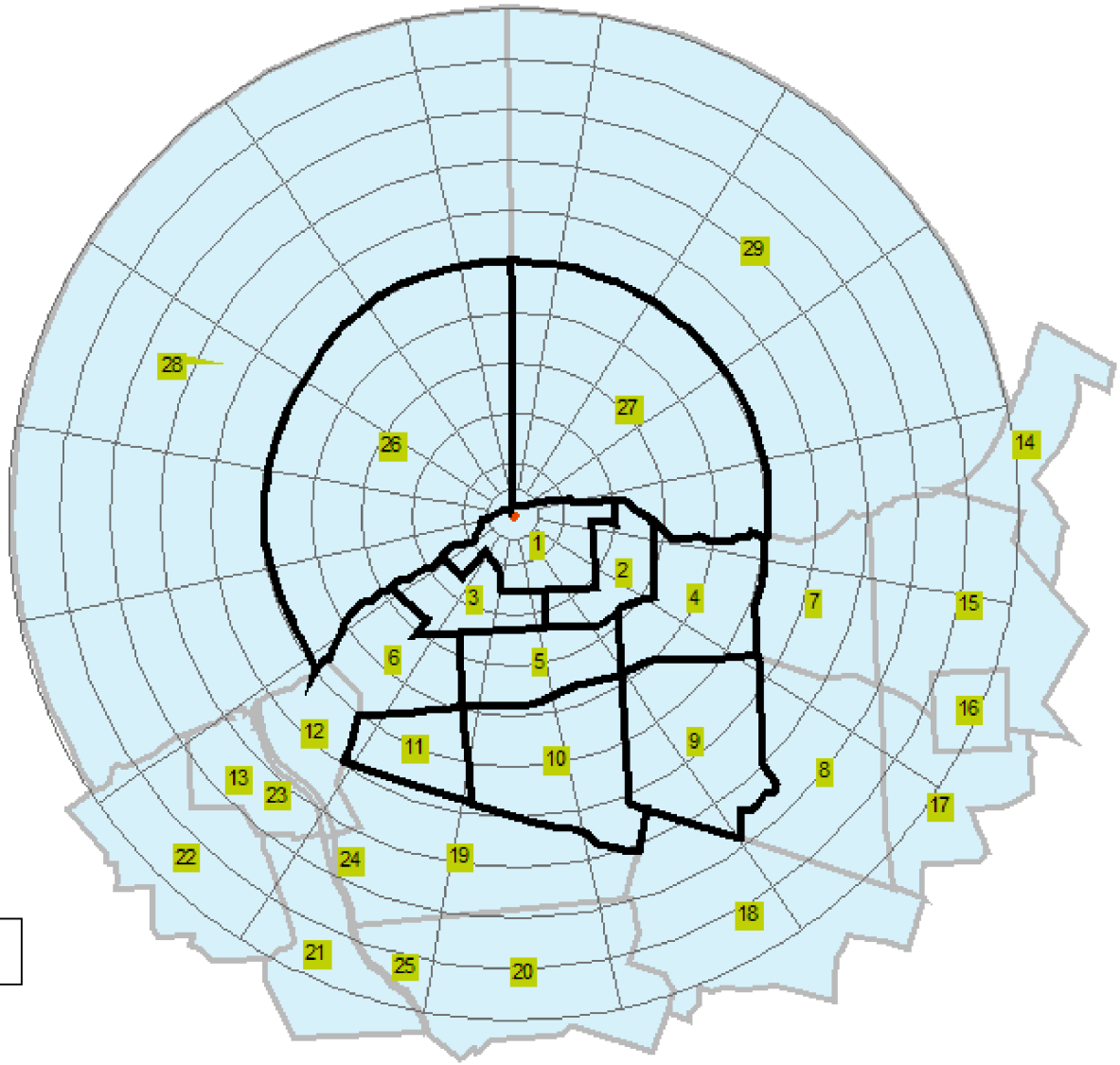
Region 9



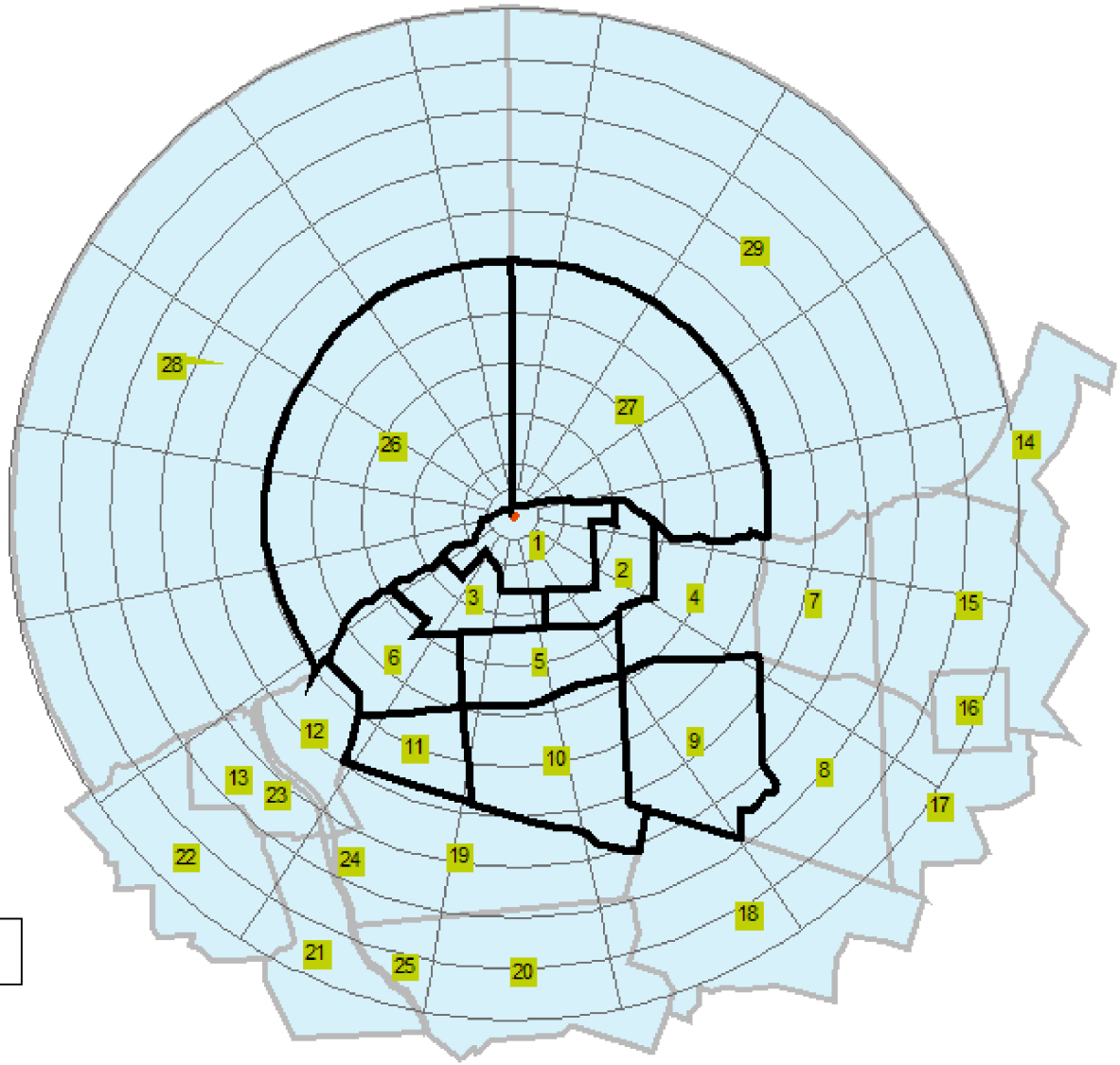
Region 10



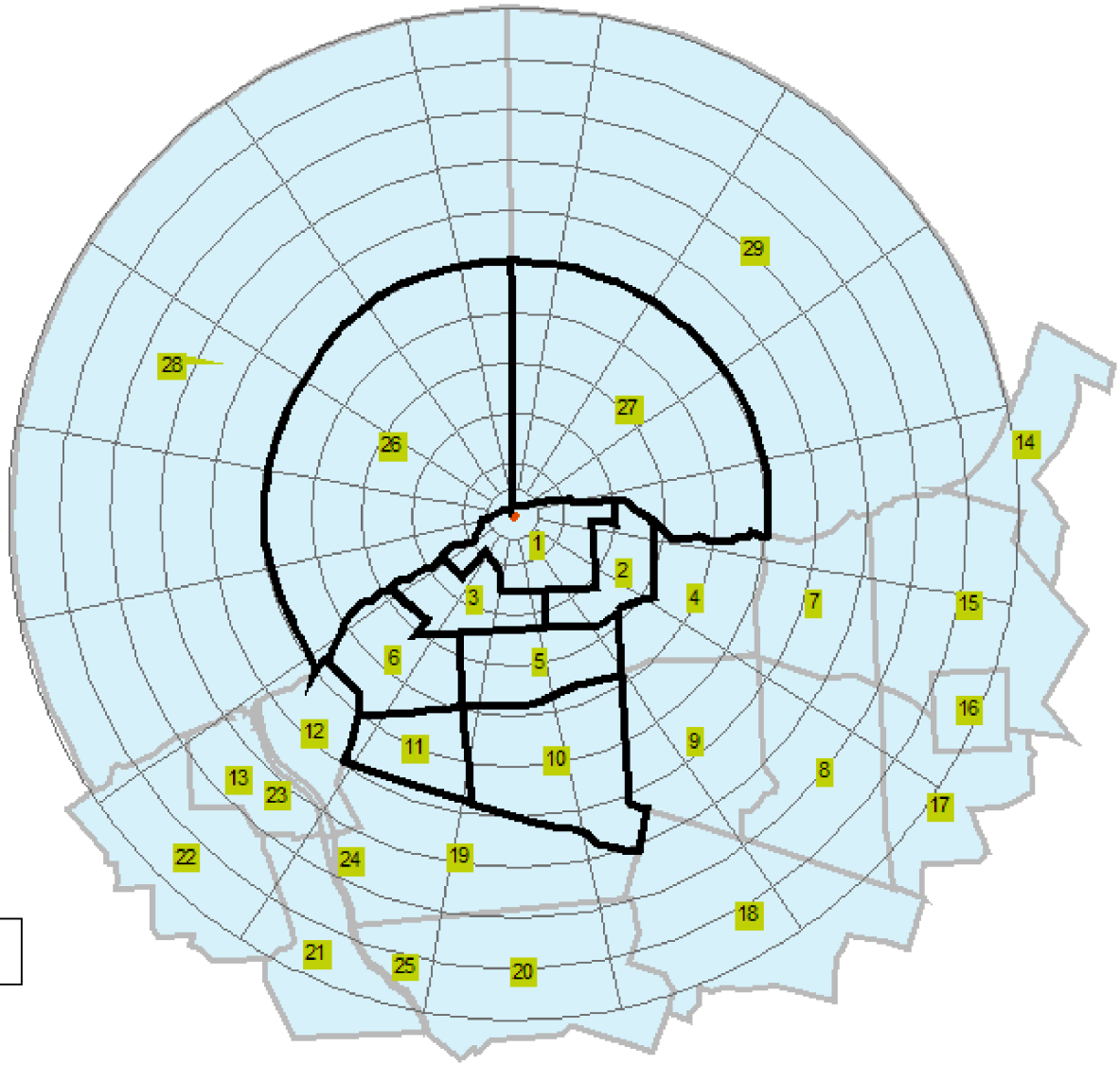
Regions 11, 12, 13



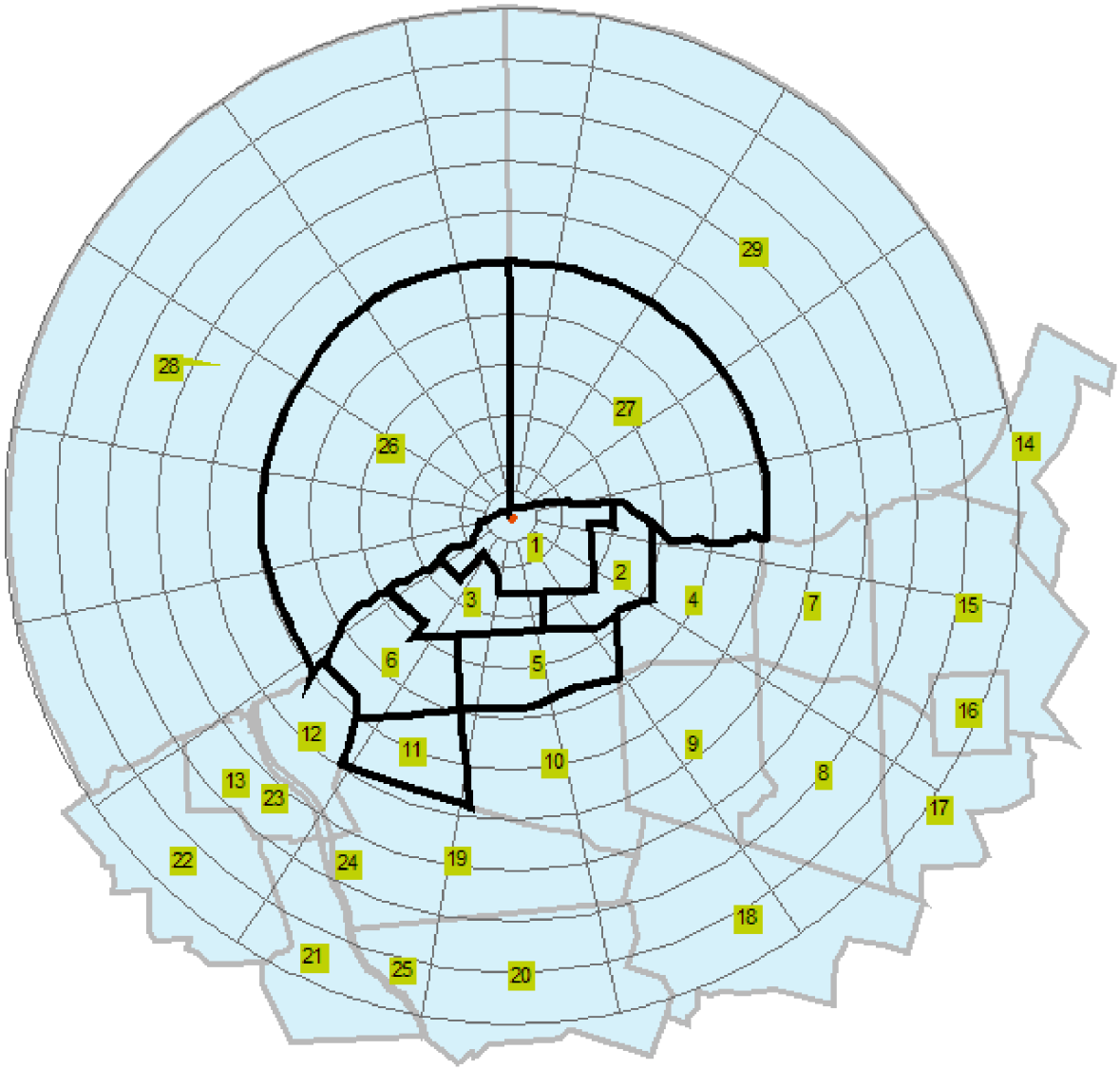
Regions 14, 15



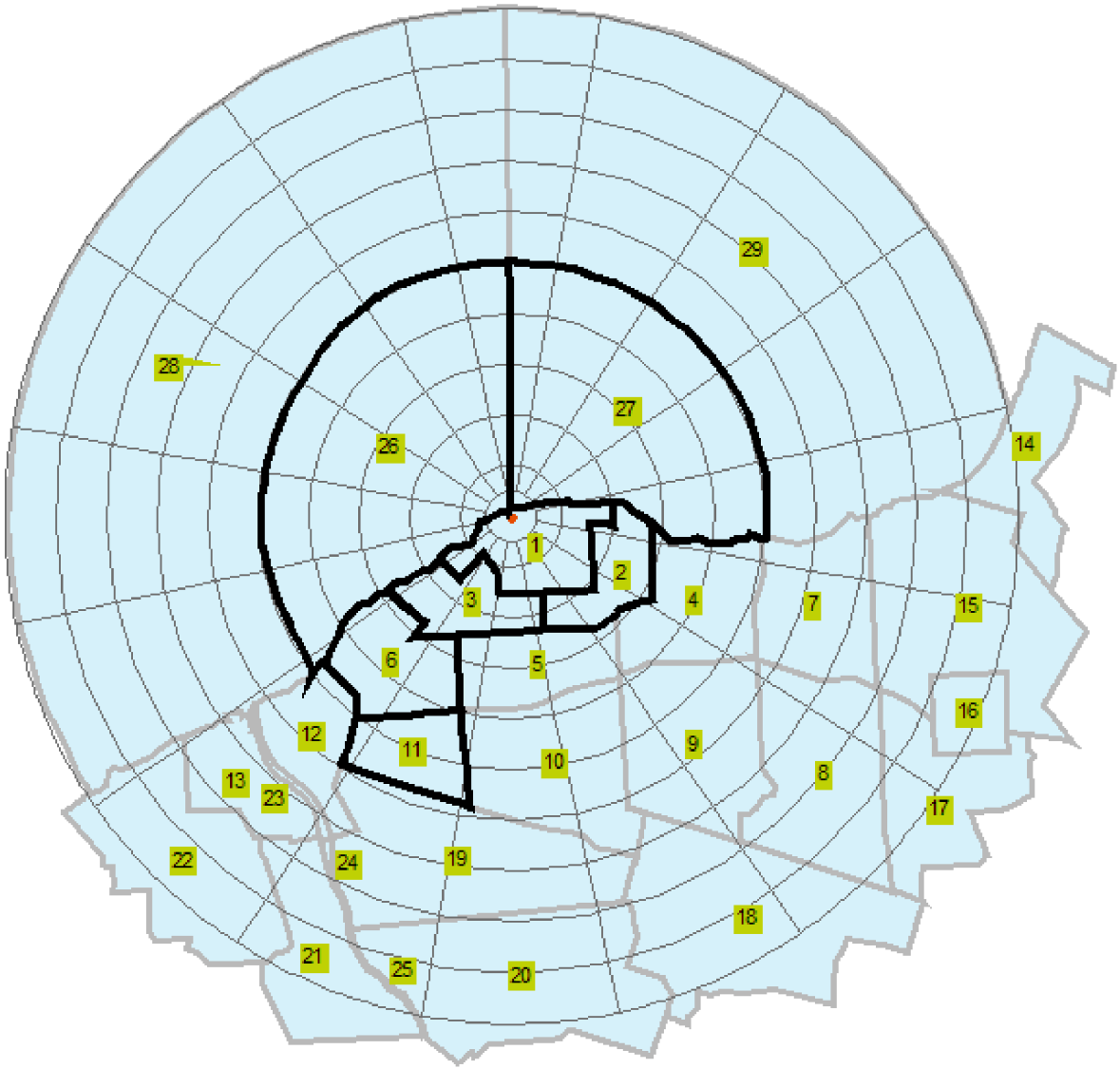
Regions 16, 17



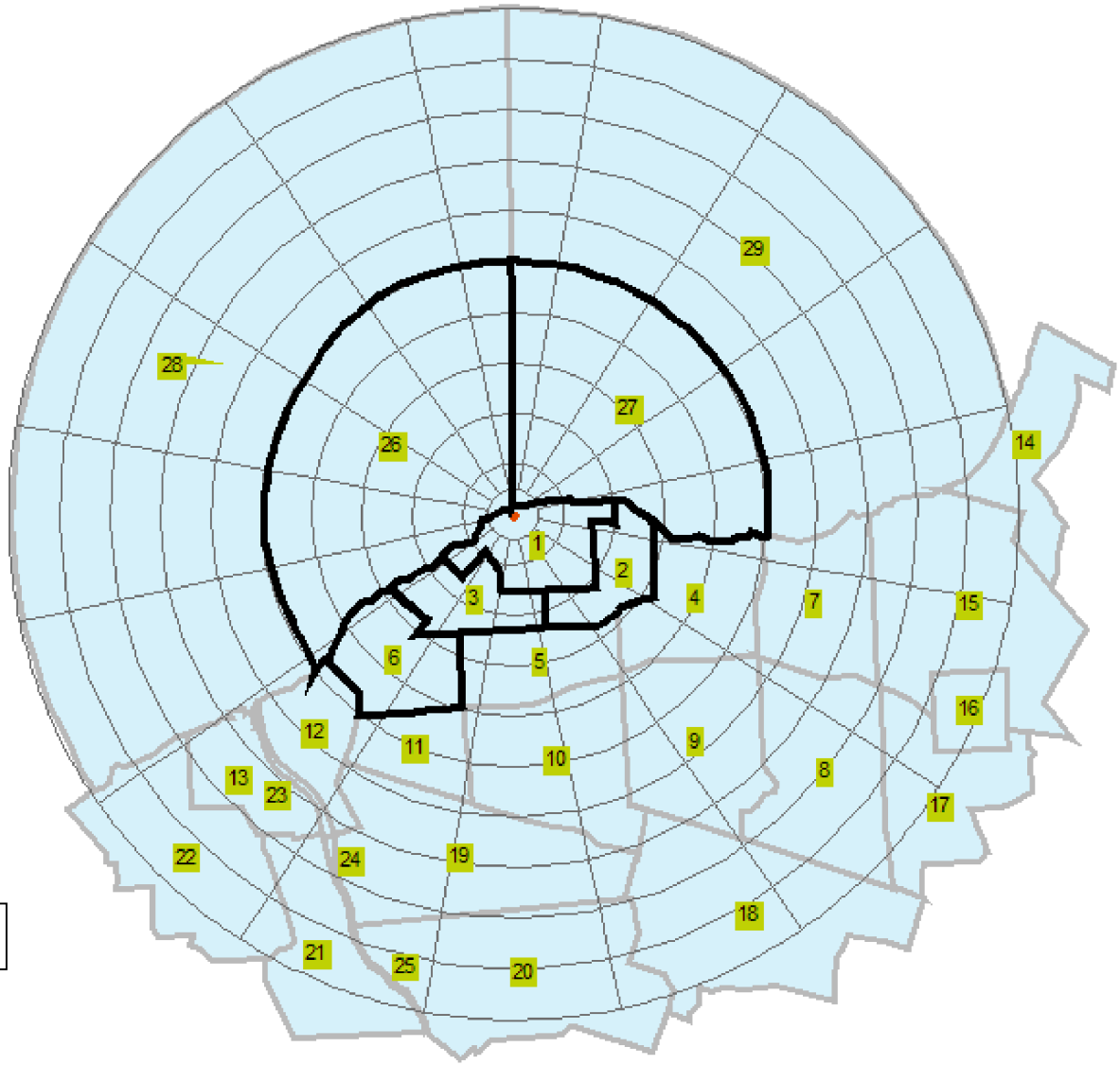
Regions 18, 19



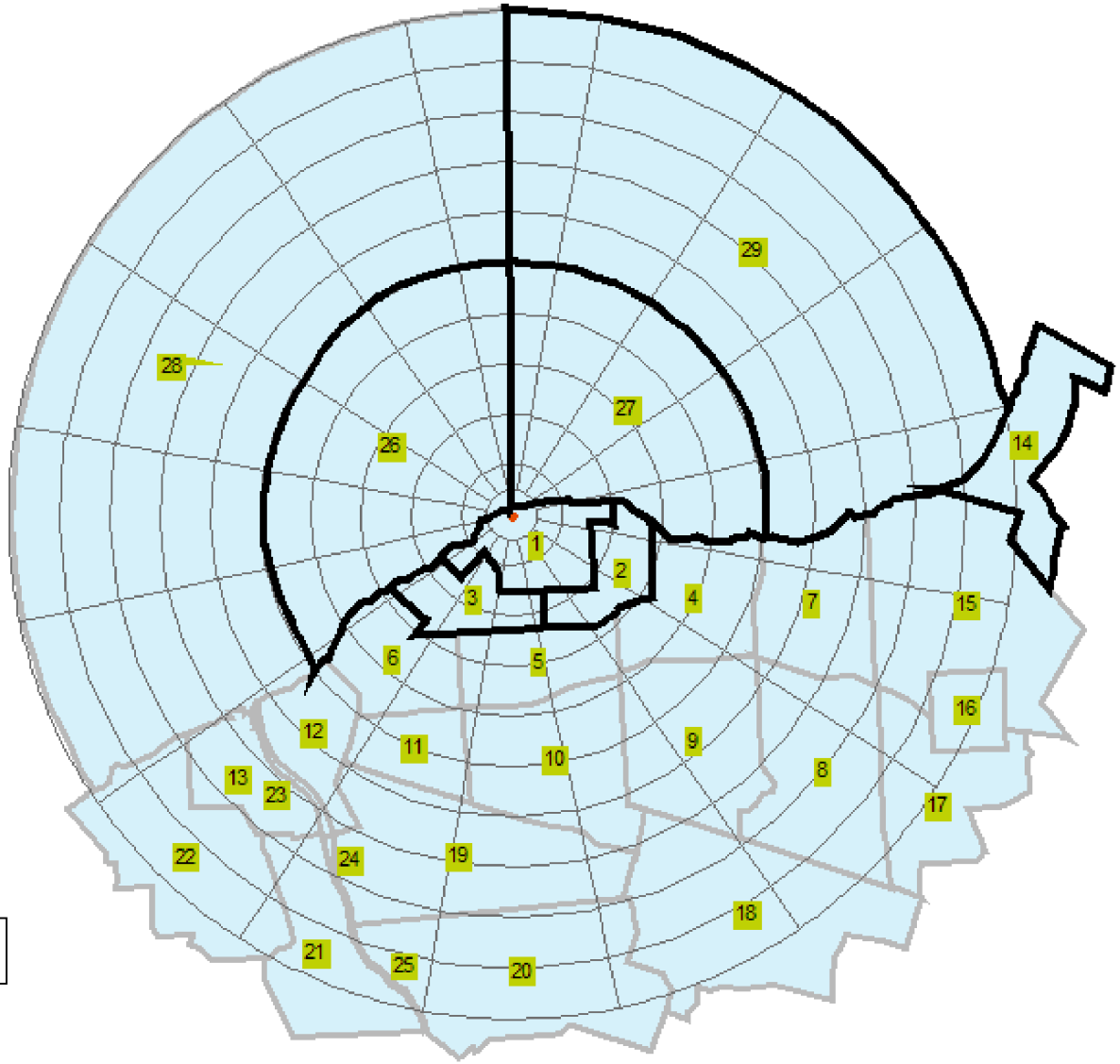
Regions 20, 21



Region 22



Regions 23, 24



Regions 28, 29



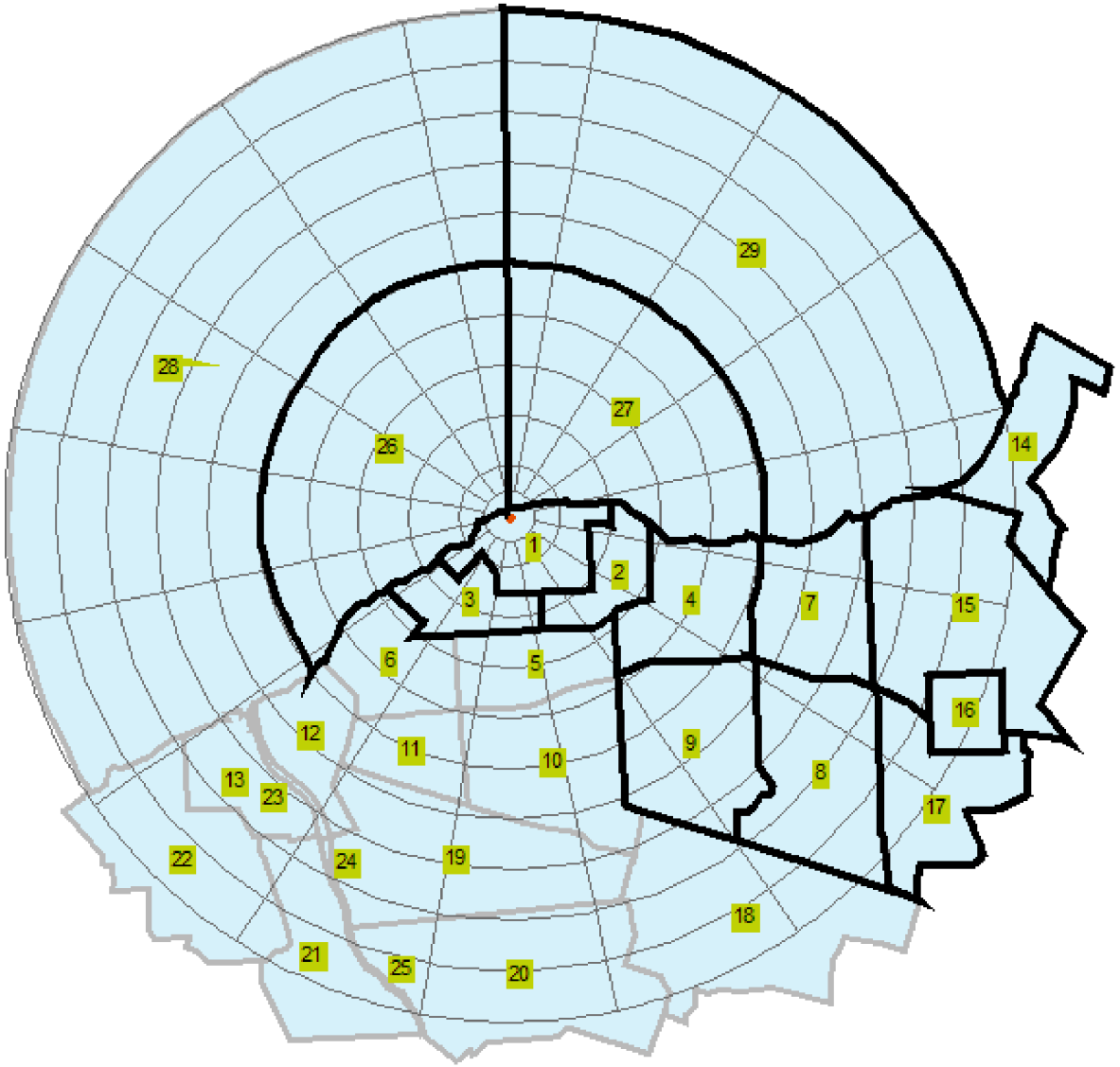
Region 30



Region 31



Region 32



Region 33



Region 34



Region 35



Region 36



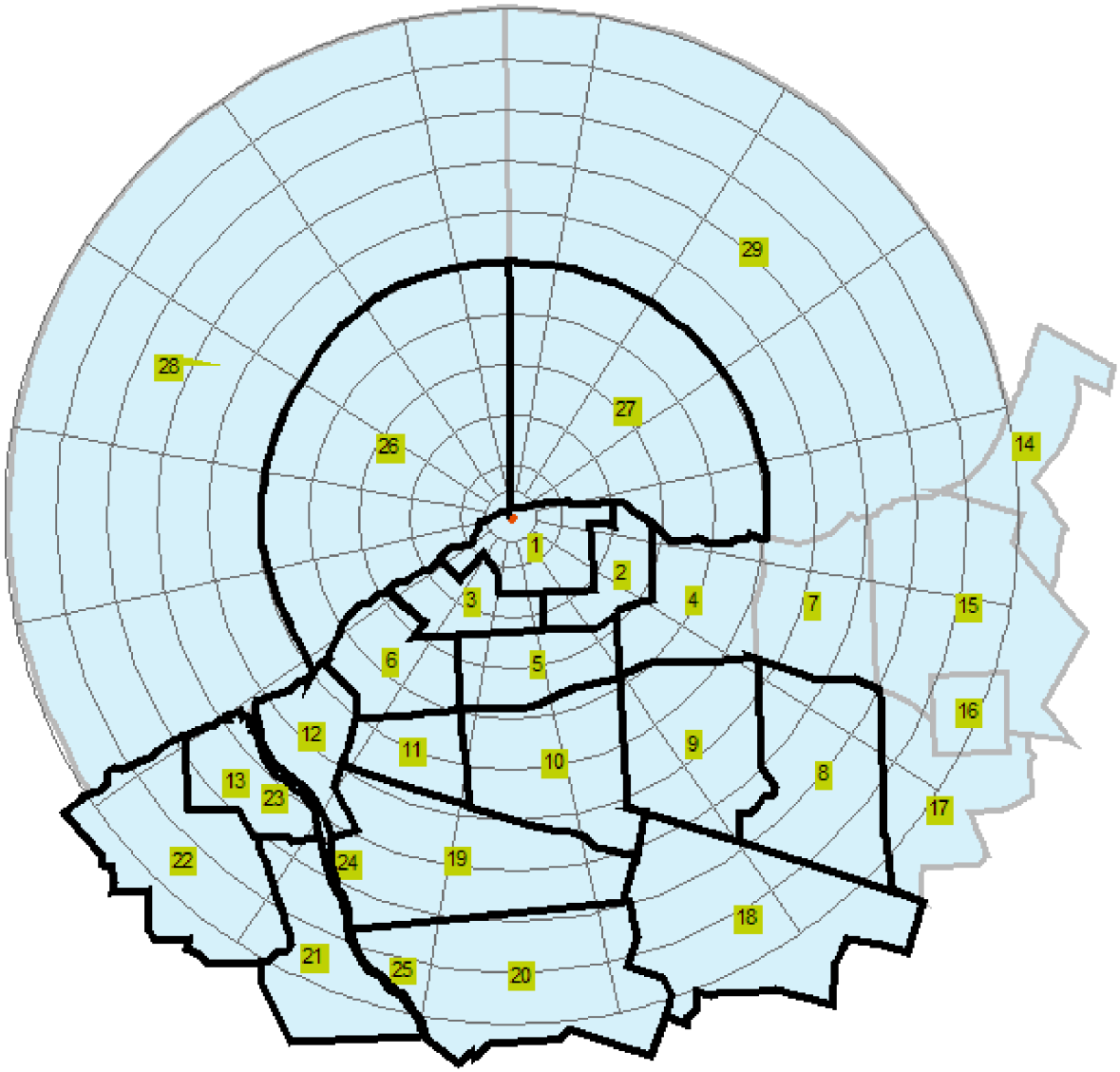
Region 37



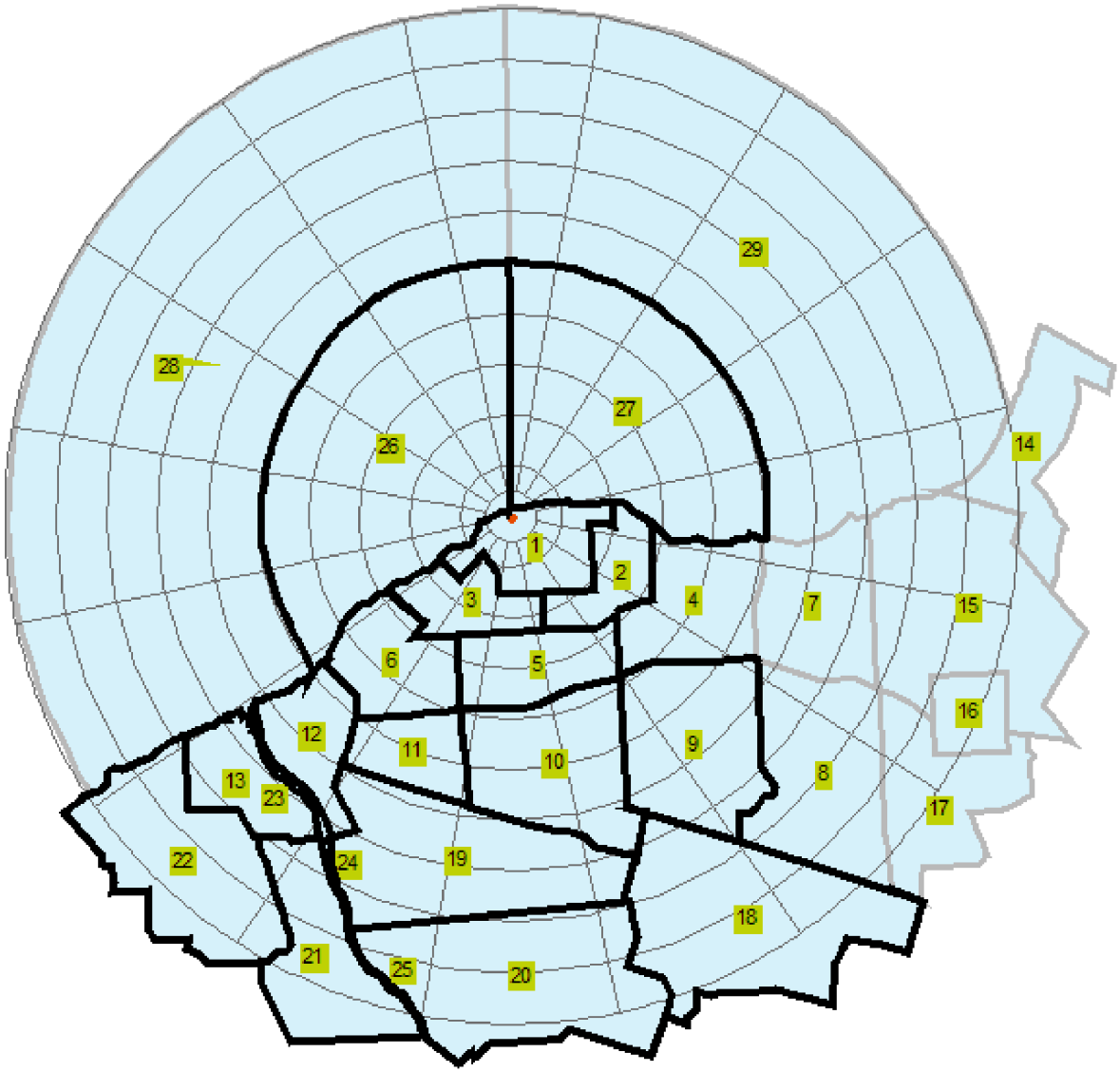
Region 38



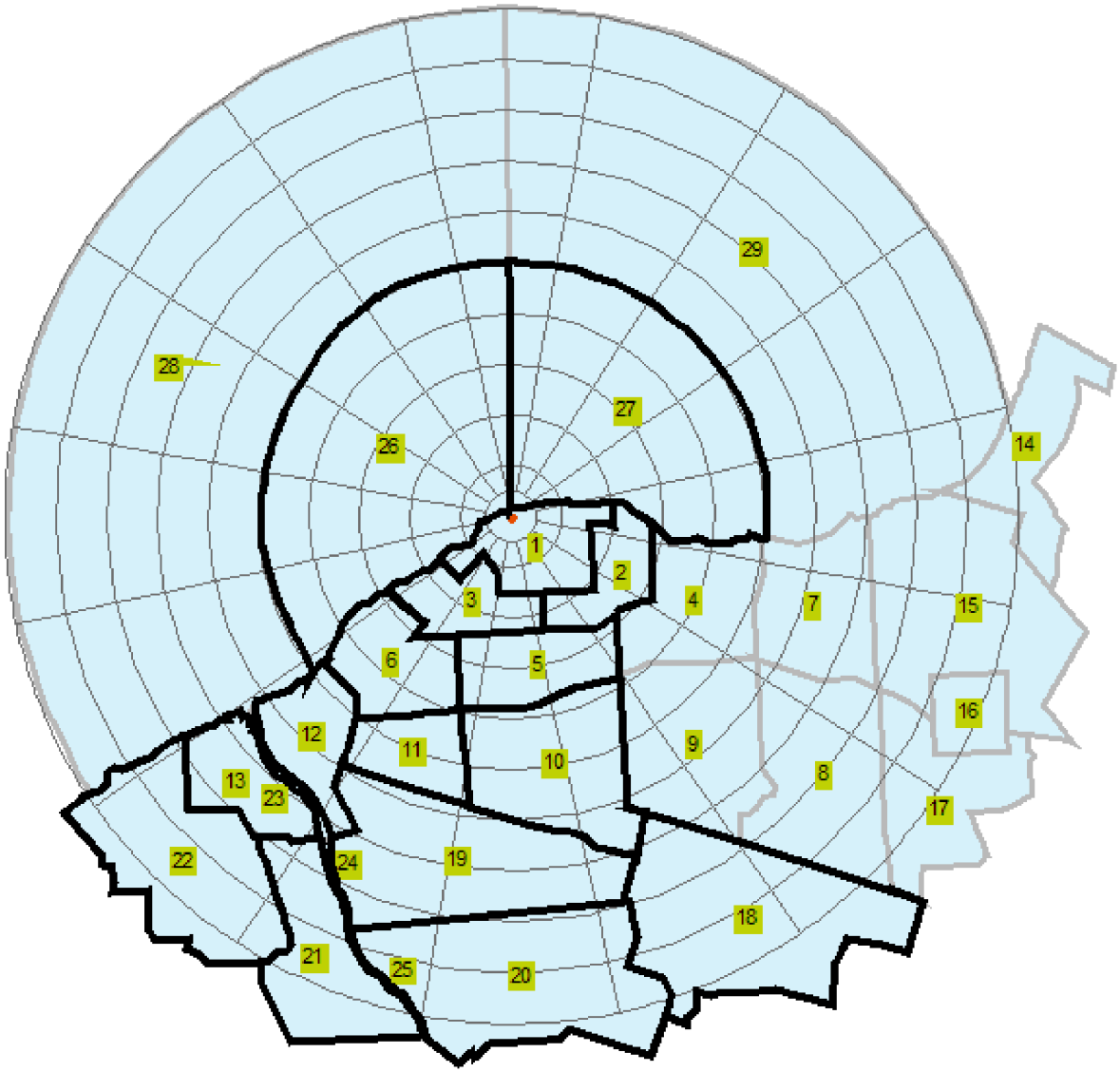
Region 39



Region 40



Region 41



Region 42



Region 43



Region 44



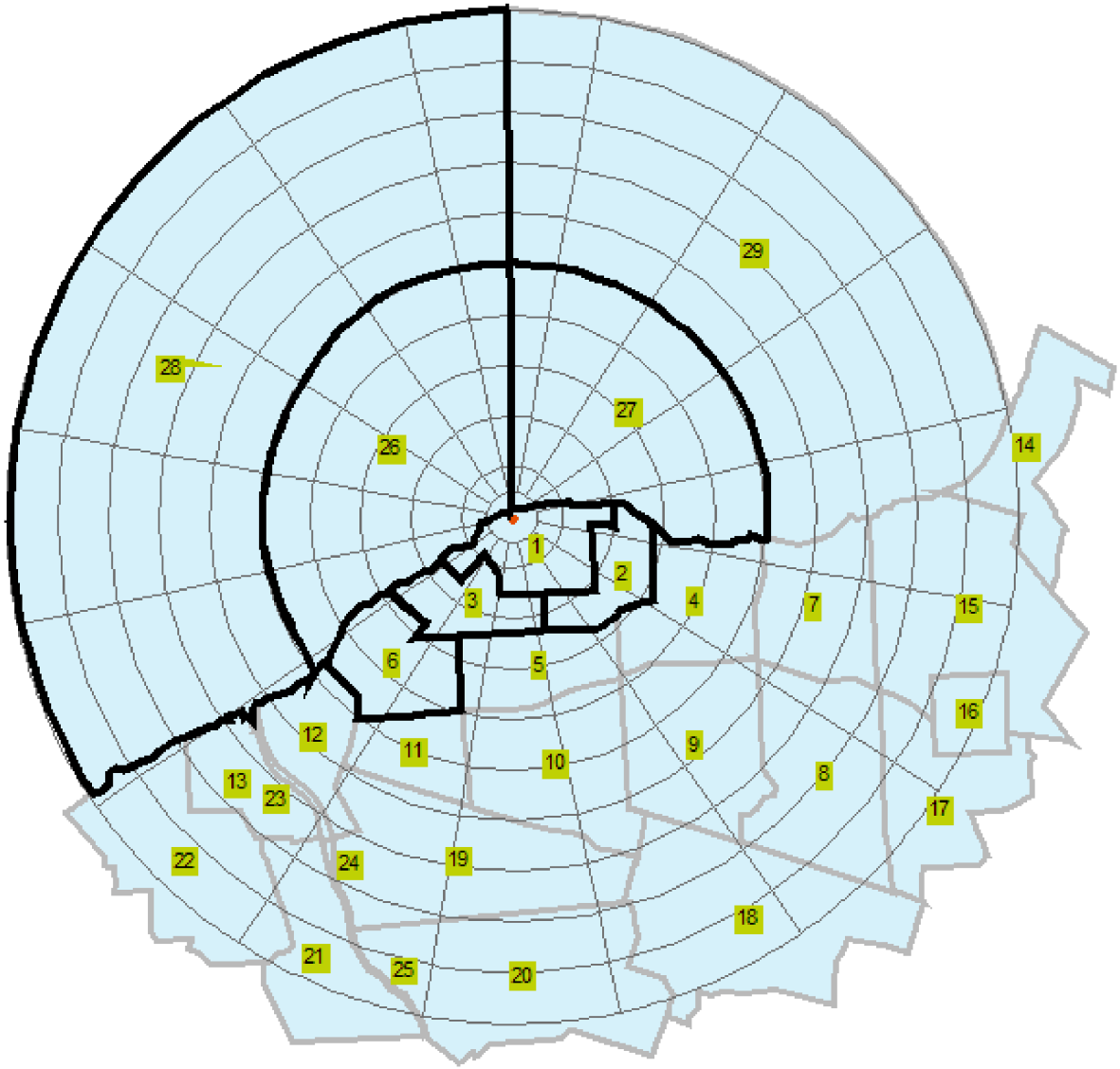
Region 45



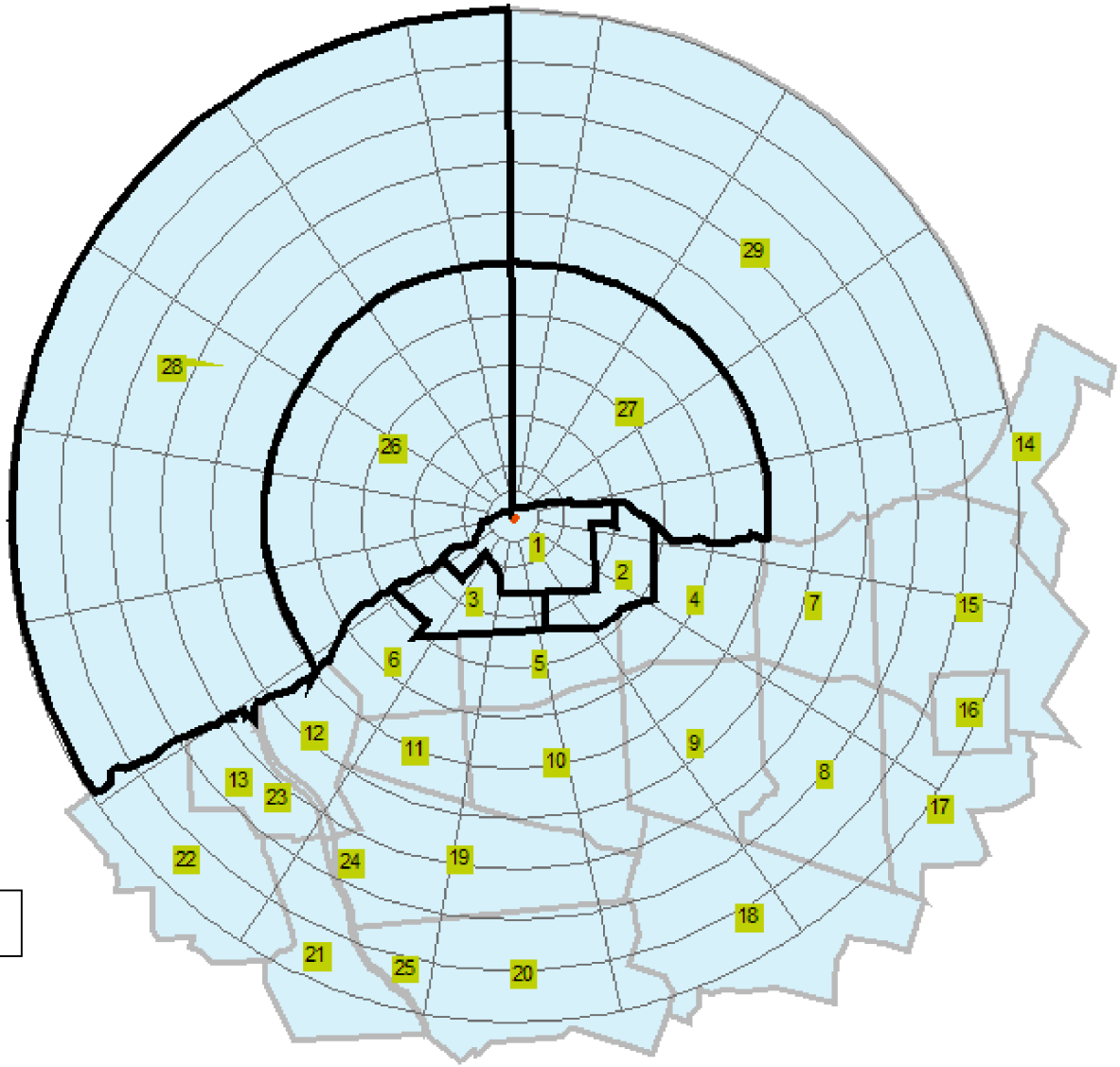
Region 46



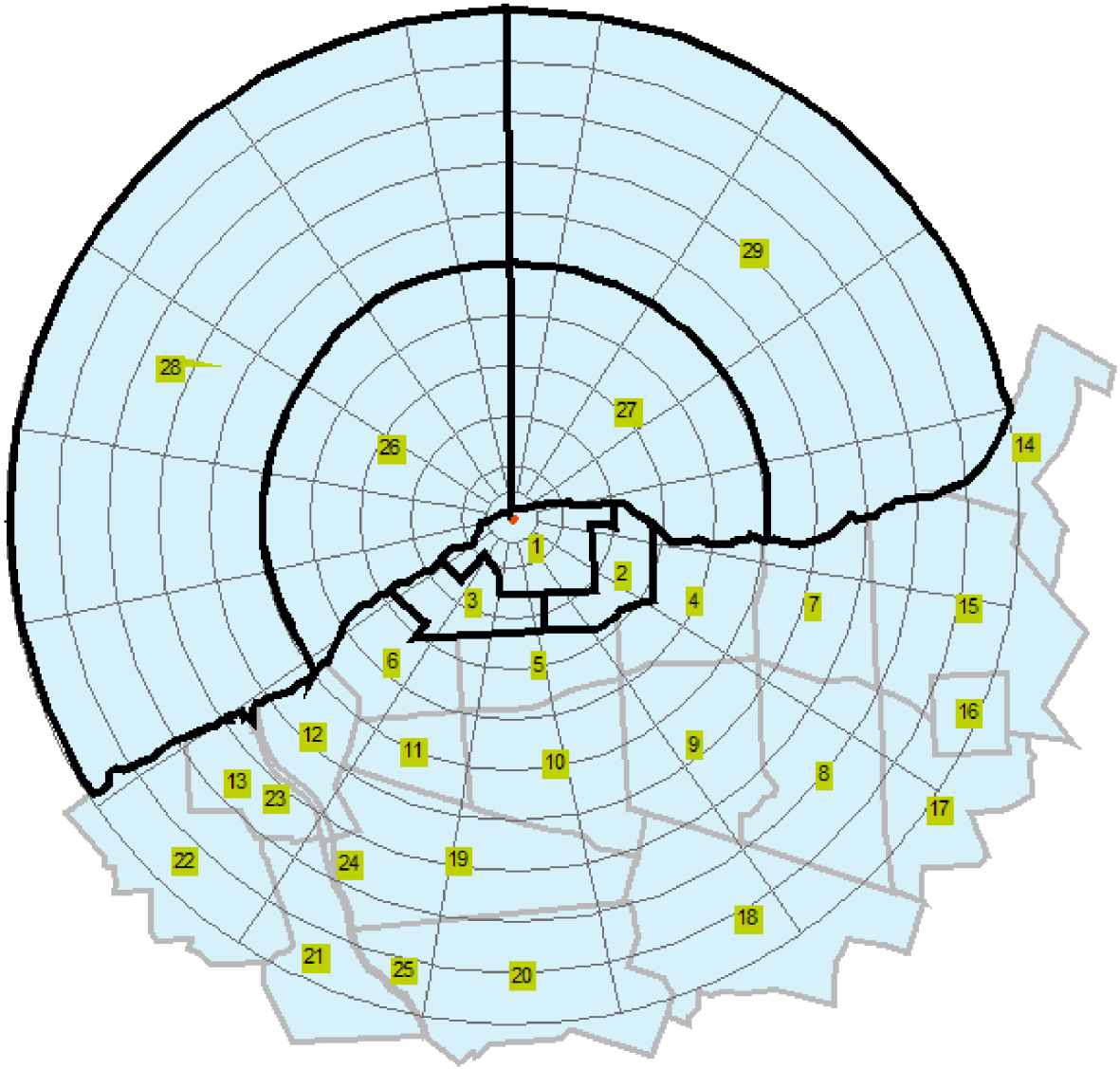
Region 47



Region 48



Regions 49, 50



Region 51

APPENDIX I

Evacuation Sensitivity Studies

Shadow Region Evacuation Sensitivity Studies

A sensitivity study was conducted to determine the effects on Evacuation Time Estimates (ETE) of changes in the percentage of people who decide to relocate from the Shadow Region. The movement of people in the shadow region, described earlier as the region between the Emergency Planning Zone (EPZ) boundary and City of Fulton, has a potential to impede vehicles evacuating from an Evacuation Region within the EPZ.

Table I-1 presents the number of vehicles originating trips within the Shadow Region over a range of assumed "Percent Shadow Traffic". The case selected for this study is Scenario 1 (Summer, Midweek, Midday, Good Weather) and Evacuation Region R3: the entire EPZ. Note that the evacuating vehicles remain constant as the number of shadow vehicles varies.

Table I-1. Numbers of Vehicles Serviced For Various Shadow Percentages

Percent Shadow Traffic	Evacuating Vehicles	Shadow Vehicles	Total Vehicles
15	33,522	1,652	35,174
30	33,522	3,303	36,825
60	33,522	6,606	40,128

Table I-2 presents the evacuation time estimates for each of these cases. The ETE for the entire EPZ increases from 8:45 hours to 10:00 as the percent shadow traffic increases from 15 to 60 percent. The clearance time for vehicles originating their trips within the shadow region increases from 9:00 to 11:30 under the same conditions.

Table I-2 shows that the effects of shadow traffic are more pronounced within the Shadow Region then within the EPZ. Further, the traffic movement within the outer ring of the EPZ beyond 5 miles is more affected than that within the inner areas of the EPZ.

Table I-2. Evacuation Time Estimates for Shadow Sensitivity Study

	Evacuation Time Estimate			
Percent Shadow Evacuation	2-Mile Region	5-Mile Region	Entire EPZ	Shadow Region
15	2:25	3:50	4:10	5:00
30	2:25	3:50	4:25	5:10
60	2:25	3:50	5:05	5:30

APPENDIX J

Summary of Evacuation Time Estimates

And

Evacuation Time Graphs

This appendix presents the ETE Results along with plots of vehicles leaving the indicated 2-mile, 5-mile, and EPZ boundary for all 14 scenarios. Evacuation time estimates for schools and transit dependents are also presented. The case selected for the plots was the simultaneous evacuation of the entire EPZ. Each plot has points indicating the evacuation times corresponding to the 50^{th}, 90^{th}, and 95^{th} percentiles of evacuated population.

Table 6-1. Definition of Evacuation Regions					
Region	**ERPAs in Region**		**Region**	**ERPAs in Region**	
R1	1,2,3,26,27	**2 mile**			
R2	1-6,9-12,26,27	**5 mile**			
R3	1-29	**Full EPZ**			
	Evacuation to 5 Miles	**Wind From**		**Evacuation to EPZ Boundary**	**Wind From**
R4	1-3,26,27	214 to 222	**R28**	1-3,14,26,27,29	214 to 222
R5	1-3,26,27	223 to 233	**R29**	1-3,14,26,27,29	223 to 233
R6	1-3,7,26,27	234 to 240	**R30**	1-3,7,14,15,26,27,29	234 to 240
R7	1-4,7,26,27	241 to 254	**R31**	1-3,4,7,14,15,26,27,29	241 to 254
R8	1-4,7,26,27	255 to 262	**R32**	1-3,4,7,14-17,26,27,29	255 to 262
R9	1-4,7,9,26,27	263 to 278	**R33**	1-3,4,7-9,14-17,26,27,29	263 to 278
R10	1-5,7,9,26,27	279 to 292	**R34**	1-5,7-9,14-18,26,27,29	279 to 292
R11	1-5,7,9,10,26,27	293 to 305	**R35**	1-5,7-10,14-18,26,27,29	293 to 305
R12	1-5,7,9,10,26,27	306 to 311	**R36**	1-5,7-10,14-20,26,27,29	306 to 311
R13	1-5,7,9,10,26,27	312 to 332	**R37**	1-5,7-10,14-20,26,27	312 to 332
R14	1-5,9-11,26,27	333 to 340	**R38**	1-5,8-11,15-21,25-27	333 to 340
R15	1-5,9-11,26,27	341 to 349	**R39**	1-5,8-11,17-21,24-27	341 to 349
R16	1-3,5,6,9-11,26,27	350 to 356	**R40**	1-3,5,6,8-13,18-22,24-27	350 to 356
R17	1-3,5,6,9-11,26,27	357 to 12	**R41**	1-3,5,6,9-13,18-27	357 to 12
R18	1-3,5,6,10,11,26,27	13 to 20	**R42**	1-3,5,6,10-13,18-27	13 to 20
R19	1-3,5,6,10,11,26,27	21 to 51	**R43**	1-3,5,6,10-13,19-28	21 to 51
R20	1-3,5,6,11,26,27	52 to 56	**R44**	1-3,5,6,11-13,19-24,26-28	52 to 56
R21	1-3,5,6,11,26,27	57 to 61	**R45**	1-3,5,6,11-13,19,21-24,26-28	57 to 61
R22	1-3,6,11,26,27	62 to 70	**R46**	1-3,6,11-13,19,21-24,26-28	62 to 70
R23	1-3,6,26,27	71 to 89	**R47**	1-3,6,12,13,21-24,26-28	71 to 89
R24	1-3,6,26,27	90 to 95	**R48**	1-3,6,26-28	90 to 95
R25	1-3,26,27	96 to 114	**R49**	1-3,26-28	96 to 114
R26	1-3,26,27	115 to 146	**R50**	1-3,26-28	115 to 146
R27	1-3,26,27	147 to 213	**R51**	1-3,26-29	147 to 213

Figure 7-1A. Time to Clear The Indicated Area of 50 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Entire 2-Mile, 5-Mile Circles and EPZ																
R01	0:40	0:45	0:40	0:40	0:45	R01	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R01	0:40	0:45
R02	1:05	1:10	1:00	1:00	1:00	R02	1:05	1:10	1:25	1:00	1:00	1:25	0:55	R02	1:20	2:30
R03	1:15	1:20	1:10	1:15	1:10	R03	1:25	1:30	1:50	1:10	1:15	1:35	1:10	R03	1:45	2:30

Figure 7-1A. Time to Clear The Indicated Area of 50 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to 5-Miles																
R04	0:40	0:45	0:40	0:40	0:45	R04	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R04	0:40	0:45
R05	0:40	0:45	0:40	0:40	0:45	R05	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R05	0:40	0:45
R06	0:50	0:55	0:45	0:45	0:45	R06	0:50	0:55	1:00	0:45	0:45	0:55	0:45	R06	0:45	0:45
R07	1:05	1:05	0:45	0:50	0:50	R07	1:05	1:10	1:20	0:45	0:50	1:05	0:50	R07	0:45	0:50
R08	1:05	1:05	0:45	0:50	0:50	R08	1:05	1:10	1:20	0:45	0:50	1:05	0:50	R08	0:45	0:50
R09	1:05	1:10	0:45	0:50	0:50	R09	1:05	1:10	1:20	0:45	0:50	1:05	0:50	R09	0:45	0:50
R10	1:00	1:05	0:45	0:50	0:45	R10	1:00	1:05	1:20	0:45	0:50	1:05	0:50	R10	0:45	0:50
R11	1:00	1:05	0:45	0:50	0:50	R11	1:05	1:05	1:20	0:50	0:50	1:10	0:50	R11	0:50	0:50
R12	1:00	1:05	0:45	0:50	0:50	R12	1:05	1:05	1:20	0:50	0:50	1:10	0:50	R12	0:50	0:50
R13	1:00	1:05	0:45	0:50	0:50	R13	1:05	1:05	1:20	0:50	0:50	1:10	0:50	R13	0:50	0:50
R14	0:55	0:55	0:45	0:45	0:45	R14	0:55	0:55	1:10	0:45	0:45	1:05	0:45	R14	1:00	1:40
R15	0:55	0:55	0:45	0:45	0:45	R15	0:55	0:55	1:10	0:45	0:45	1:05	0:45	R15	1:00	1:40
R16	0:50	0:50	0:45	0:45	0:45	R16	0:50	0:50	1:00	0:45	0:45	1:00	0:45	R16	0:55	1:30
R17	0:50	0:50	0:45	0:45	0:45	R17	0:50	0:50	1:00	0:45	0:45	1:00	0:45	R17	0:55	1:30
R18	0:50	0:50	0:45	0:45	0:45	R18	0:50	0:50	1:00	0:45	0:45	1:00	0:45	R18	1:00	1:45
R19	0:50	0:50	0:45	0:45	0:45	R19	0:50	0:50	1:00	0:45	0:45	1:00	0:45	R19	1:00	1:45
R20	0:50	0:50	0:45	0:45	0:45	R20	0:50	0:50	0:55	0:45	0:45	1:00	0:45	R20	1:05	2:20
R21	0:50	0:50	0:45	0:45	0:45	R21	0:50	0:50	0:55	0:45	0:45	1:00	0:45	R21	1:05	2:20
R22	0:45	0:50	0:45	0:45	0:45	R22	0:50	0:50	0:55	0:45	0:45	0:55	0:45	R22	1:05	2:30
R23	0:45	0:45	0:40	0:45	0:45	R23	0:45	0:45	0:50	0:45	0:45	0:55	0:45	R23	0:40	0:50
R24	0:45	0:45	0:40	0:45	0:45	R24	0:45	0:45	0:50	0:45	0:45	0:55	0:45	R24	0:40	0:50
R25	0:40	0:45	0:40	0:40	0:45	R25	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R25	0:40	0:45
R26	0:40	0:45	0:40	0:40	0:45	R26	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R26	0:40	0:45
R27	0:40	0:45	0:40	0:40	0:45	R27	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R27	0:40	0:45

Figure 7-1A. Time to Clear The Indicated Area of 50 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to EPZ Boundary																
R28	0:40	0:40	0:45	0:45	0:40	R28	0:40	0:40	0:45	0:40	0:40	0:50	0:45	R28	0:40	0:40
R29	0:40	0:40	0:45	0:45	0:40	R29	0:40	0:40	0:45	0:40	0:40	0:50	0:45	R29	0:40	0:40
R30	0:50	0:55	0:50	0:50	0:45	R30	0:55	0:55	1:00	0:45	0:45	0:55	0:45	R30	0:45	0:45
R31	1:05	1:05	0:50	0:55	0:50	R31	1:05	1:10	1:15	0:50	0:50	1:00	0:50	R31	0:50	0:50
R32	1:05	1:05	0:50	0:55	0:50	R32	1:05	1:10	1:15	0:50	0:50	1:05	0:50	R32	0:50	0:50
R33	1:05	1:10	0:50	0:55	0:50	R33	1:05	1:10	1:20	0:50	0:55	1:05	0:50	R33	0:50	0:50
R34	1:05	1:05	0:50	0:55	0:50	R34	1:05	1:10	1:20	0:50	0:50	1:10	0:50	R34	0:50	0:50
R35	1:05	1:10	0:50	0:55	0:50	R35	1:05	1:10	1:20	0:50	0:55	1:10	0:50	R35	0:50	0:55
R36	1:10	1:15	0:55	0:55	0:55	R36	1:10	1:15	1:30	0:55	0:55	1:15	0:55	R36	0:55	1:00
R37	1:10	1:15	0:55	0:55	0:55	R37	1:10	1:15	1:30	0:55	0:55	1:15	0:55	R37	0:55	1:00
R38	1:10	1:10	0:55	0:55	0:55	R38	1:10	1:10	1:25	0:55	0:55	1:15	0:55	R38	1:00	1:10
R39	1:10	1:15	0:55	0:55	0:55	R39	1:10	1:15	1:30	0:55	0:55	1:15	0:55	R39	1:00	1:10
R40	1:15	1:20	1:05	1:05	1:00	R40	1:20	1:25	1:45	1:05	1:10	1:30	1:05	R40	1:25	1:35
R41	1:10	1:15	1:00	1:05	1:00	R41	1:15	1:20	1:40	1:05	1:10	1:25	1:05	R41	1:25	1:35
R42	1:10	1:15	1:05	1:10	1:05	R42	1:20	1:25	1:45	1:05	1:10	1:30	1:05	R42	1:25	1:40
R43	1:10	1:20	1:10	1:15	1:05	R43	1:20	1:25	1:50	1:10	1:15	1:35	1:10	R43	1:35	1:50
R44	1:10	1:15	1:10	1:15	1:05	R44	1:20	1:25	1:45	1:10	1:15	1:35	1:10	R44	1:35	1:50
R45	1:15	1:15	1:10	1:15	1:10	R45	1:20	1:25	1:45	1:10	1:15	1:35	1:10	R45	1:45	2:20
R46	1:15	1:15	1:10	1:15	1:10	R46	1:20	1:25	1:45	1:10	1:15	1:35	1:10	R46	1:45	2:20
R47	1:10	1:15	1:10	1:15	1:05	R47	1:20	1:25	1:45	1:10	1:15	1:35	1:10	R47	1:30	1:55
R48	0:45	0:45	0:40	0:45	0:45	R48	0:45	0:45	0:50	0:45	0:45	0:55	0:45	R48	0:40	0:50
R49	0:40	0:45	0:40	0:40	0:45	R49	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R49	0:40	0:45
R50	0:40	0:45	0:40	0:40	0:45	R50	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R50	0:40	0:45
R51	0:40	0:45	0:40	0:40	0:45	R51	0:40	0:45	0:45	0:40	0:40	0:50	0:45	R51	0:40	0:45

Figure 7-1B. Time to Clear The Indicated Area of 90 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Entire 2-Mile, 5-Mile Circles and EPZ																
R01	1:25	1:25	1:15	1:20	1:20	R01	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R01	1:15	1:20
R02	2:30	2:40	2:40	2:55	2:20	R02	2:30	2:35	3:05	2:25	2:40	3:10	2:15	R02	3:30	6:35
R03	3:00	3:20	3:15	3:35	3:00	R03	3:10	3:25	4:05	3:00	3:15	3:45	3:00	R03	4:40	6:35

Figure 7-1B. Time to Clear The Indicated Area of 90 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to 5-Miles																
R04	1:25	1:25	1:15	1:20	1:20	R04	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R04	1:15	1:20
R05	1:25	1:25	1:15	1:20	1:20	R05	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R05	1:15	1:20
R06	2:00	2:10	1:20	1:25	1:25	R06	2:00	2:10	2:20	1:20	1:25	1:50	1:25	R06	1:20	1:25
R07	2:10	2:25	1:25	1:30	1:25	R07	2:10	2:25	2:30	1:25	1:35	1:55	1:25	R07	1:25	1:25
R08	2:10	2:25	1:25	1:30	1:25	R08	2:10	2:25	2:30	1:25	1:35	1:55	1:25	R08	1:25	1:25
R09	2:05	2:25	1:25	1:30	1:25	R09	2:10	2:20	2:30	1:25	1:35	1:55	1:25	R09	1:25	1:25
R10	2:05	2:15	1:25	1:35	1:25	R10	2:10	2:15	2:35	1:30	1:35	2:00	1:25	R10	1:30	1:25
R11	2:10	2:15	1:25	1:35	1:30	R11	2:10	2:15	2:30	1:30	1:35	2:00	1:30	R11	1:30	1:50
R12	2:10	2:15	1:25	1:35	1:30	R12	2:10	2:15	2:30	1:30	1:35	2:00	1:30	R12	1:30	1:50
R13	2:10	2:15	1:25	1:35	1:30	R13	2:10	2:15	2:30	1:30	1:35	2:00	1:30	R13	1:30	1:50
R14	1:50	1:55	1:25	1:25	1:25	R14	1:50	2:00	2:15	1:25	1:25	1:55	1:25	R14	2:55	6:15
R15	1:50	1:55	1:25	1:25	1:25	R15	1:50	2:00	2:15	1:25	1:25	1:55	1:25	R15	2:55	6:15
R16	1:45	1:50	1:25	1:25	1:25	R16	1:45	1:50	2:10	1:25	1:25	1:55	1:25	R16	2:50	6:15
R17	1:45	1:50	1:25	1:25	1:25	R17	1:45	1:50	2:10	1:25	1:25	1:55	1:25	R17	2:50	6:15
R18	1:40	1:40	1:25	1:25	1:25	R18	1:40	1:45	2:05	1:25	1:25	1:55	1:25	R18	3:00	6:20
R19	1:40	1:40	1:25	1:25	1:25	R19	1:40	1:45	2:05	1:25	1:25	1:55	1:25	R19	3:00	6:20
R20	1:35	1:35	1:20	1:20	1:25	R20	1:35	1:40	2:00	1:20	1:20	1:50	1:25	R20	3:10	6:30
R21	1:35	1:35	1:20	1:20	1:25	R21	1:35	1:40	2:00	1:20	1:20	1:50	1:25	R21	3:10	6:30
R22	1:35	1:35	1:20	1:20	1:25	R22	1:35	1:35	2:00	1:20	1:20	1:50	1:25	R22	3:15	6:35
R23	1:30	1:30	1:20	1:20	1:20	R23	1:30	1:30	1:50	1:20	1:20	1:45	1:20	R23	1:20	1:45
R24	1:30	1:30	1:20	1:20	1:20	R24	1:30	1:30	1:50	1:20	1:20	1:45	1:20	R24	1:20	1:45
R25	1:25	1:25	1:15	1:20	1:20	R25	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R25	1:15	1:20
R26	1:25	1:25	1:15	1:20	1:20	R26	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R26	1:15	1:20
R27	1:25	1:25	1:15	1:20	1:20	R27	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R27	1:15	1:20

Figure 7-1B. Time to Clear The Indicated Area of 90 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to EPZ Boundary																
R28	1:25	1:25	1:30	1:40	1:20	R28	1:25	1:25	1:40	1:15	1:15	1:35	1:20	R28	1:15	1:20
R29	1:25	1:25	1:30	1:40	1:20	R29	1:25	1:25	1:40	1:15	1:15	1:35	1:20	R29	1:15	1:20
R30	2:10	2:20	1:35	1:45	1:25	R30	2:10	2:20	2:35	1:30	1:40	2:00	1:25	R30	1:30	1:25
R31	2:20	2:25	1:40	1:50	1:30	R31	2:20	2:35	2:50	1:40	1:45	2:10	1:30	R31	1:40	1:30
R32	2:25	2:30	1:45	1:55	1:40	R32	2:25	2:35	2:45	1:45	1:55	2:20	1:40	R32	1:45	1:40
R33	2:25	2:35	1:45	1:55	1:40	R33	2:25	2:35	2:50	1:45	1:55	2:20	1:40	R33	1:45	1:40
R34	2:20	2:25	1:45	1:55	1:40	R34	2:20	2:25	2:40	1:45	1:50	2:15	1:40	R34	1:45	1:40
R35	2:20	2:25	1:45	1:55	1:40	R35	2:20	2:30	2:40	1:45	1:50	2:20	1:40	R35	1:45	1:50
R36	2:20	2:25	1:50	2:00	1:45	R36	2:20	2:30	2:45	1:50	1:55	2:25	1:45	R36	2:05	2:35
R37	2:20	2:25	1:50	2:00	1:45	R37	2:20	2:30	2:45	1:50	1:55	2:25	1:45	R37	2:05	2:35
R38	2:25	2:30	1:55	2:05	1:50	R38	2:25	2:30	2:55	1:55	2:05	2:30	1:50	R38	2:25	3:30
R39	2:25	2:30	1:55	2:05	1:50	R39	2:25	2:30	2:50	1:55	2:00	2:30	1:50	R39	2:30	3:35
R40	2:40	2:55	2:45	3:00	2:35	R40	3:00	3:15	3:50	2:30	2:50	3:15	2:30	R40	4:05	5:45
R41	2:35	2:55	2:45	3:00	2:35	R41	3:00	3:15	3:50	2:35	2:50	3:15	2:35	R41	4:05	5:45
R42	2:40	3:00	2:50	3:05	2:40	R42	3:00	3:20	3:55	2:40	2:55	3:20	2:35	R42	4:10	5:50
R43	2:50	3:05	3:00	3:15	2:50	R43	3:10	3:25	4:05	2:45	3:00	3:30	2:45	R43	4:20	5:55
R44	2:50	3:10	3:00	3:20	2:50	R44	3:10	3:25	4:05	2:50	3:00	3:30	2:45	R44	4:20	6:00
R45	3:00	3:20	3:15	3:35	2:55	R45	3:10	3:25	4:05	3:00	3:15	3:45	2:55	R45	4:40	6:25
R46	3:00	3:20	3:15	3:35	3:00	R46	3:10	3:25	4:05	3:00	3:15	3:45	2:55	R46	4:40	6:30
R47	3:00	3:15	3:15	3:35	3:00	R47	3:10	3:25	4:05	3:00	3:15	3:45	3:00	R47	4:10	5:15
R48	1:30	1:30	1:20	1:20	1:20	R48	1:30	1:30	1:50	1:20	1:20	1:45	1:20	R48	1:20	1:45
R49	1:25	1:25	1:15	1:20	1:20	R49	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R49	1:15	1:20
R50	1:25	1:25	1:15	1:20	1:20	R50	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R50	1:15	1:20
R51	1:25	1:25	1:15	1:20	1:20	R51	1:25	1:25	1:40	1:15	1:20	1:40	1:20	R51	1:15	1:20

Figure 7-1C. Time to Clear The Indicated Area of 95 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Entire 2-Mile, 5-Mile Circles and EPZ																
R01	1:40	1:40	1:25	1:25	1:30	R01	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R01	1:25	1:30
R02	2:50	3:05	3:05	3:25	2:40	R02	2:50	3:05	3:35	2:45	3:00	3:35	2:35	R02	3:55	7:05
R03	3:30	3:55	3:40	4:05	3:25	R03	3:30	3:50	4:30	3:25	3:45	4:15	3:20	R03	5:15	7:05

Figure 7-1C. Time to Clear The Indicated Area of 95 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to 5-Miles																
R04	1:40	1:40	1:25	1:25	1:30	R04	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R04	1:25	1:30
R05	1:40	1:40	1:25	1:25	1:30	R05	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R05	1:25	1:30
R06	2:15	2:25	1:30	1:40	1:30	R06	2:10	2:25	2:40	1:30	1:40	2:05	1:30	R06	1:30	1:30
R07	2:20	2:40	1:35	1:45	1:40	R07	2:25	2:40	2:50	1:40	1:45	2:10	1:40	R07	1:40	1:40
R08	2:20	2:40	1:35	1:45	1:40	R08	2:25	2:40	2:50	1:40	1:45	2:10	1:40	R08	1:40	1:40
R09	2:20	2:40	1:35	1:45	1:40	R09	2:20	2:35	2:50	1:35	1:45	2:10	1:40	R09	1:35	1:40
R10	2:20	2:25	1:35	1:45	1:40	R10	2:25	2:30	2:55	1:40	1:45	2:10	1:40	R10	1:40	1:40
R11	2:25	2:30	1:40	1:45	1:45	R11	2:25	2:30	2:50	1:40	1:45	2:15	1:45	R11	1:40	2:20
R12	2:25	2:30	1:40	1:45	1:45	R12	2:25	2:30	2:50	1:40	1:45	2:15	1:45	R12	1:40	2:20
R13	2:25	2:30	1:40	1:45	1:45	R13	2:25	2:30	2:50	1:40	1:45	2:15	1:45	R13	1:40	2:20
R14	2:05	2:10	1:35	1:40	1:35	R14	2:00	2:10	2:25	1:35	1:40	2:10	1:35	R14	3:20	6:55
R15	2:05	2:10	1:35	1:40	1:35	R15	2:00	2:10	2:25	1:35	1:40	2:10	1:35	R15	3:20	6:55
R16	2:00	2:05	1:35	1:35	1:35	R16	1:55	2:05	2:20	1:30	1:35	2:10	1:35	R16	3:20	6:55
R17	2:00	2:05	1:35	1:35	1:35	R17	1:55	2:05	2:20	1:30	1:35	2:10	1:35	R17	3:20	6:55
R18	1:55	1:55	1:35	1:35	1:35	R18	1:55	2:00	2:15	1:30	1:35	2:10	1:40	R18	3:25	7:00
R19	1:55	1:55	1:35	1:35	1:35	R19	1:55	2:00	2:15	1:30	1:35	2:10	1:40	R19	3:25	7:00
R20	1:55	1:55	1:30	1:30	1:30	R20	1:55	1:55	2:15	1:30	1:30	2:05	1:30	R20	3:30	7:05
R21	1:55	1:55	1:30	1:30	1:30	R21	1:55	1:55	2:15	1:30	1:30	2:05	1:30	R21	3:30	7:05
R22	1:55	1:55	1:30	1:30	1:30	R22	1:55	1:55	2:15	1:30	1:30	2:05	1:30	R22	3:35	7:05
R23	1:45	1:45	1:30	1:30	1:30	R23	1:45	1:45	2:10	1:30	1:30	2:00	1:30	R23	1:25	1:55
R24	1:45	1:45	1:30	1:30	1:30	R24	1:45	1:45	2:10	1:30	1:30	2:00	1:30	R24	1:25	1:55
R25	1:40	1:40	1:25	1:25	1:30	R25	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R25	1:25	1:30
R26	1:40	1:40	1:25	1:25	1:30	R26	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R26	1:25	1:30
R27	1:40	1:40	1:25	1:25	1:30	R27	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R27	1:25	1:30

Figure 7-1C. Time to Clear The Indicated Area of 95 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to EPZ Boundary																
R28	1:35	1:35	1:40	1:55	1:25	R28	1:35	1:40	2:00	1:25	1:25	1:55	1:30	R28	1:25	1:25
R29	1:35	1:35	1:40	1:55	1:25	R29	1:35	1:40	2:00	1:25	1:25	1:55	1:30	R29	1:25	1:25
R30	2:30	2:40	1:45	1:55	1:35	R30	2:30	2:40	3:00	1:45	1:50	2:15	1:35	R30	1:45	1:35
R31	2:40	2:45	1:50	2:00	1:40	R31	2:30	2:50	3:10	1:50	1:55	2:20	1:40	R31	1:50	1:40
R32	2:45	2:55	1:55	2:15	1:50	R32	2:45	3:00	3:10	2:00	2:10	2:35	1:50	R32	2:00	1:50
R33	2:45	3:05	2:00	2:15	1:55	R33	2:50	3:05	3:20	2:00	2:15	2:40	1:55	R33	2:00	1:50
R34	2:40	2:50	1:55	2:10	1:55	R34	2:40	2:50	3:10	2:00	2:10	2:35	1:55	R34	2:00	1:50
R35	2:40	2:50	1:55	2:10	1:55	R35	2:40	2:55	3:10	2:00	2:10	2:35	1:55	R35	2:00	2:05
R36	2:40	2:50	2:05	2:20	2:00	R36	2:40	2:55	3:10	2:05	2:15	2:45	2:00	R36	2:20	3:00
R37	2:40	2:50	2:05	2:20	2:00	R37	2:40	2:55	3:10	2:05	2:15	2:45	2:00	R37	2:20	3:00
R38	2:45	3:00	2:15	2:25	2:10	R38	2:45	2:55	3:25	2:15	2:25	2:55	2:10	R38	2:55	4:25
R39	2:40	2:55	2:20	2:25	2:10	R39	2:40	2:55	3:15	2:15	2:25	2:50	2:10	R39	2:55	4:30
R40	3:10	3:35	3:25	3:50	3:10	R40	3:25	3:45	4:20	3:10	3:25	4:00	3:10	R40	4:55	6:35
R41	3:15	3:40	3:25	3:50	3:15	R41	3:25	3:45	4:25	3:15	3:30	4:00	3:10	R41	4:55	6:35
R42	3:20	3:45	3:30	3:55	3:15	R42	3:25	3:50	4:25	3:15	3:30	4:05	3:10	R42	4:55	6:35
R43	3:25	3:50	3:35	4:00	3:20	R43	3:30	3:50	4:30	3:20	3:40	4:10	3:15	R43	5:00	6:40
R44	3:30	3:50	3:35	4:00	3:20	R44	3:30	3:50	4:30	3:25	3:40	4:10	3:20	R44	5:00	6:45
R45	3:30	3:55	3:40	4:05	3:20	R45	3:30	3:50	4:30	3:25	3:45	4:15	3:20	R45	5:10	7:00
R46	3:30	3:55	3:40	4:05	3:25	R46	3:30	3:50	4:30	3:25	3:45	4:15	3:20	R46	5:15	7:00
R47	3:30	3:45	3:40	4:00	3:20	R47	3:30	3:45	4:25	3:25	3:45	4:15	3:20	R47	4:40	5:55
R48	1:45	1:45	1:30	1:30	1:30	R48	1:45	1:45	2:10	1:30	1:30	2:00	1:30	R48	1:25	1:55
R49	1:40	1:40	1:25	1:25	1:30	R49	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R49	1:25	1:30
R50	1:40	1:40	1:25	1:25	1:30	R50	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R50	1:25	1:30
R51	1:40	1:40	1:25	1:25	1:30	R51	1:40	1:40	2:05	1:25	1:25	1:55	1:30	R51	1:25	1:30

Figure 7-1D. Time to Clear The Indicated Area of 100 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Entire 2-Mile, 5-Mile Circles and EPZ																
R01	2:20	2:20	1:50	1:50	1:50	R01	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R01	1:50	1:50
R02	3:20	3:40	3:45	4:10	3:05	R02	3:20	3:40	4:10	3:05	3:35	4:10	2:55	R02	4:55	7:45
R03	4:30	4:55	4:20	4:50	4:00	R03	4:30	4:45	5:35	4:10	4:30	5:05	4:00	R03	6:55	8:20

Figure 7-1D. Time to Clear The Indicated Area of 100 Percent of the Affected Population

	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to 5-Miles																
R04	2:20	2:20	1:50	1:50	1:50	R04	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R04	1:50	1:50
R05	2:20	2:20	1:50	1:50	1:50	R05	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R05	1:50	1:50
R06	2:35	2:50	1:45	1:45	1:45	R06	2:30	2:55	3:05	1:45	1:45	2:30	1:45	R06	1:45	1:45
R07	2:35	2:55	2:00	2:00	2:05	R07	2:40	2:55	3:10	2:00	2:05	2:30	2:05	R07	2:00	2:05
R08	2:35	2:55	2:00	2:00	2:05	R08	2:40	2:55	3:10	2:00	2:05	2:30	2:05	R08	2:00	2:05
R09	2:35	3:00	1:45	1:50	2:05	R09	2:40	2:55	3:10	1:45	1:50	2:30	2:05	R09	1:45	2:05
R10	2:40	2:50	1:45	2:00	2:05	R10	2:45	2:50	3:25	2:05	2:05	2:30	2:05	R10	2:05	2:05
R11	2:45	2:55	1:45	2:15	2:05	R11	2:45	3:00	3:20	1:45	2:15	2:30	2:05	R11	1:45	3:45
R12	2:45	2:55	1:45	2:15	2:05	R12	2:45	3:00	3:20	1:45	2:15	2:30	2:05	R12	1:45	3:45
R13	2:45	2:55	1:45	2:15	2:05	R13	2:45	3:00	3:20	1:45	2:15	2:30	2:05	R13	1:45	3:45
R14	2:20	2:20	2:05	2:15	1:45	R14	2:20	2:30	2:45	1:45	2:15	2:30	1:45	R14	4:00	7:40
R15	2:20	2:20	2:05	2:15	1:45	R15	2:20	2:30	2:45	1:45	2:15	2:30	1:45	R15	4:00	7:40
R16	2:15	2:20	2:05	2:05	2:05	R16	2:15	2:30	2:40	1:40	2:05	2:30	2:05	R16	4:00	7:45
R17	2:15	2:20	2:05	2:05	2:05	R17	2:15	2:30	2:40	1:40	2:05	2:30	2:05	R17	4:00	7:45
R18	2:20	2:20	2:05	2:05	2:15	R18	2:20	2:20	2:35	1:40	2:05	2:30	2:15	R18	4:00	7:45
R19	2:20	2:20	2:05	2:05	2:15	R19	2:20	2:20	2:35	1:40	2:05	2:30	2:15	R19	4:00	7:45
R20	2:20	2:20	1:45	1:45	1:40	R20	2:20	2:20	2:30	1:45	1:40	2:30	1:45	R20	4:00	7:40
R21	2:20	2:20	1:45	1:45	1:40	R21	2:20	2:20	2:30	1:45	1:40	2:30	1:45	R21	4:00	7:40
R22	2:25	2:25	1:40	1:40	1:45	R22	2:25	2:30	2:30	1:40	1:40	2:30	1:45	R22	4:00	7:40
R23	2:25	2:25	1:40	1:40	1:40	R23	2:30	2:30	2:30	1:40	1:40	2:30	1:40	R23	1:40	2:10
R24	2:25	2:25	1:40	1:40	1:40	R24	2:30	2:30	2:30	1:40	1:40	2:30	1:40	R24	1:40	2:10
R25	2:20	2:20	1:50	1:50	1:50	R25	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R25	1:50	1:50
R26	2:20	2:20	1:50	1:50	1:50	R26	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R26	1:50	1:50
R27	2:20	2:20	1:50	1:50	1:50	R27	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R27	1:50	1:50

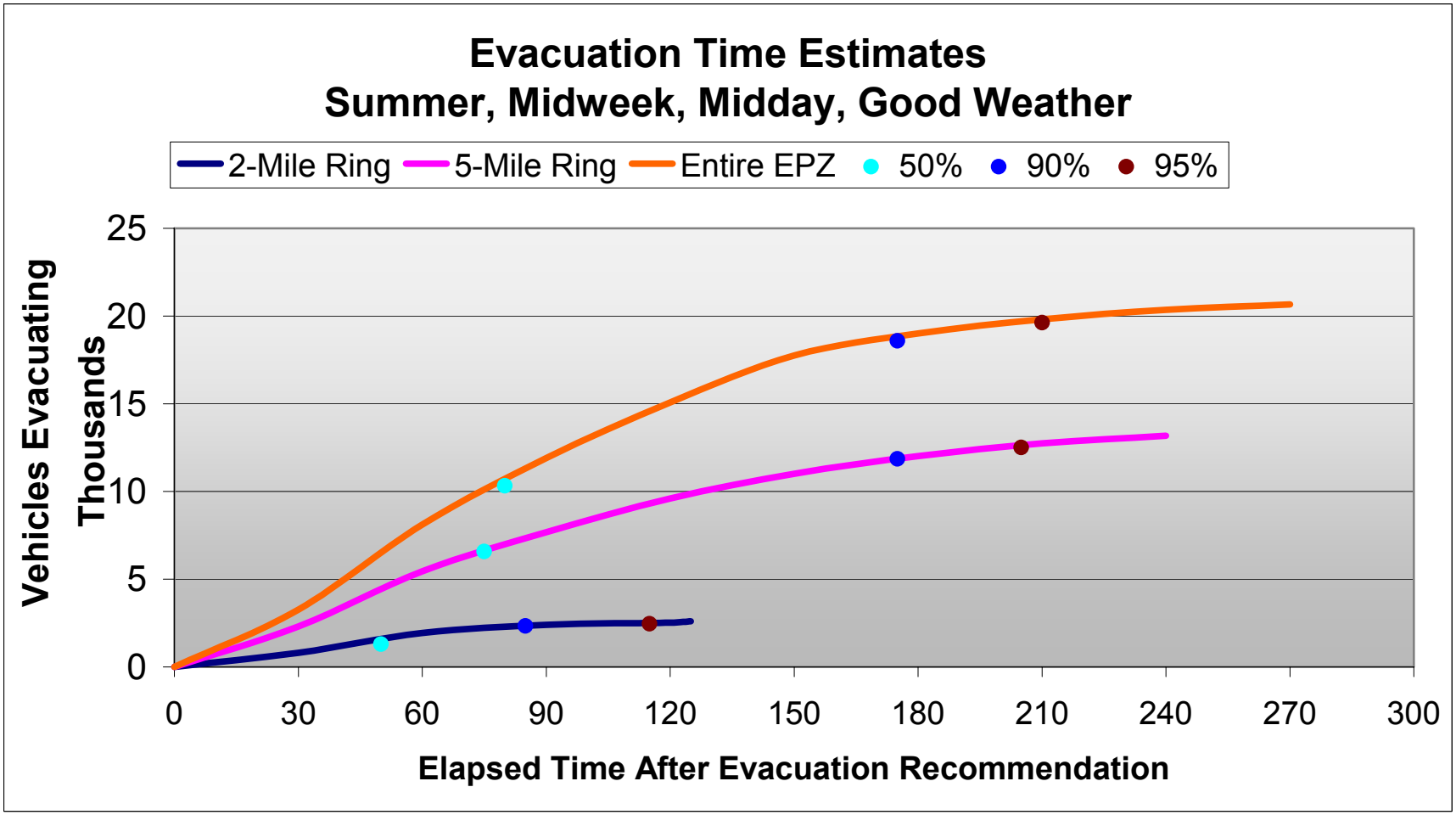
Figure 7-1D. Time to Clear The Indicated Area of 100 Percent of the Affected Population

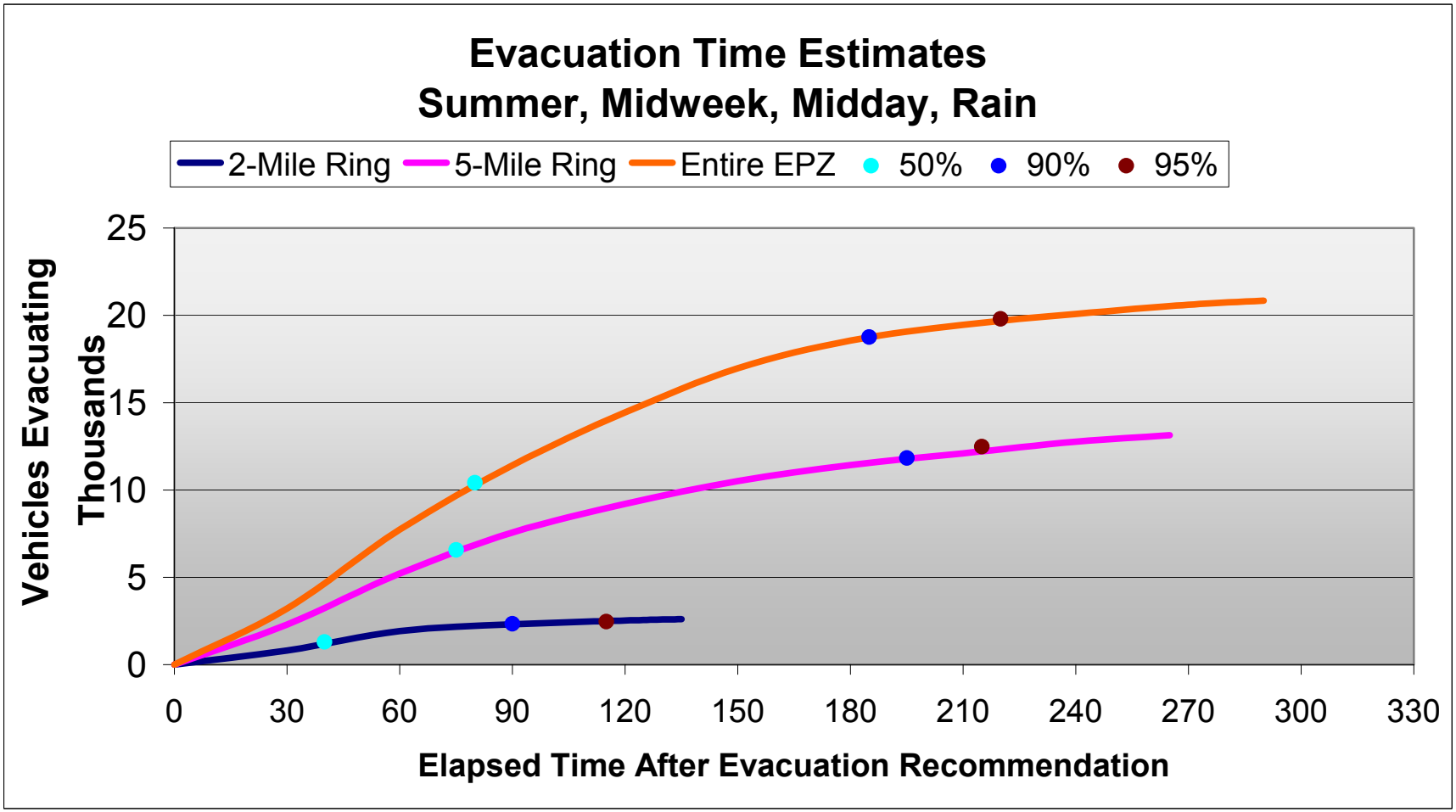
	Summer		Summer		Summer		Winter			Winter			Winter		Winter	Spring
	Midweek		Weekend		Midweek Weekend		Midweek			Weekend			Midweek Weekend		Weekend Classic Weekend	Weekend Harbor Fest
	Midday		Midday		Evening		Midday			Midday			Evening		Midday	Midday
Region	Good Weather	Rain	Good Weather	Rain	Good Weather	Region	Good Weather	Rain	Snow	Good Weather	Rain	Snow	Good Weather	Region	Good Weather	Good Weather
Regions Extending to EPZ Boundary																
R28	2:25	2:25	1:55	2:15	1:50	R28	2:25	2:25	2:35	2:00	2:00	2:30	1:50	R28	2:00	1:50
R29	2:25	2:25	1:55	2:15	1:50	R29	2:25	2:25	2:35	2:00	2:00	2:30	1:50	R29	2:00	1:50
R30	3:05	3:15	2:05	2:15	1:45	R30	2:55	3:20	3:40	2:05	2:15	2:40	1:45	R30	2:05	1:45
R31	3:05	3:15	2:05	2:20	2:05	R31	2:55	3:20	3:45	2:05	2:20	2:40	2:05	R31	2:05	2:05
R32	3:15	3:25	2:15	2:35	2:05	R32	3:15	3:35	3:45	2:15	2:40	3:05	2:05	R32	2:15	2:05
R33	3:20	3:40	2:20	2:45	2:10	R33	3:20	3:40	4:00	2:20	2:45	3:10	2:10	R33	2:20	2:10
R34	3:20	3:35	2:25	2:45	2:10	R34	3:25	3:35	4:00	2:25	2:45	3:15	2:10	R34	2:25	2:10
R35	3:20	3:40	2:25	2:45	2:15	R35	3:25	3:45	4:00	2:25	2:50	3:15	2:15	R35	2:25	3:45
R36	3:20	3:40	2:40	3:00	2:30	R36	3:25	3:45	4:00	2:35	2:50	3:15	2:30	R36	3:00	3:40
R37	3:20	3:40	2:40	3:00	2:30	R37	3:25	3:45	4:00	2:35	2:50	3:15	2:30	R37	3:00	3:40
R38	3:20	3:40	3:00	3:25	3:00	R38	3:20	3:35	4:10	3:00	3:10	3:45	3:00	R38	3:55	7:45
R39	3:20	3:30	3:00	3:25	3:00	R39	3:20	3:30	4:00	3:00	3:10	3:45	3:00	R39	3:55	7:45
R40	4:25	4:50	4:20	4:50	4:00	R40	4:30	4:45	5:35	4:10	4:30	5:05	4:00	R40	6:55	8:20
R41	4:25	4:50	4:20	4:50	4:00	R41	4:30	4:45	5:35	4:10	4:30	5:05	4:00	R41	6:55	8:20
R42	4:25	4:50	4:20	4:50	4:00	R42	4:30	4:45	5:35	4:10	4:30	5:05	4:00	R42	6:55	8:20
R43	4:25	4:50	4:20	4:50	4:00	R43	4:30	4:45	5:35	4:10	4:30	5:05	4:00	R43	6:55	8:20
R44	4:30	4:55	4:20	4:45	4:00	R44	4:30	4:45	5:35	4:10	4:30	5:05	4:00	R44	6:55	8:15
R45	4:25	4:45	4:20	4:45	4:00	R45	4:30	4:40	5:25	4:10	4:30	5:00	4:00	R45	6:30	8:15
R46	4:30	4:45	4:20	4:45	4:00	R46	4:30	4:40	5:30	4:05	4:30	5:00	4:00	R46	6:30	8:15
R47	4:20	4:40	4:15	4:45	4:00	R47	4:20	4:40	5:25	4:05	4:30	5:00	4:00	R47	5:45	7:25
R48	2:25	2:25	1:40	1:40	1:40	R48	2:30	2:30	2:30	1:40	1:40	2:30	1:40	R48	1:40	2:10
R49	2:20	2:20	1:50	1:50	1:50	R49	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R49	1:50	1:50
R50	2:20	2:20	1:50	1:50	1:50	R50	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R50	1:50	1:50
R51	2:20	2:20	1:50	1:50	1:50	R51	2:20	2:20	2:30	1:50	1:50	2:20	1:50	R51	1:50	1:50

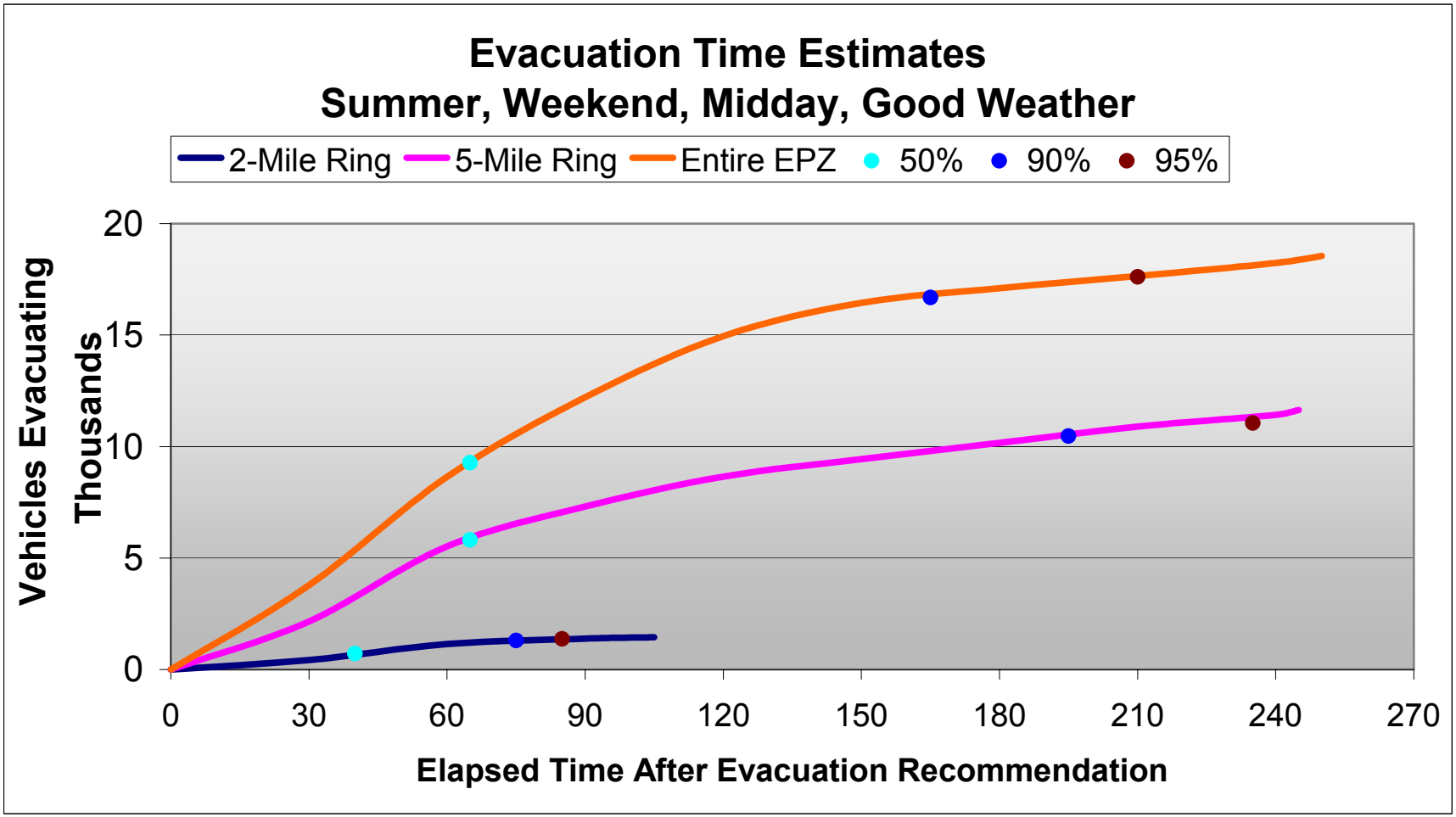
Table 8-7 School Evacuation Time Estimates			
	Region Extends to EPZ Boundary		
County	Good Weather	Rain	Snow
Oswego	2:45	2:50	3:20

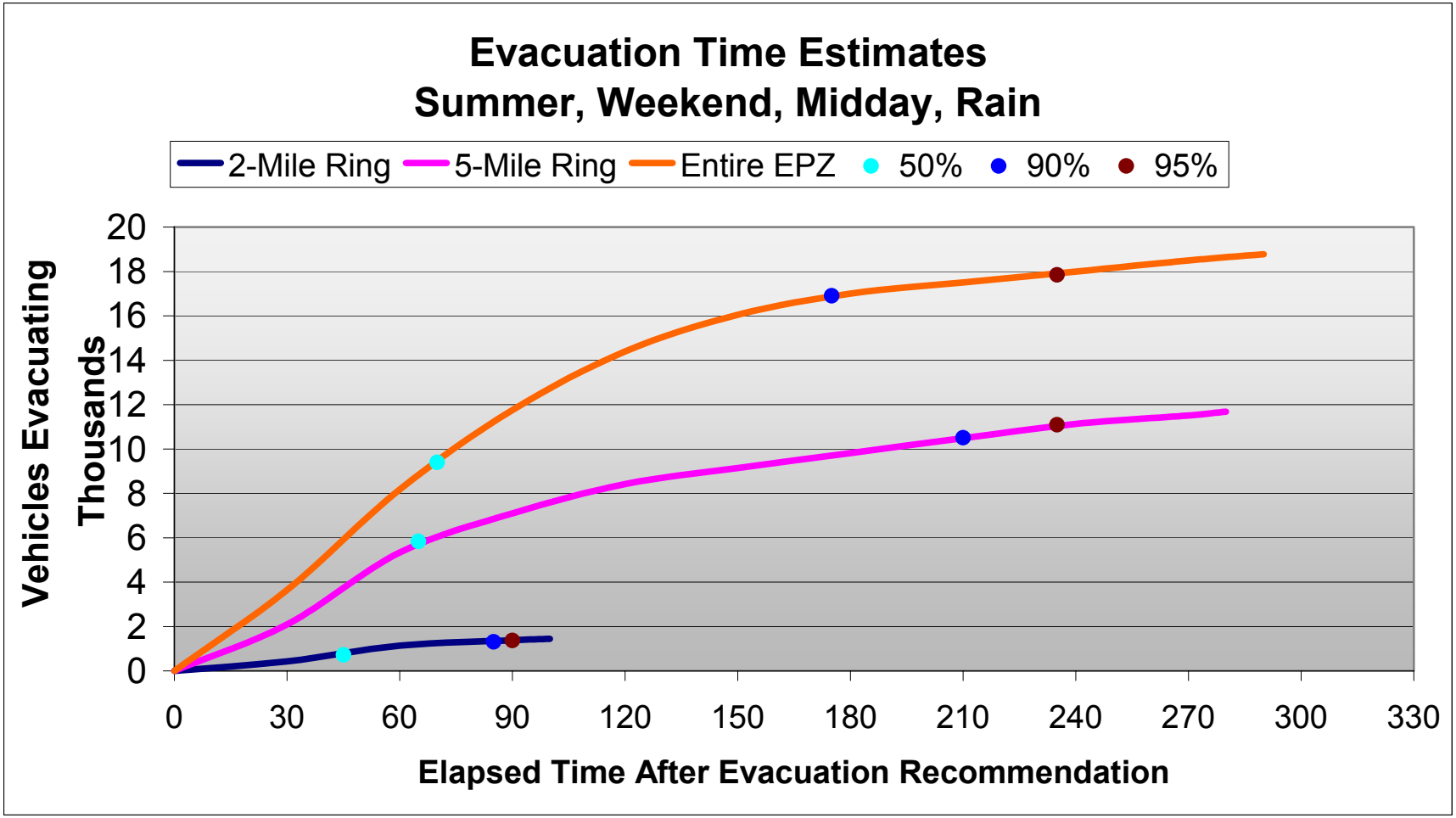
Table 8-8. Transit-Dependent Evacuation Time Estimates			
	Region Extends to EPZ Boundary		
County	Good Weather	Rain	Snow
Oswego	5:30	5:55	5:55

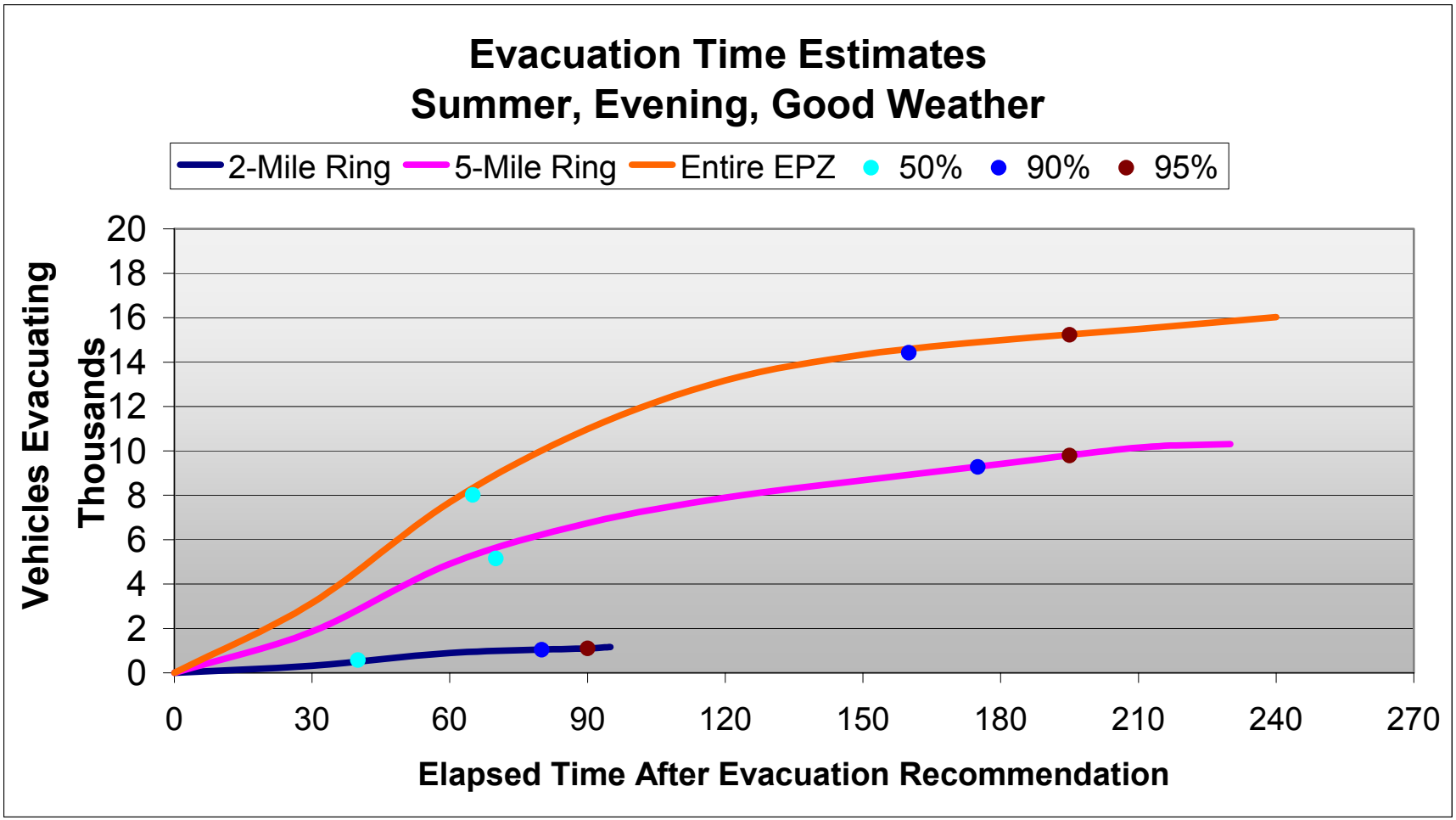
Table 8-9. Second Wave Transit-Dependent Evacuation Time Estimates (If Needed)						
	Second Wave Completion Time Using Buses Coming From Bus Depots			Second Wave Completion Time Using Buses Coming From Dropping First Wave Evacuees at the Reception Center		
County	Good Weather	Rain	Snow	Good Weather	Rain	Snow
Oswego	5:50	6:05	7:30	9:50	10:05	11:30

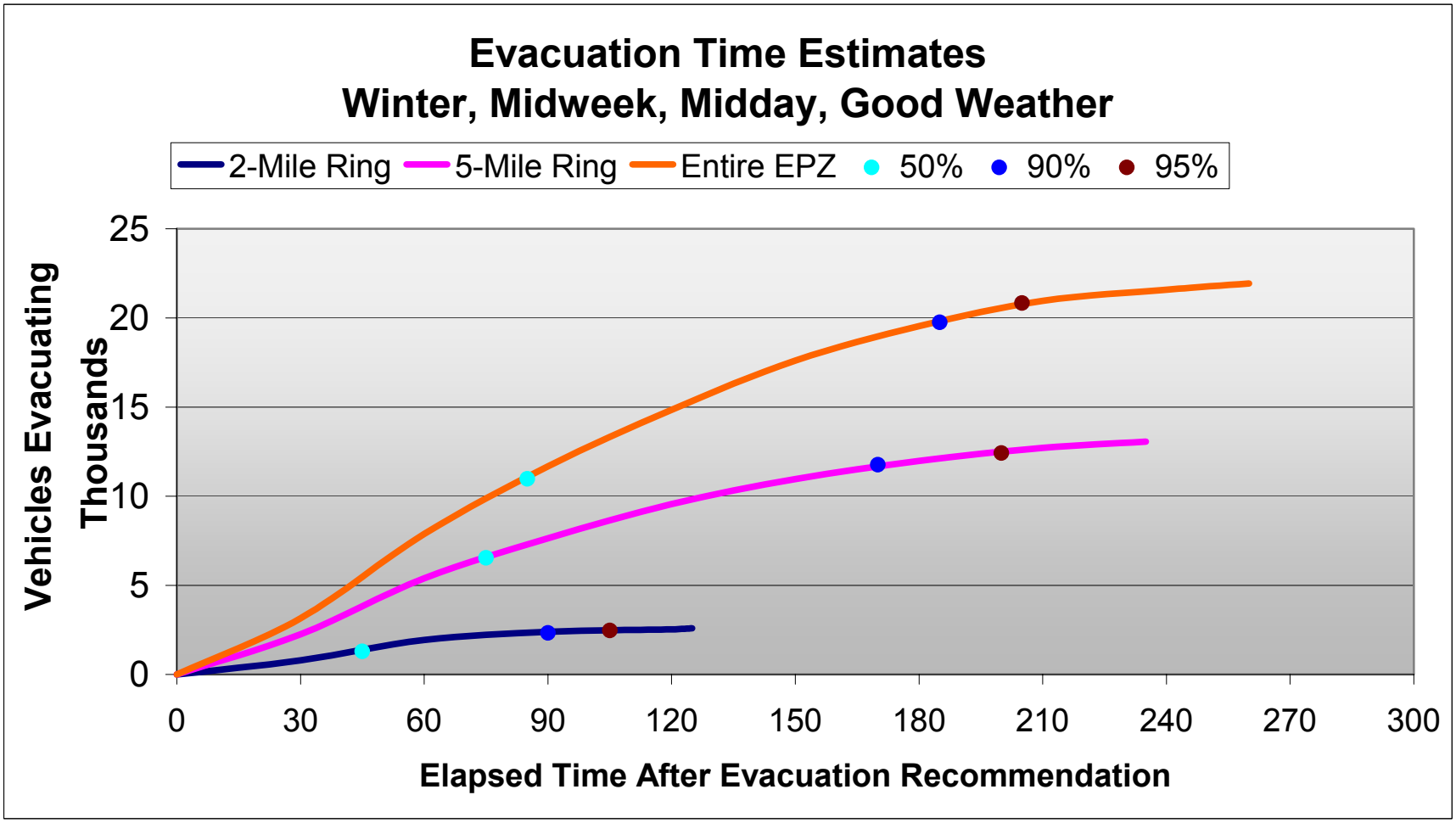

Evacuation Time Estimates
Summer, Midweek, Midday, Good Weather
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
25
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
Elapsed Time After Evacuation Recommendation

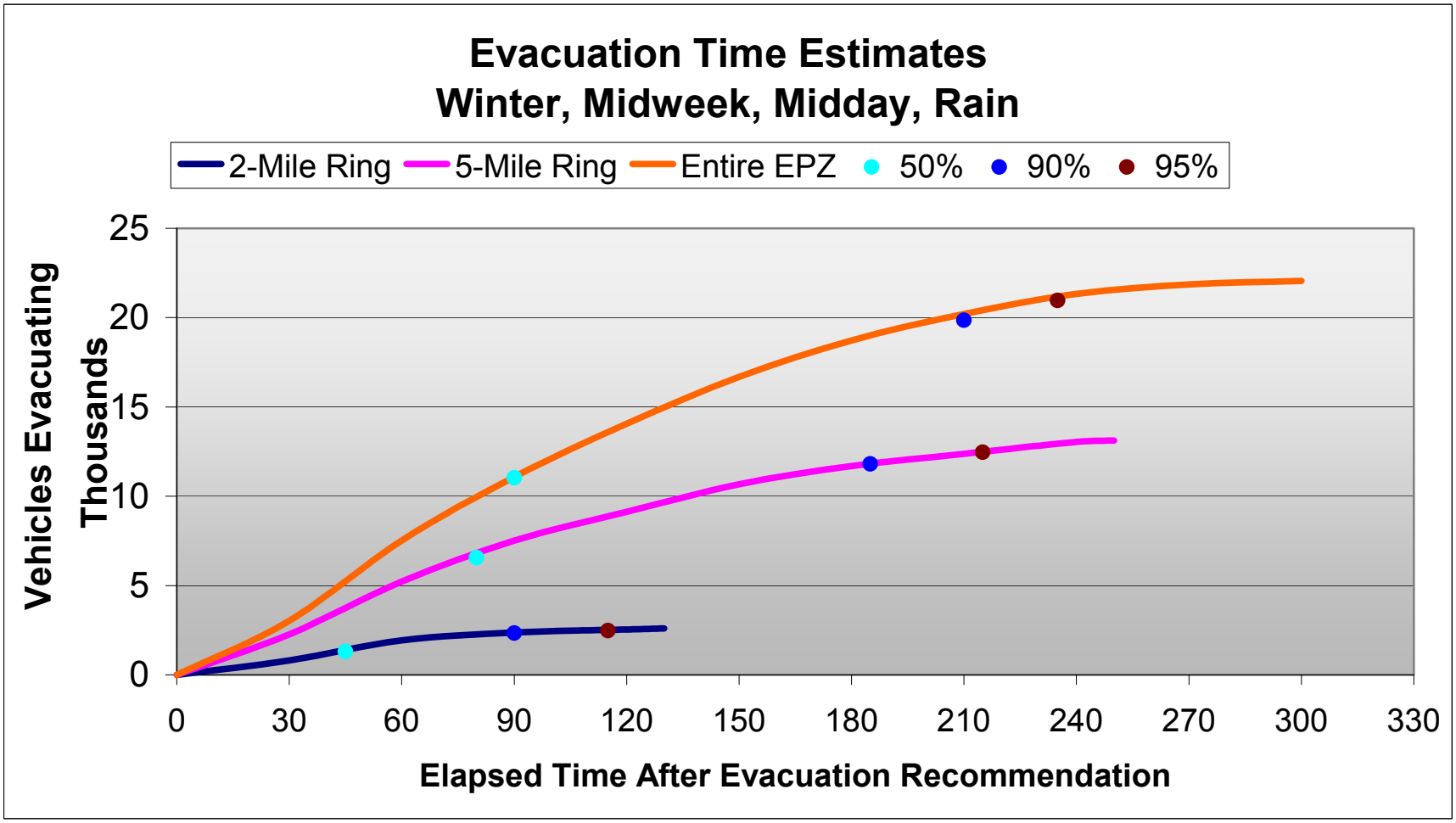

Evacuation Time Estimates
Summer, Midweek, Midday, Rain
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
25
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
330
Elapsed Time After Evacuation Recommendation

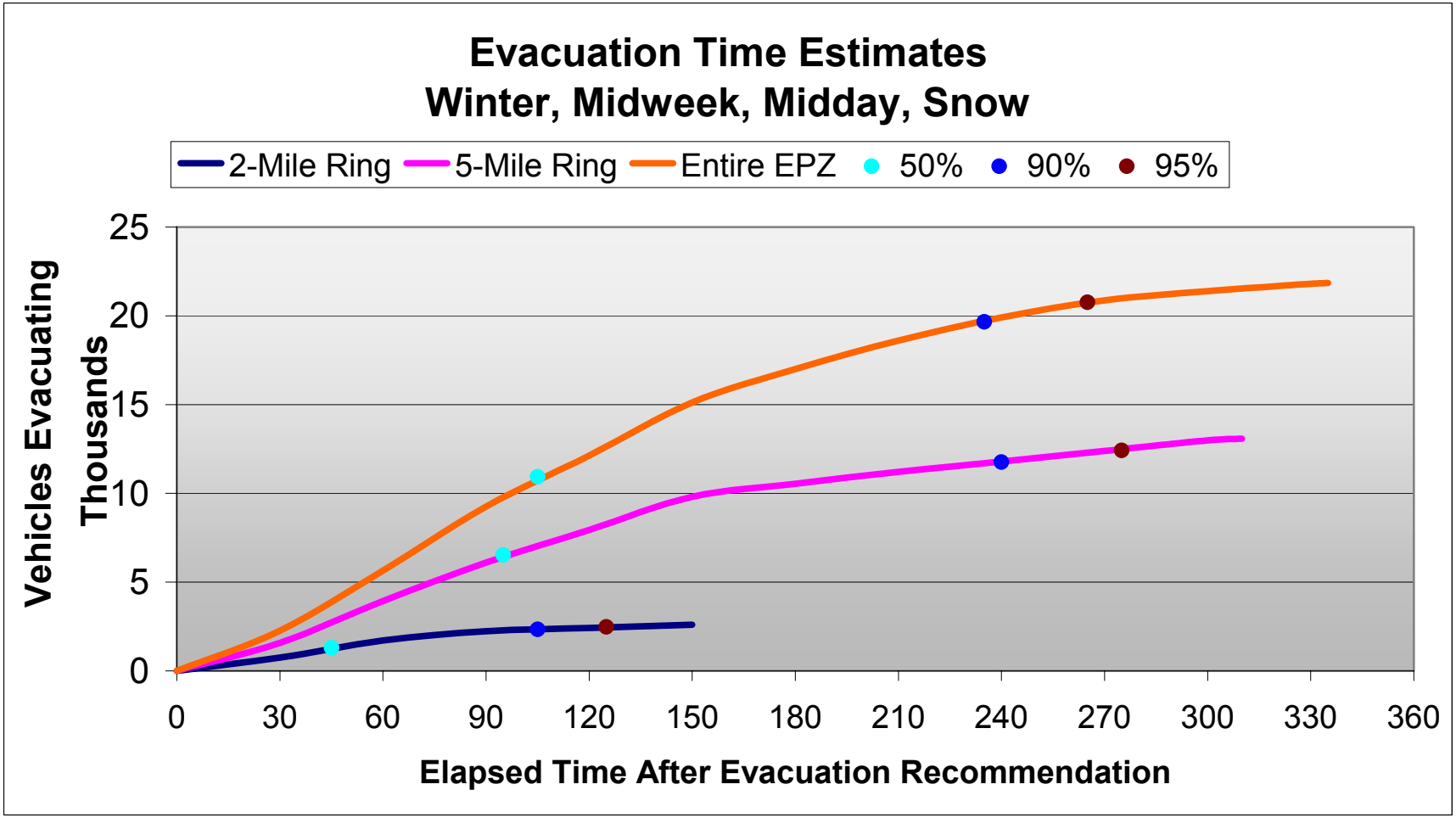

Evacuation Time Estimates
Summer, Weekend, Midday, Good Weather
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
Elapsed Time After Evacuation Recommendation

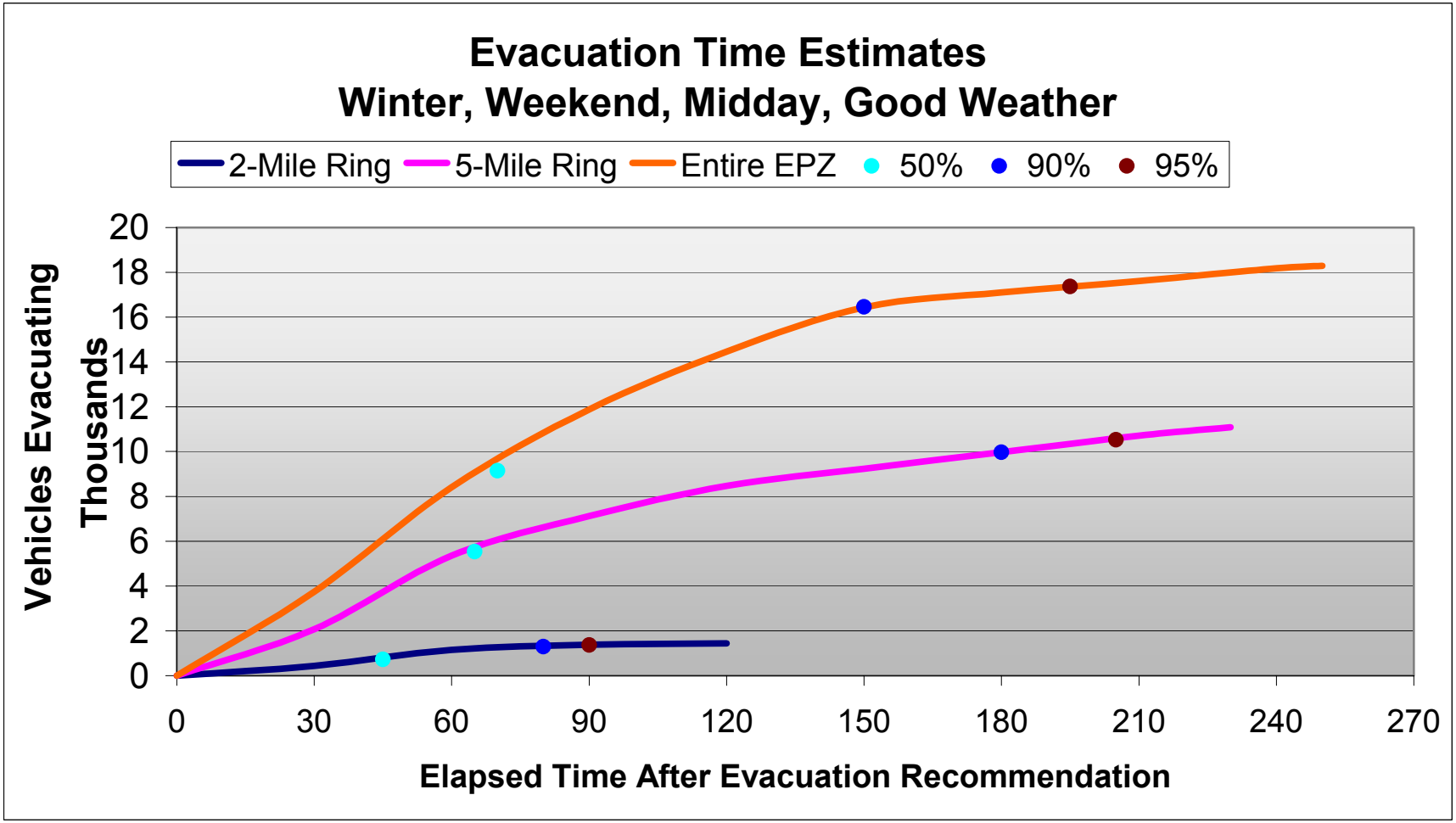

Evacuation Time Estimates
Summer, Weekend, Midday, Rain
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
20
18
16
14
12
10
8
6
4
2
0
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300
330
Elapsed Time After Evacuation Recommendation

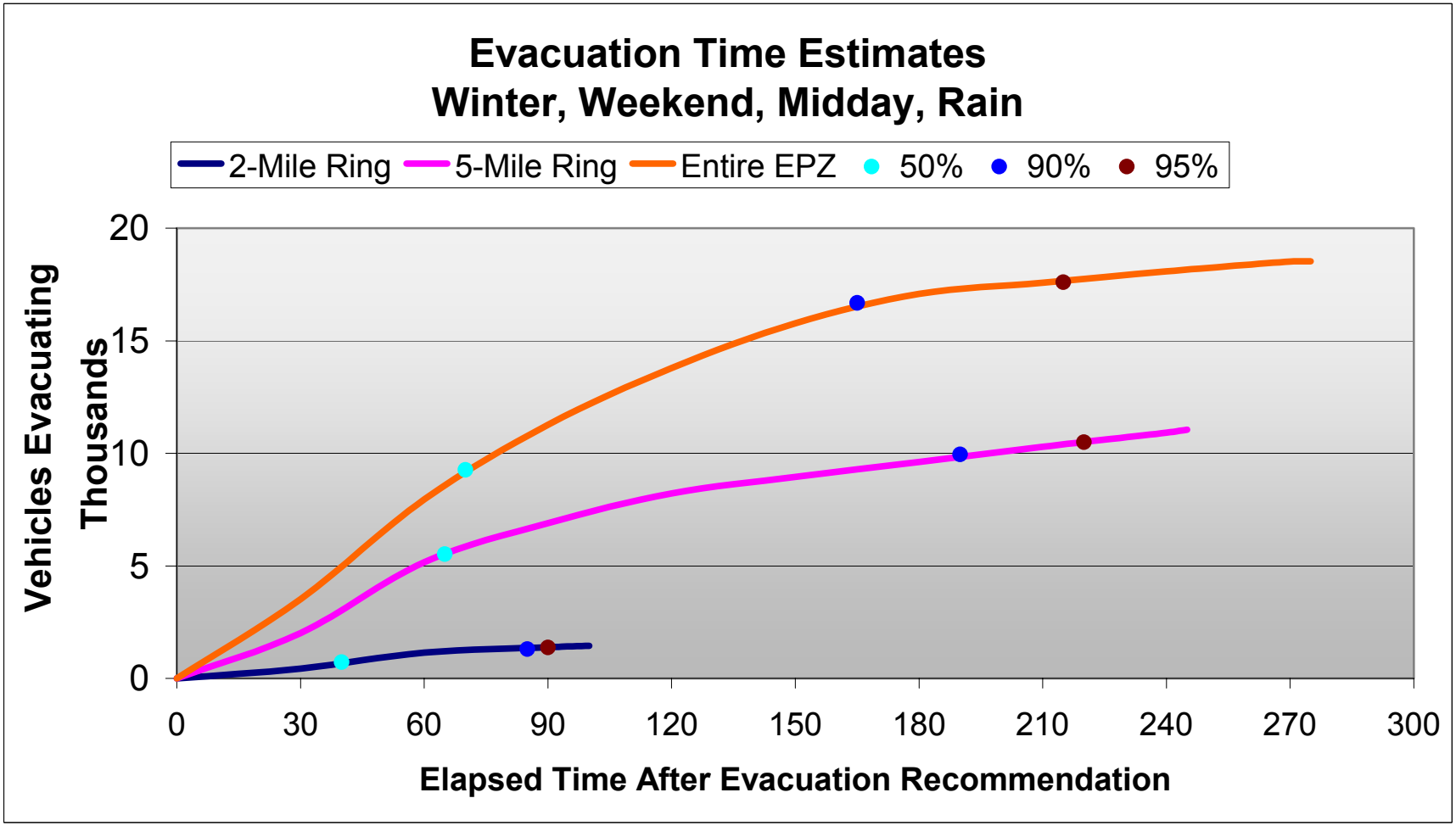

Evacuation Time Estimates
Summer, Evening, Good Weather
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
20
18
16
14
12
10
8
6
4
2
0
0
30
60
90
120
150
180
210
240
270
Elapsed Time After Evacuation Recommendation

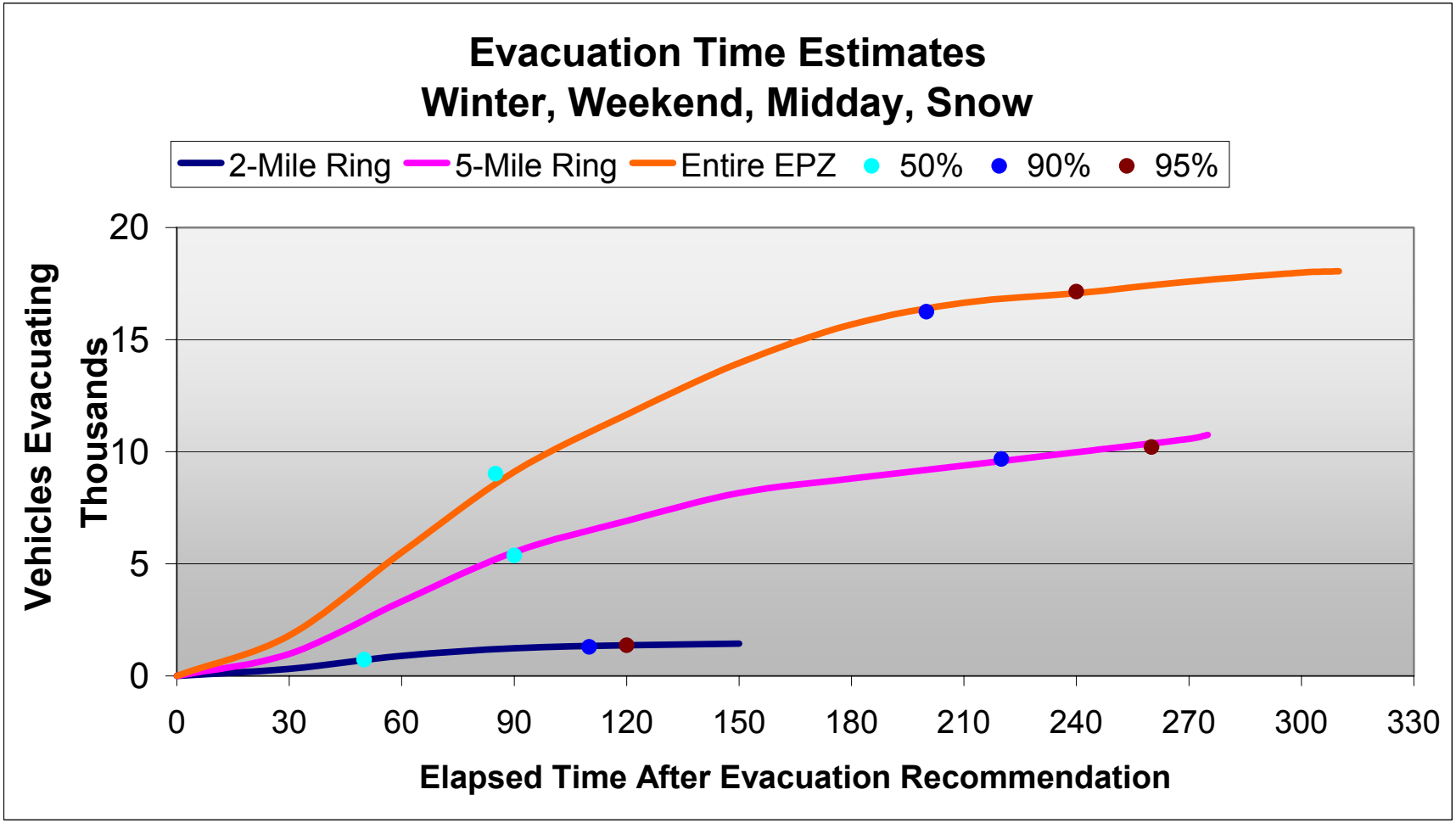

Evacuation Time Estimates
Winter, Midweek, Midday, Good Weather
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
25
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
Elapsed Time After Evacuation Recommendation

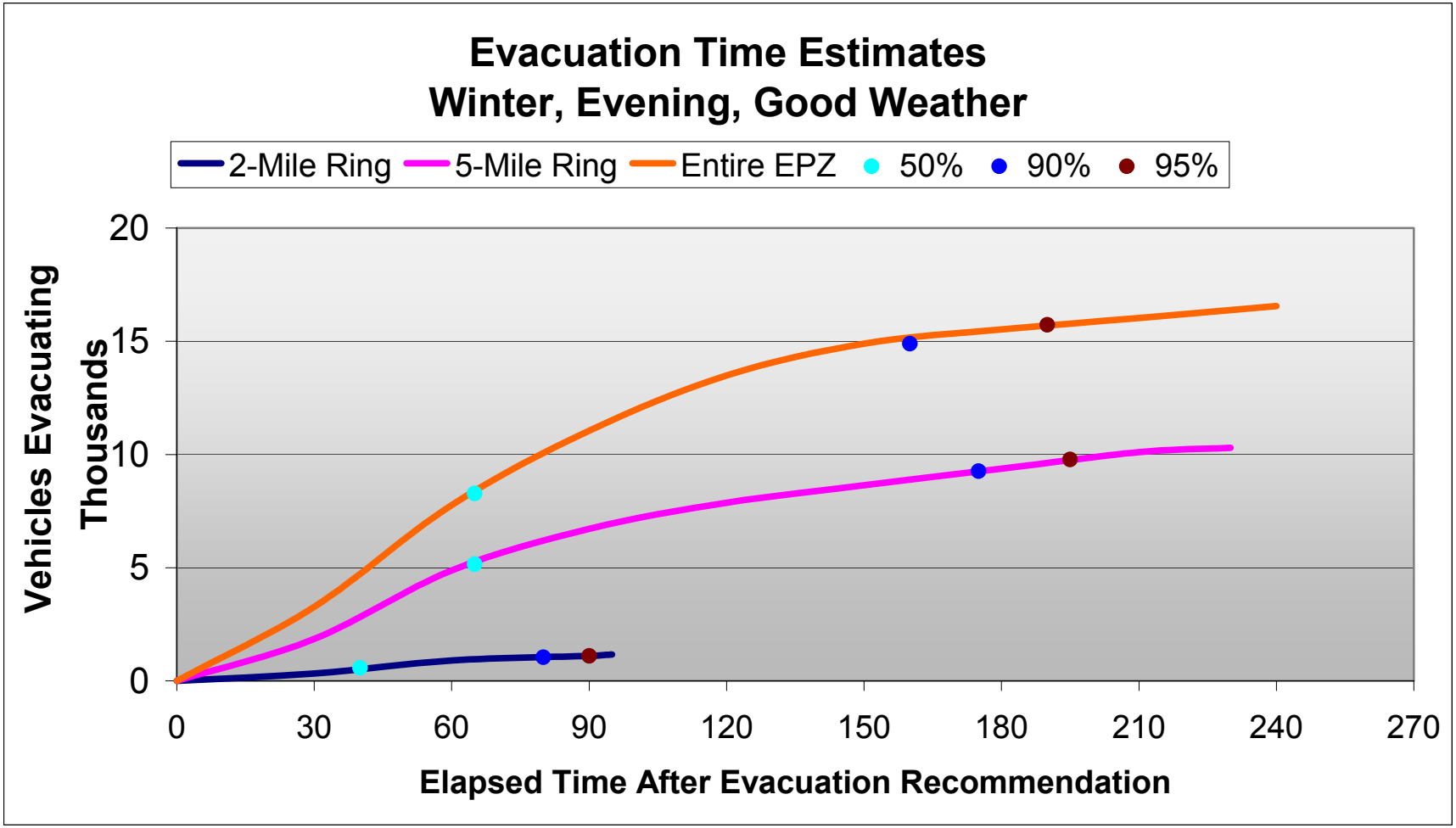

Evacuation Time Estimates
Winter, Midweek, Midday, Rain
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
25
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
330
Elapsed Time After Evacuation Recommendation

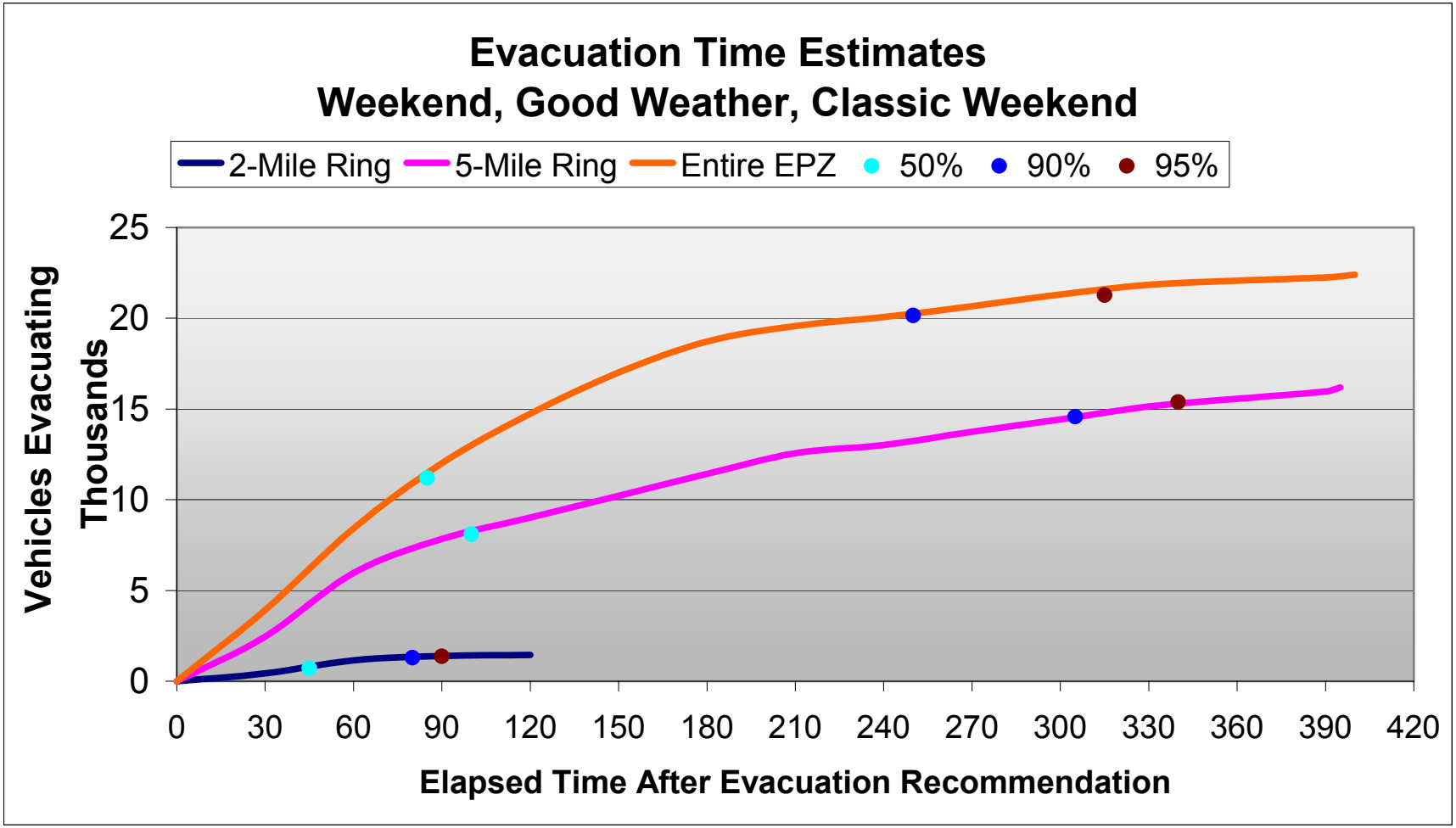

Evacuation Time Estimates
Winter, Midweek, Midday, Snow
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
25
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
330
360
Elapsed Time After Evacuation Recommendation

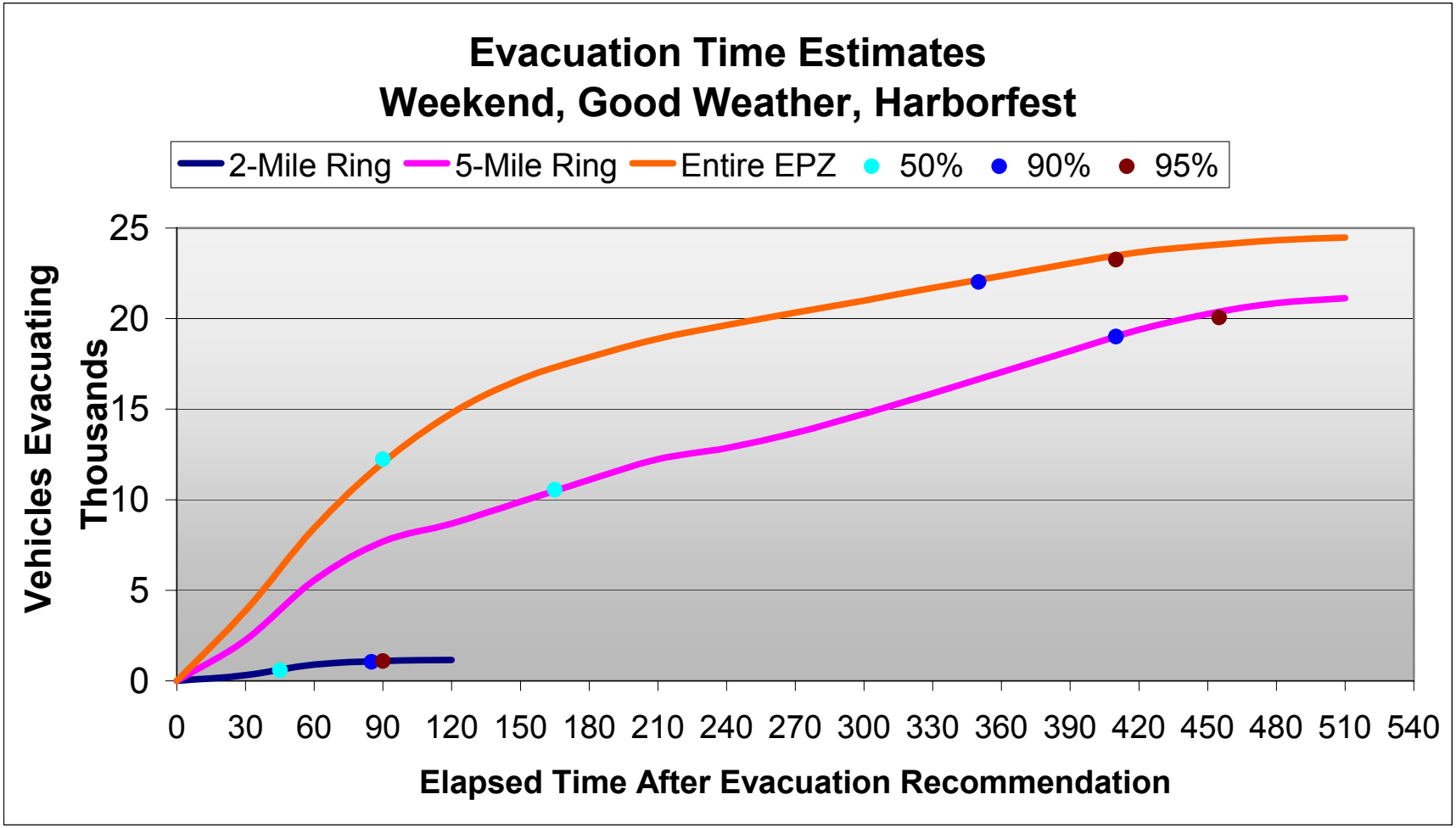

Evacuation Time Estimates
Winter, Weekend, Midday, Good Weather
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
0
2
4
6
8
10
12
14
16
18
20
0
30
60
90
120
150
180
210
240
270
Elapsed Time After Evacuation Recommendation


Evacuation Time Estimates
Winter, Weekend, Midday, Rain
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
Elapsed Time After Evacuation Recommendation


Evacuation Time Estimates
Winter, Weekend, Midday, Snow
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
330
Elapsed Time After Evacuation Recommendation


Evacuation Time Estimates
Winter, Evening, Good Weather
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
Elapsed Time After Evacuation Recommendation


Evacuation Time Estimates
Weekend, Good Weather, Classic Weekend
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
25
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
330
360
390
420
Elapsed Time After Evacuation Recommendation


Evacuation Time Estimates
Weekend, Good Weather, Harborfest
2-Mile Ring
5-Mile Ring
Entire EPZ
50%
90%
95%
Vehicles Evacuating
Thousands
25
20
15
10
5
0
0
30
60
90
120
150
180
210
240
270
300
330
360
390
420
450
480
510
540
Elapsed Time After Evacuation Recommendation

APPENDIX K

Evacuation Roadway Network Characteristics

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
1	3	56	1	0	0	20	1714	40
1	4	79	1	0	0	20	1714	40
2	29	44	1	0	0	20	1500	40
2	89	106	1	0	0	20	1714	40
2	249	101	1	0	0	20	1714	40
2	310	84	1	1	0	20	1895	30
3	16	65	1	0	0	20	1714	40
4	5	126	1	0	0	20	1714	40
4	6	36	1	0	0	20	1714	40
5	7	30	1	0	0	20	1714	40
5	18	155	1	0	0	20	1714	40
5	20	76	1	0	0	20	1714	40
6	7	131	1	0	0	20	1714	40
6	24	44	1	0	0	20	1714	40
7	5	30	1	0	0	20	1714	40
7	23	47	1	0	0	20	1714	40
8	116	113	1	1	0	20	1895	30
8	118	21	1	0	1	20	1895	30
8	129	103	1	0	0	20	1714	40
9	47	87	1	0	0	20	1714	40
9	93	79	1	0	0	20	1714	40
10	11	75	1	0	0	20	1714	40
10	20	77	1	0	0	20	1714	40
10	56	71	1	0	0	20	1714	40
11	10	75	1	0	0	20	1714	40
11	12	81	1	0	0	20	1714	40
11	18	76	1	0	0	20	1714	40
12	11	81	1	0	0	20	1714	40
12	13	86	1	0	0	20	1714	40
12	55	75	1	0	0	20	1714	40
13	12	86	1	0	0	20	1714	40
13	14	110	1	0	0	20	1714	40
13	48	35	1	0	0	20	1714	40
14	13	110	1	0	0	20	1714	40
14	16	96	1	0	0	20	1714	40
15	67	53	1	0	0	20	1714	40
15	68	57	1	0	0	20	1714	40
16	14	96	1	0	0	20	1714	40
16	18	83	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
17	212	54	1	0	1	20	1895	30
17	271	57	1	1	0	20	1895	30
18	5	155	1	0	0	20	1714	40
18	11	76	1	0	0	20	1714	40
18	16	83	1	0	0	20	1714	40
19	1	27	1	0	0	20	1714	30
20	5	76	1	0	0	20	1714	40
20	10	77	1	0	0	20	1714	40
20	21	39	1	0	0	20	1714	40
20	57	73	1	0	0	20	1714	40
21	20	39	1	0	0	20	1714	40
21	22	51	1	0	0	20	1714	40
21	27	49	1	0	0	20	1714	40
22	21	51	1	0	0	20	1714	40
22	23	50	1	0	0	20	1714	40
22	26	76	1	0	0	20	1714	40
22	27	26	1	0	0	20	1714	40
23	7	47	1	0	0	20	1714	40
23	22	50	1	0	0	20	1714	40
24	23	129	1	0	0	20	1714	40
25	108	53	1	0	0	20	1714	40
25	110	60	1	0	0	20	1714	40
26	22	76	1	0	0	20	1714	40
26	30	107	1	0	0	20	1714	40
27	21	49	1	0	0	20	1714	40
27	22	26	1	0	0	20	1714	40
27	34	124	1	0	0	20	1714	40
27	58	64	1	0	0	20	1714	40
28	66	62	1	0	0	20	1500	40
28	67	67	1	0	0	20	1714	40
29	2	44	1	0	0	20	1500	40
29	50	64	1	0	0	20	1895	30
29	248	92	1	0	0	20	1714	40
30	26	107	1	0	0	20	1714	40
30	33	54	1	0	0	20	1714	40
30	49	64	1	0	0	20	1714	40
31	26	117	1	0	0	20	1714	40
32	30	62	1	0	0	20	1714	35
33	30	54	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
33	34	65	1	0	0	20	1714	40
33	39	82	1	0	0	20	1714	40
33	49	78	1	0	0	20	1714	40
34	27	124	1	0	0	20	1714	40
34	33	65	1	0	0	20	1714	40
34	35	66	1	0	0	20	1714	40
35	34	66	1	0	0	20	1714	40
35	40	83	1	0	0	20	1714	40
35	59	55	1	0	0	20	1895	50
36	176	61	1	0	0	20	1714	40
36	185	72	1	0	0	20	1714	40
37	38	38	1	0	0	20	1714	40
37	45	33	1	0	0	20	1714	40
37	49	25	1	0	0	20	1714	40
38	37	38	1	0	0	20	1714	40
38	45	37	1	0	0	20	1714	40
38	46	82	1	0	0	20	1714	40
39	33	82	1	0	0	20	1714	40
39	40	50	1	0	0	20	1714	40
39	46	54	1	0	0	20	1714	40
40	35	83	1	0	0	20	1895	50
40	39	50	1	0	0	20	1714	40
40	41	37	1	0	0	20	1895	50
40	42	141	1	0	0	20	1714	35
41	40	37	1	0	0	20	1714	40
41	43	109	1	0	0	20	1714	40
41	47	49	1	0	0	20	1714	40
42	40	141	1	0	0	20	1714	40
42	44	50	1	0	0	20	1714	35
42	78	109	1	0	0	20	1714	40
43	41	109	1	0	0	20	1714	40
43	44	35	1	0	0	20	1714	35
43	90	55	1	0	0	20	1714	40
44	42	50	1	0	0	20	1714	35
44	43	35	1	0	0	20	1714	40
44	84	150	1	0	0	20	1714	40
45	37	33	1	0	0	20	1714	40
45	38	37	1	0	0	20	1714	40
45	105	24	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
46	38	82	1	0	0	20	1714	40
46	39	54	1	0	0	20	1714	40
46	47	55	1	0	0	20	1714	40
46	112	62	1	0	0	20	1714	40
47	9	87	1	0	0	20	1714	40
47	41	49	1	0	0	20	1895	50
47	46	55	1	0	0	20	1714	40
47	90	123	1	0	0	20	1714	40
48	13	35	1	0	0	20	1714	40
48	312	96	1	0	0	20	1714	40
49	30	64	1	0	0	20	1714	40
49	33	78	1	1	0	20	1895	30
49	37	25	1	0	0	20	1714	40
50	29	64	1	0	0	20	1500	40
50	89	58	1	0	0	20	1714	40
50	107	111	1	0	0	20	1500	40
50	247	163	1	0	0	20	1714	40
51	48	51	1	0	0	20	1714	35
52	54	119	1	0	0	20	1714	40
52	62	75	1	0	0	20	1714	40
52	204	20	1	0	0	20	1714	30
52	312	8	1	0	0	20	1714	40
53	312	45	1	0	0	20	1714	35
54	52	119	1	0	0	20	1500	40
54	55	79	1	0	0	20	1714	40
55	12	75	1	0	0	20	1714	40
55	54	79	1	0	0	20	1714	40
55	56	155	1	0	0	20	1714	40
55	63	74	1	0	0	20	1714	40
56	10	71	1	0	0	20	1714	40
56	55	155	1	0	0	20	1714	40
56	57	79	1	0	0	20	1714	40
56	331	65	1	0	0	20	1714	40
57	20	73	1	0	0	20	1714	40
57	56	79	1	0	0	20	1714	40
57	58	96	1	0	0	20	1714	40
57	60	44	1	0	0	20	1714	40
58	27	64	1	0	0	20	1714	40
58	57	96	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
58	59	31	1	0	0	20	1714	40
59	35	55	1	0	0	20	1895	50
59	58	31	1	0	0	20	1714	40
59	60	141	1	0	0	20	1895	50
59	78	151	1	0	0	20	1714	40
60	57	44	1	0	0	20	1714	40
60	59	141	1	0	0	20	1895	50
60	77	82	1	0	0	20	1714	40
60	331	71	1	0	0	20	1895	50
61	72	45	1	0	0	20	1895	50
61	73	34	1	0	0	20	1714	40
61	331	32	1	0	0	20	1895	50
62	52	75	1	0	0	20	1500	40
62	64	113	1	0	0	20	1895	50
62	65	101	1	0	0	20	1714	40
62	332	73	1	1	0	20	1500	35
63	55	74	1	0	0	20	1714	40
63	64	76	1	0	0	20	1895	50
63	71	105	1	0	0	20	1714	40
63	72	85	1	0	0	20	1895	50
64	62	113	1	0	0	20	1714	40
64	63	76	1	0	0	20	1714	40
64	66	146	1	0	0	20	1500	40
65	62	101	1	0	0	20	1714	40
65	188	71	1	0	0	20	1714	40
65	328	88	1	0	0	20	1500	30
66	28	62	1	0	0	20	1714	40
66	64	146	1	0	0	20	1714	40
66	187	76	1	0	0	20	1714	40
66	188	69	1	0	0	20	1714	40
67	15	53	1	0	0	20	1714	40
67	28	67	1	0	0	20	1714	40
67	71	85	1	0	0	20	1714	40
67	177	85	1	0	0	20	1714	40
68	15	57	1	0	0	20	1714	40
68	69	56	1	0	0	20	1714	40
68	86	45	1	0	0	20	1714	40
68	175	55	1	0	0	20	1714	40
69	68	56	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
69	70	74	1	0	0	20	1714	40
69	75	91	1	0	0	20	1714	40
70	69	74	1	0	0	20	1714	40
70	71	80	1	0	0	20	1714	40
70	72	127	1	0	0	20	1714	40
71	63	105	1	0	0	20	1714	40
71	67	85	1	0	0	20	1714	40
71	70	80	1	0	0	20	1714	40
72	61	45	1	0	0	20	1895	50
72	63	85	1	0	0	20	1714	40
72	70	127	1	0	0	20	1714	40
73	61	34	1	0	0	20	1714	40
73	77	82	1	0	0	20	1714	40
73	331	28	1	0	0	20	1714	40
74	80	87	1	0	0	20	1714	30
74	327	30	1	0	0	20	1500	30
75	69	91	1	0	0	20	1714	40
75	76	62	1	0	0	20	1714	40
75	77	153	1	0	0	20	1714	40
75	81	81	1	0	0	20	1714	40
76	75	62	1	0	0	20	1714	40
76	157	39	1	0	0	20	1714	40
76	175	64	1	0	0	20	1714	40
77	60	82	1	0	0	20	1714	40
77	73	82	1	0	0	20	1714	40
77	75	153	1	0	0	20	1714	40
77	78	152	1	0	0	20	1714	40
78	42	109	1	0	0	20	1714	35
78	59	151	1	0	0	20	1714	40
78	77	152	1	0	0	20	1714	40
78	79	82	1	0	0	20	1714	40
79	78	82	1	0	0	20	1714	40
79	83	96	1	0	0	20	1714	40
79	161	149	1	0	0	20	1714	40
80	74	87	1	0	0	20	1500	30
80	204	69	1	0	0	20	1714	30
80	286	28	1	0	0	20	1500	35
81	75	81	1	0	0	20	1714	40
81	82	80	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
82	81	80	1	0	0	20	1714	40
82	157	56	1	0	0	20	1714	40
82	161	70	1	0	0	20	1714	40
83	79	96	1	0	0	20	1714	40
83	84	78	1	0	0	20	1714	40
84	44	150	1	0	0	20	1714	35
84	83	78	1	0	0	20	1714	40
84	85	82	1	0	0	20	1714	40
84	88	84	1	0	0	20	1714	40
85	84	82	1	0	0	20	1714	40
85	159	76	1	0	0	20	1714	40
86	68	45	1	0	0	20	1714	40
86	173	100	1	0	0	20	1714	40
86	177	74	1	0	0	20	1714	40
87	102	145	1	0	0	20	1714	40
87	104	29	1	0	0	20	1714	40
87	148	118	1	0	0	20	1714	40
88	84	84	1	0	0	20	1714	40
88	90	123	1	0	0	20	1714	40
88	101	76	1	0	0	20	1714	40
89	2	106	1	0	0	20	1500	40
89	50	58	1	0	0	20	1895	30
90	43	55	1	0	0	20	1714	40
90	47	123	1	0	0	20	1714	40
90	88	123	1	0	0	20	1714	40
90	92	163	1	1	0	20	1895	30
91	99	133	1	0	0	20	1500	40
91	151	173	1	0	0	20	1714	40
92	90	163	1	0	0	20	1714	40
92	93	101	1	0	0	20	1714	40
92	96	50	1	0	0	20	1714	40
92	100	99	1	0	0	20	1714	40
93	9	79	1	0	0	20	1714	40
93	92	101	1	0	0	20	1714	40
93	95	38	1	0	0	20	1895	50
94	192	101	1	0	0	20	1714	40
94	251	28	1	1	0	20	1895	30
94	325	68	1	0	0	20	1895	50
95	93	38	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
95	111	28	1	0	0	20	1714	40
95	116	53	1	0	0	20	1714	40
96	92	50	1	0	0	20	1714	40
96	97	100	1	0	0	20	1714	40
96	118	133	1	1	0	20	1895	30
97	96	100	1	0	0	20	1714	40
97	100	55	1	0	0	20	1714	40
97	137	156	1	0	0	20	1714	40
97	141	166	1	0	0	20	1714	40
98	332	10	1	0	0	20	1500	25
99	91	133	1	0	0	20	1714	40
99	107	145	1	0	0	20	1500	40
99	109	121	1	0	0	20	1500	40
99	144	89	1	0	0	20	1714	40
100	92	99	1	0	0	20	1714	40
100	97	55	1	0	0	20	1714	40
100	101	57	1	0	0	20	1714	40
100	104	165	1	0	0	20	1714	40
101	88	76	1	0	0	20	1714	40
101	100	57	1	0	0	20	1714	40
101	102	62	1	0	0	20	1714	40
102	87	145	1	0	0	20	1714	40
102	101	62	1	0	0	20	1714	40
103	125	20	1	0	0	20	1714	40
103	126	98	1	1	0	20	1895	30
103	147	47	1	0	0	20	1714	40
104	87	29	1	0	0	20	1714	40
104	100	165	1	0	0	20	1714	40
104	141	58	1	0	0	20	1714	40
105	45	24	1	0	0	20	1714	40
105	108	142	1	0	0	20	1714	40
105	112	72	1	0	0	20	1714	40
106	171	70	1	0	0	20	1714	40
106	172	88	1	0	0	20	1714	40
106	189	25	1	0	0	20	1714	40
107	50	111	1	1	0	20	1895	30
107	99	145	1	0	0	20	1500	40
107	109	74	1	0	0	20	1500	40
108	25	53	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
108	105	142	1	0	0	20	1714	40
108	111	176	1	0	0	20	1714	40
108	112	157	1	0	0	20	1714	40
109	99	121	1	0	0	20	1500	40
109	107	74	1	0	0	20	1500	40
109	133	179	1	0	0	20	1500	40
110	25	60	1	0	0	20	1714	40
110	113	32	1	0	1	20	1895	30
110	128	126	1	0	0	20	1714	40
111	95	28	1	0	0	20	1714	40
111	108	176	1	0	0	20	1714	40
111	112	173	1	0	0	20	1714	40
112	46	62	1	0	0	20	1714	40
112	105	72	1	0	0	20	1714	40
112	108	157	1	0	0	20	1714	40
112	111	173	1	0	0	20	1714	40
113	110	32	1	0	0	20	1714	40
113	127	34	1	0	0	20	1714	40
113	288	125	1	0	0	20	1714	40
114	162	9	1	0	0	20	1500	25
115	116	53	1	0	0	20	1714	40
115	128	129	1	0	0	20	1714	40
116	8	113	1	0	0	20	1714	40
116	95	53	1	0	0	20	1895	50
116	115	53	1	0	0	20	1714	40
117	127	86	1	0	0	20	1714	40
117	136	67	1	0	0	20	1714	40
117	147	83	1	0	0	20	1714	40
118	8	21	1	0	0	20	1714	40
118	96	133	1	0	0	20	1714	40
118	119	34	1	0	0	20	1500	30
119	118	34	1	0	0	20	1895	30
119	137	93	1	0	0	20	1714	40
119	315	25	1	0	0	20	1500	40
119	334	133	1	0	0	20	1714	40
120	147	111	1	0	0	20	1714	40
120	315	125	1	0	0	20	1500	40
121	315	18	1	0	0	20	1500	40
121	316	107	1	0	0	20	1895	50

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
121	336	18	1	0	0	20	1714	40
122	165	135	1	0	0	20	1895	50
122	237	115	1	0	0	20	1714	40
122	336	40	1	0	0	20	1714	40
123	134	94	1	0	0	20	1714	40
123	165	95	1	0	0	20	1714	40
124	126	62	1	0	0	20	1714	40
124	134	98	1	0	0	20	1714	40
125	103	20	1	0	0	20	1714	40
125	131	57	1	0	0	20	1714	40
126	103	98	1	0	0	20	1714	40
126	124	62	1	0	0	20	1714	40
126	336	129	1	0	0	20	1714	40
127	113	34	1	0	0	20	1714	40
127	117	86	1	0	0	20	1714	40
127	130	67	1	0	0	20	1714	40
128	110	126	1	0	0	20	1714	40
128	115	129	1	0	0	20	1714	40
128	129	109	1	0	0	20	1714	40
128	288	18	1	0	0	20	1714	40
129	8	103	1	0	0	20	1714	40
129	128	109	1	0	0	20	1714	40
130	127	67	1	0	0	20	1714	40
130	136	46	1	0	0	20	1714	40
131	125	57	1	0	0	20	1714	40
131	220	71	1	0	0	20	1714	40
132	220	62	1	0	0	20	1714	40
132	234	125	1	0	0	20	1714	40
133	109	179	1	0	0	20	1500	40
133	142	110	1	0	0	20	1714	40
133	143	52	1	0	0	20	1714	40
134	123	94	1	0	0	20	1714	40
134	124	98	1	0	0	20	1714	40
134	234	70	1	0	0	20	1714	40
135	145	168	1	0	0	20	1500	40
135	225	185	1	0	0	20	1500	40
135	257	173	1	0	0	20	1714	40
136	117	67	1	0	0	20	1714	40
136	130	46	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
136	221	88	1	0	0	20	1714	40
136	311	38	1	0	0	20	1714	40
137	97	156	1	0	0	20	1714	40
137	119	93	1	0	0	20	1500	30
137	139	175	1	0	0	20	1714	40
138	140	103	1	0	0	20	1714	40
138	238	86	1	0	0	20	1714	40
139	137	175	1	0	0	20	1714	40
139	140	114	1	0	0	20	1714	40
139	141	61	1	0	0	20	1714	40
139	149	167	1	0	0	20	1714	40
140	138	103	1	0	0	20	1714	40
140	139	114	1	0	0	20	1714	40
141	97	166	1	0	0	20	1714	40
141	104	58	1	0	0	20	1714	40
141	139	61	1	0	0	20	1714	40
142	133	110	1	0	0	20	1500	40
142	277	139	1	0	0	20	1714	40
143	133	52	1	0	0	20	1500	40
144	99	89	1	0	0	20	1500	40
144	277	111	1	0	0	20	1714	40
145	135	168	1	0	0	20	1500	40
145	146	158	1	0	0	20	1500	40
145	276	119	1	0	0	20	1714	40
146	145	158	1	0	0	20	1500	40
146	152	160	1	0	0	20	1714	40
146	169	66	1	0	0	20	1714	40
147	103	47	1	0	0	20	1714	40
147	117	83	1	0	0	20	1714	40
147	120	111	1	0	0	20	1714	40
147	333	48	1	0	0	20	1714	40
148	87	118	1	0	0	20	1714	40
148	149	119	1	0	0	20	1714	40
148	160	143	1	0	0	20	1714	40
148	163	76	1	0	0	20	1714	40
149	139	167	1	0	0	20	1714	40
149	148	119	1	0	0	20	1714	40
149	241	150	1	0	0	20	1714	40
149	242	44	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
150	151	125	1	0	0	20	1714	40
150	163	61	1	0	0	20	1714	40
150	241	87	1	0	0	20	1714	40
150	243	98	1	0	0	20	1714	40
151	91	173	1	0	0	20	1714	40
151	150	125	1	0	0	20	1714	40
151	153	149	1	0	0	20	1714	40
151	160	161	1	0	0	20	1714	40
152	146	160	1	0	0	20	1500	40
152	265	167	1	0	0	20	1714	40
153	151	149	1	0	0	20	1714	40
153	154	58	1	0	0	20	1714	40
153	158	101	1	0	0	20	1714	40
154	153	58	1	0	0	20	1714	40
154	166	43	1	0	0	20	1714	40
154	247	176	1	0	0	20	1714	40
155	156	101	1	0	0	20	1714	40
155	164	81	1	0	0	20	1714	40
155	190	55	1	0	0	20	1714	40
156	155	101	1	0	0	20	1714	40
156	157	149	1	0	0	20	1714	40
156	158	159	1	0	0	20	1714	40
157	76	39	1	0	0	20	1714	40
157	82	56	1	0	0	20	1714	40
157	156	149	1	0	0	20	1714	40
158	153	101	1	0	0	20	1714	40
158	156	159	1	0	0	20	1714	40
158	159	104	1	0	0	20	1714	40
159	85	76	1	0	0	20	1714	40
159	158	104	1	0	0	20	1714	40
159	160	112	1	0	0	20	1714	40
159	161	138	1	0	0	20	1714	40
160	148	143	1	0	0	20	1714	40
160	151	161	1	0	0	20	1714	40
160	159	112	1	0	0	20	1714	40
161	79	149	1	0	0	20	1714	40
161	82	70	1	0	0	20	1714	40
161	159	138	1	0	0	20	1714	40
162	114	9	1	0	0	20	1895	30

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
162	286	44	1	0	0	20	1500	35
162	317	33	1	0	0	20	1714	35
162	332	13	1	1	0	20	1500	35
163	148	76	1	0	0	20	1714	40
163	150	61	1	0	0	20	1714	40
164	155	81	1	0	0	20	1714	40
164	166	58	1	0	0	20	1714	40
165	122	135	1	0	0	20	1895	50
165	123	95	1	0	0	20	1714	40
165	235	40	1	0	0	20	1895	50
166	154	43	1	0	0	20	1714	40
166	164	58	1	0	0	20	1714	40
166	167	90	1	0	0	20	1714	40
166	190	98	1	0	0	20	1714	40
167	166	90	1	0	0	20	1714	40
167	168	96	1	0	0	20	1714	40
167	248	177	1	0	0	20	1714	40
168	167	96	1	0	0	20	1714	40
168	170	110	1	0	0	20	1714	40
168	190	97	1	0	0	20	1714	40
168	249	187	1	0	0	20	1714	40
169	146	66	1	0	0	20	1500	40
170	168	110	1	0	0	20	1714	40
170	171	79	1	0	0	20	1714	40
170	181	123	1	0	0	20	1714	40
170	250	154	1	0	0	20	1714	40
171	106	70	1	0	0	20	1714	40
171	170	79	1	0	0	20	1714	40
171	172	75	1	0	0	20	1714	40
172	106	88	1	0	0	20	1714	40
172	171	75	1	0	0	20	1714	40
172	173	130	1	0	0	20	1714	40
172	179	93	1	0	0	20	1714	40
173	86	100	1	0	0	20	1714	40
173	172	130	1	0	0	20	1714	40
174	175	170	1	0	0	20	1714	40
174	189	137	1	0	0	20	1714	40
175	68	55	1	0	0	20	1714	40
175	76	64	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
175	174	170	1	0	0	20	1714	40
176	36	61	1	0	0	20	1714	40
176	177	56	1	0	0	20	1714	40
177	67	85	1	0	0	20	1714	40
177	86	74	1	0	0	20	1714	40
177	176	56	1	0	0	20	1714	40
177	178	176	1	0	0	20	1714	40
178	177	176	1	0	0	20	1714	40
178	179	50	1	0	0	20	1714	40
178	186	133	1	0	0	20	1714	40
179	172	93	1	0	0	20	1714	40
179	178	50	1	0	0	20	1714	40
179	180	104	1	0	0	20	1714	40
180	179	104	1	0	0	20	1714	40
180	181	60	1	0	0	20	1714	40
181	170	123	1	0	0	20	1714	40
181	180	60	1	0	0	20	1714	40
181	251	28	1	0	0	20	1714	40
182	183	153	1	0	0	20	1714	35
182	324	16	1	0	0	20	1714	40
182	325	67	1	0	0	20	1714	45
183	182	153	1	0	0	20	1895	45
183	191	19	1	0	0	20	1714	35
183	214	18	1	0	0	20	1714	30
184	191	78	1	0	0	20	1714	35
184	269	118	1	0	0	20	1714	35
184	322	42	1	0	0	20	1714	40
185	36	72	1	0	0	20	1714	40
185	186	69	1	0	0	20	1714	40
185	187	143	1	0	0	20	1714	40
185	322	107	1	0	0	20	1714	40
186	178	133	1	0	0	20	1714	40
186	185	69	1	0	0	20	1714	40
186	192	138	1	0	0	20	1714	40
186	323	82	1	0	0	20	1714	40
187	66	76	1	0	0	20	1500	40
187	185	143	1	0	0	20	1714	40
188	65	71	1	0	0	20	1714	40
188	66	69	1	0	0	20	1500	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
188	318	95	1	0	0	20	1714	40
189	106	25	1	0	0	20	1714	40
189	174	137	1	0	0	20	1714	40
189	190	55	1	0	0	20	1714	40
190	155	55	1	0	0	20	1714	40
190	166	98	1	0	0	20	1714	40
190	168	97	1	0	0	20	1714	40
190	189	55	1	0	0	20	1714	40
191	183	19	1	0	0	20	1714	35
191	184	78	1	0	0	20	1714	35
191	323	45	1	0	0	20	1714	40
192	94	101	1	0	0	20	1714	40
192	186	138	1	0	0	20	1714	40
192	324	42	1	0	0	20	1714	40
193	289	139	1	0	0	20	1895	55
193	338	116	1	0	0	20	1895	55
194	195	106	1	0	0	20	1714	40
194	254	152	1	0	0	20	1714	40
194	338	55	1	0	0	20	1714	40
195	194	106	1	0	0	20	1714	40
195	216	65	1	0	0	20	1714	40
195	255	164	1	0	0	20	1714	40
196	197	83	1	0	0	20	1714	40
196	215	88	1	0	0	20	1714	40
196	216	43	1	0	0	20	1714	40
197	196	83	1	0	0	20	1714	40
197	198	140	1	0	0	20	1714	40
197	202	86	1	0	0	20	1714	40
197	257	178	1	0	0	20	1714	40
198	197	140	1	0	0	20	1714	40
198	199	102	1	0	0	20	1714	40
198	200	104	1	0	0	20	1714	40
198	210	47	1	0	0	20	1500	40
199	198	102	1	0	0	20	1714	40
199	211	80	1	0	0	20	1714	40
199	216	106	1	0	0	20	1714	40
200	198	104	1	0	0	20	1714	40
200	330	51	1	0	0	20	1895	30
201	203	104	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
201	206	86	1	0	0	20	1714	40
201	210	99	1	0	0	20	1500	40
201	263	120	1	0	0	20	1714	40
202	197	86	1	0	0	20	1714	40
202	203	69	1	0	0	20	1714	40
202	210	103	1	0	0	20	1500	40
202	258	60	1	0	0	20	1714	40
203	201	104	1	0	0	20	1714	30
203	202	69	1	0	0	20	1714	40
203	258	66	1	0	0	20	1714	40
203	265	109	1	0	0	20	1714	40
204	52	20	1	0	0	20	1500	40
204	80	69	1	0	0	20	1714	30
204	286	73	1	0	0	20	1500	35
204	312	22	1	0	0	20	1714	40
205	218	91	1	0	0	20	1714	45
205	263	75	1	0	0	20	1714	45
206	201	86	1	0	0	20	1714	30
206	207	60	1	0	0	20	1714	40
206	218	72	1	0	0	20	1714	40
207	206	60	1	0	0	20	1714	40
207	219	105	1	0	0	20	1714	40
208	217	113	1	0	0	20	1714	40
208	337	83	1	0	0	20	1714	40
209	217	107	1	0	0	20	1714	40
209	282	71	1	0	0	20	1714	30
209	285	97	1	0	0	20	1500	30
210	198	47	1	0	0	20	1714	40
210	201	99	1	0	0	20	1714	40
210	202	103	1	0	0	20	1714	40
210	217	49	1	0	0	20	1714	40
211	199	80	1	0	0	20	1714	40
211	212	123	1	0	0	20	1714	40
211	330	50	1	0	0	20	1895	40
212	17	54	2	0	0	20	1895	30
212	211	123	1	0	0	20	1714	40
212	213	125	1	0	0	20	1895	55
213	212	125	1	0	0	20	1895	55
213	214	49	1	0	0	20	1895	55

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
214	183	18	1	0	0	20	1714	30
214	213	49	1	0	0	20	1895	55
214	338	20	1	0	0	20	1895	55
215	196	88	1	0	0	20	1714	40
215	256	113	1	0	0	20	1714	40
216	195	65	1	0	0	20	1714	40
216	196	43	1	0	0	20	1714	40
216	199	106	1	0	0	20	1714	40
217	208	113	1	0	0	20	1714	40
217	209	107	1	0	0	20	1714	30
217	210	49	1	0	0	20	1500	40
218	205	91	1	0	0	20	1714	45
218	206	72	1	0	0	20	1714	40
218	219	115	1	0	0	20	1714	40
218	261	54	1	0	0	20	1714	40
219	207	105	1	0	0	20	1714	40
219	218	115	1	0	0	20	1714	45
219	313	23	1	0	0	20	1500	40
220	131	71	1	0	0	20	1714	40
220	132	62	1	0	0	20	1714	40
220	233	18	1	0	0	20	1714	40
220	311	47	1	0	0	20	1714	40
221	136	88	1	1	0	20	1714	40
221	222	65	1	0	0	20	1714	40
222	221	65	1	0	0	20	1714	40
222	229	114	1	0	0	20	1714	40
222	232	75	1	0	0	20	1714	40
223	130	107	1	0	0	20	1714	35
224	127	63	1	0	0	20	1714	35
225	135	185	1	0	0	20	1500	40
225	254	187	1	0	0	20	1714	40
225	295	120	1	0	0	20	1714	40
226	45	50	1	0	0	20	1714	35
227	222	103	1	0	0	20	1714	35
228	229	71	1	0	0	20	1714	40
229	222	114	1	0	0	20	1714	40
229	230	150	1	0	0	20	1500	40
229	231	44	1	0	0	20	1714	40
230	229	150	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
230	339	43	1	0	0	20	1714	40
231	229	44	1	0	0	20	1714	40
232	222	75	1	0	0	20	1714	40
232	233	94	1	0	0	20	1714	40
233	220	18	1	0	0	20	1714	40
233	232	94	1	0	0	20	1714	40
234	132	125	1	0	0	20	1714	40
234	134	70	1	0	0	20	1714	40
235	165	40	1	0	0	20	1895	50
236	237	113	1	0	0	20	1714	40
237	122	115	1	0	0	20	1714	40
237	236	113	1	0	0	20	1714	40
238	138	86	1	0	0	20	1714	40
238	316	56	1	0	0	20	1895	50
241	149	150	1	0	0	20	1714	40
241	150	87	1	0	0	20	1714	40
241	243	97	1	0	0	20	1714	40
242	149	44	1	0	0	20	1714	40
243	150	98	1	0	0	20	1714	40
243	241	97	1	0	0	20	1714	40
243	277	117	1	0	0	20	1714	40
244	267	19	2	0	0	20	1714	30
244	317	36	2	0	0	20	1714	30
244	327	19	1	0	0	20	1500	30
244	329	32	1	0	0	20	1500	30
247	50	163	1	0	0	20	1895	30
247	154	176	1	0	0	20	1714	40
248	29	92	1	0	0	20	1500	40
248	167	177	1	0	0	20	1714	40
249	2	101	1	0	0	20	1500	40
249	168	187	1	0	0	20	1714	40
250	170	154	1	0	0	20	1714	40
250	299	154	1	0	0	20	1500	30
251	94	28	1	0	0	20	1895	50
251	181	28	1	0	0	20	1714	40
254	194	152	1	0	0	20	1714	40
254	225	187	1	0	0	20	1500	40
254	255	46	1	0	0	20	1714	40
254	289	136	1	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
255	195	164	1	0	0	20	1714	40
255	254	46	1	0	0	20	1714	40
255	256	66	1	0	0	20	1714	40
256	215	113	1	0	0	20	1714	40
256	255	66	1	0	0	20	1714	40
257	135	173	1	0	0	20	1500	40
257	197	178	1	0	0	20	1714	40
258	202	60	1	0	0	20	1714	40
258	203	66	1	0	0	20	1714	40
258	276	186	1	0	0	20	1714	40
261	218	54	1	0	0	20	1714	40
263	201	120	1	0	0	20	1714	40
263	205	75	1	0	0	20	1714	45
263	275	31	1	0	0	20	1714	40
265	152	167	1	0	0	20	1714	40
265	203	109	1	0	0	20	1714	40
265	275	76	1	0	0	20	1714	40
266	273	16	2	0	0	20	1895	30
266	279	33	2	0	0	20	1500	30
266	280	28	2	0	0	20	1500	30
267	244	19	2	0	0	20	1500	30
267	273	31	2	0	0	20	1895	30
267	283	31	1	0	0	20	1714	30
267	326	17	1	0	0	20	1714	30
268	278	75	2	0	0	20	2400	40
268	283	72	1	0	0	20	1714	30
268	319	111	1	0	0	20	1895	55
269	184	118	1	0	0	20	1714	35
269	319	26	1	0	0	20	1714	35
269	320	17	1	0	0	20	1714	40
270	271	89	1	0	0	20	1895	40
270	279	53	2	0	0	20	1500	30
270	287	34	1	0	0	20	1500	30
271	17	57	2	0	0	20	1895	30
271	270	89	1	0	0	20	1895	35
271	274	98	1	0	0	20	1714	30
272	280	65	2	0	0	20	1500	30
272	285	22	1	0	0	20	1500	30
272	337	46	2	0	0	20	1714	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
273	266	16	2	0	0	20	1500	30
273	267	31	2	0	0	20	1714	30
273	278	32	2	0	0	20	2400	40
274	271	98	1	0	0	20	1714	40
274	287	45	1	0	0	20	1500	30
274	330	63	1	0	0	20	1895	30
275	263	31	1	0	0	20	1714	45
275	265	76	1	0	0	20	1714	40
276	145	119	1	0	0	20	1500	40
276	258	186	1	0	0	20	1714	40
277	142	139	1	0	0	20	1714	40
277	144	111	1	0	0	20	1714	40
277	243	117	1	0	0	20	1714	40
278	268	75	2	0	0	20	1895	45
278	273	32	1	0	0	20	1895	30
278	279	17	2	0	0	20	1500	30
278	283	32	2	0	0	20	1714	30
279	266	33	2	0	0	20	1500	30
279	270	53	2	0	0	20	1895	30
279	278	17	2	0	0	20	2400	30
279	284	26	2	0	0	20	1500	30
280	266	28	2	0	1	20	1500	30
280	272	65	2	0	0	20	1500	40
280	284	29	1	0	0	20	1500	30
281	284	25	2	0	0	20	1500	30
281	285	47	1	0	0	20	1500	30
282	209	71	1	0	0	20	1714	30
282	287	51	1	0	0	20	1500	30
283	267	31	1	0	0	20	1714	30
283	268	72	1	0	0	20	1714	30
283	278	32	2	0	0	20	2400	30
283	329	20	1	0	0	20	1500	30
284	279	26	2	0	0	20	1500	30
284	280	29	1	0	0	20	1500	30
284	281	25	2	0	0	20	1714	30
284	287	53	1	0	0	20	1500	30
285	209	97	1	0	0	20	1714	30
285	272	22	1	0	0	20	1500	40
285	281	47	1	0	0	20	1714	30

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
286	80	28	1	0	0	20	1714	30
286	162	44	1	1	0	20	1500	35
286	204	73	1	0	0	20	1714	30
286	327	82	1	0	0	20	1500	30
287	270	34	1	0	0	20	1714	30
287	274	45	1	0	0	20	1714	30
287	282	51	1	0	0	20	1714	30
287	284	53	1	0	0	20	1500	30
288	113	125	1	0	0	20	1714	40
288	128	18	1	0	0	20	1714	40
288	333	21	1	0	0	20	1714	40
289	193	139	1	0	0	20	1895	55
289	254	136	1	0	0	20	1714	40
289	291	151	1	0	0	20	1895	55
290	292	129	2	0	0	20	1895	55
290	325	117	2	0	0	20	1895	55
291	289	151	1	0	0	20	1895	55
291	294	133	1	1	0	20	1500	55
292	290	129	2	0	0	20	1895	55
292	293	119	1	1	0	20	1500	30
293	292	119	2	0	0	20	1895	55
293	294	35	1	1	0	20	1500	40
293	297	49	2	0	0	20	1500	30
293	299	47	1	0	0	20	1500	30
294	291	133	1	0	0	20	1895	55
294	293	35	1	0	0	20	1500	30
294	296	61	1	1	0	20	1500	40
295	225	120	1	0	0	20	1500	40
295	298	147	1	0	0	20	1714	40
296	294	61	1	0	1	20	1500	40
296	297	31	1	1	1	20	1500	30
296	298	44	2	0	0	20	1895	40
296	304	65	1	0	0	20	1500	40
297	293	49	1	0	0	20	1500	30
297	296	31	2	0	0	20	1500	40
297	300	49	2	0	0	20	1500	30
297	308	37	1	0	0	20	1895	30
298	295	147	1	0	0	20	1714	40
298	296	44	2	0	0	20	1500	40

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
299	250	154	1	0	0	20	1714	40
299	293	47	1	0	0	20	1500	30
299	308	51	1	0	0	20	1895	30
299	310	35	1	0	0	20	1714	30
300	297	49	2	0	0	20	1500	30
300	301	71	2	0	1	20	1500	55
300	307	36	1	0	0	20	1714	30
301	300	71	2	0	0	20	1500	30
301	302	58	2	0	0	20	1895	55
301	303	32	1	0	0	20	1714	40
302	301	58	2	1	0	20	1500	40
303	301	32	1	1	0	20	1500	55
304	296	65	1	1	1	20	1500	40
304	305	52	1	0	0	20	1714	40
304	306	69	1	0	0	20	1895	50
305	304	52	1	0	0	20	1500	40
306	304	69	1	0	0	20	1500	40
307	300	36	1	0	0	20	1500	30
308	297	37	2	0	0	20	1500	30
308	299	51	1	0	0	20	1500	30
308	309	32	1	0	0	20	1714	30
309	308	32	1	0	0	20	1895	30
309	310	41	1	0	0	20	1714	30
310	2	84	1	0	0	20	1500	40
310	299	35	1	0	0	20	1500	30
310	309	41	1	0	0	20	1714	30
311	136	38	1	0	0	20	1714	40
311	220	47	1	0	0	20	1714	40
312	48	96	1	0	0	20	1714	40
312	52	8	1	0	0	20	1500	40
312	204	22	1	0	0	20	1714	30
313	219	23	1	0	0	20	1714	40
313	337	25	1	0	0	20	1714	40
314	313	22	1	0	0	20	1500	30
315	119	25	1	0	0	20	1500	30
315	120	125	1	0	0	20	1714	40
315	121	18	1	0	0	20	1714	35
316	121	107	1	0	0	20	1714	35
316	238	56	1	0	0	20	1895	50

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
317	162	33	1	1	0	20	1500	35
317	244	36	2	0	0	20	1500	30
318	188	95	1	0	0	20	1714	40
318	320	60	1	0	0	20	1714	40
319	268	111	1	0	0	20	1895	55
319	269	26	1	0	0	20	1714	35
319	320	29	1	0	0	20	1895	55
320	269	17	1	0	0	20	1714	35
320	318	60	1	0	0	20	1714	40
320	319	29	1	0	0	20	1895	55
320	321	56	2	0	0	20	1895	55
321	320	56	2	0	0	20	1895	55
321	322	84	2	0	0	20	1895	55
322	184	42	1	0	0	20	1714	35
322	185	107	1	0	0	20	1714	40
322	321	84	2	0	0	20	1895	55
322	323	76	2	0	0	20	1895	55
323	186	82	1	0	0	20	1714	40
323	191	45	1	0	0	20	1714	40
323	322	76	2	0	0	20	1895	55
323	324	154	2	0	0	20	1895	55
324	182	16	1	0	0	20	1895	30
324	192	42	1	0	0	20	1714	40
324	323	154	2	0	0	20	1895	55
324	325	58	2	0	0	20	1895	55
325	94	68	1	0	0	20	1895	50
325	182	67	1	0	0	20	1895	45
325	290	117	2	0	0	20	1895	55
325	324	58	2	0	0	20	1895	55
326	267	17	1	0	0	20	1714	30
326	327	21	1	0	0	20	1500	30
327	74	30	1	0	0	20	1500	30
327	244	19	1	0	0	20	1500	30
327	286	82	1	0	0	20	1500	35
327	326	21	1	0	0	20	1714	30
328	65	88	1	0	0	20	1714	40
328	329	23	1	0	0	20	1500	30
329	244	32	1	0	0	20	1500	30
329	283	20	1	0	0	20	1714	30

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
329	328	23	1	0	0	20	1500	30
330	200	51	1	0	0	20	1714	40
330	211	50	1	0	0	20	1714	40
330	274	63	1	0	0	20	1714	30
331	56	65	1	0	0	20	1714	40
331	60	71	1	0	0	20	1895	50
331	61	32	1	0	0	20	1895	50
331	73	28	1	0	0	20	1714	40
332	62	73	1	0	0	20	1714	40
332	98	10	1	0	0	20	1895	30
332	162	13	1	1	0	20	1500	35
333	147	48	1	0	0	20	1714	40
333	288	21	1	0	0	20	1714	40
333	334	112	1	0	0	20	1714	40
334	119	133	1	0	0	20	1500	40
334	333	112	1	0	0	20	1714	40
336	121	18	1	0	0	20	1714	35
336	122	40	1	0	0	20	1895	50
336	126	129	1	0	0	20	1714	40
337	208	83	1	0	0	20	1714	40
337	272	46	2	0	0	20	1500	40
337	313	25	1	0	0	20	1500	40
338	193	116	1	0	0	20	1895	55
338	194	55	1	0	0	20	1714	40
338	214	20	1	0	0	20	1895	55
339	230	43	1	0	0	20	1500	40
8019	19	0	1	0	0	20	1714	0
8031	31	0	1	0	0	20	1714	0
8032	32	0	1	0	0	20	1714	0
8037	307	0	1	0	0	20	1714	0
8053	53	0	1	0	0	20	1714	0
8074	74	0	1	0	0	20	1500	0
8151	51	0	1	0	0	20	1714	0
8163	114	0	1	0	0	20	1714	0
8223	223	0	1	0	0	20	1714	0
8224	224	0	1	0	0	20	1714	0
8226	226	0	1	0	0	20	1714	0
8227	227	0	1	0	0	20	1714	0
8228	228	0	1	0	0	20	1714	0

Upstream Node Number	Downstream Node Number	Length (Miles*100)	Full Lanes	Left Turn Lanes	Right Turn Lanes	Start up Lost Time (Sec)	Per Lane Capacity (Veh/Hr/Lane)	Free Flow Speed (MPH)
8230	230	0	1	0	0	20	1500	0
8231	231	0	1	0	0	20	1714	0
8232	232	0	1	0	0	20	1714	0
8233	233	0	1	0	0	20	1714	0
8234	234	0	1	0	0	20	1714	0
8235	235	0	1	0	0	20	1895	0
8236	236	0	1	0	0	20	1714	0
8238	238	0	1	0	0	20	1895	0
8242	242	0	1	0	0	20	1714	0
8247	89	0	1	0	0	20	1714	0
8250	133	0	1	0	0	20	1500	0
8251	251	0	1	0	0	20	1895	0
8261	261	0	1	0	0	20	1714	0
8265	146	0	1	0	0	20	1500	0
8275	275	0	1	0	0	20	1714	0
8276	145	0	1	0	0	20	1500	0
8277	143	0	1	0	0	20	1714	0
8294	294	0	1	0	0	20	1895	0
8295	169	0	1	0	0	20	1714	0
8302	302	0	2	0	0	20	1895	0
8303	303	0	1	0	0	20	1714	0
8305	305	0	1	0	0	20	1714	0
8306	306	0	1	0	0	20	1895	0
8314	314	0	1	0	0	20	1714	0
8328	328	0	1	0	0	20	1500	0
8332	332	0	2	0	0	20	1500	0
8333	98	0	1	0	0	20	1714	0
8339	339	0	1	0	0	20	1714	0

APPENDIX L

ERPA BOUNDARIES

ERPA 1	Lake Ontario on the North; Nine Mile Point, and Parkhurst Rds. to the East; Minor Rd. to the South; Bayshore, and Lakeview Rds. to the west.
ERPA 2	Lake Ontario on the North; Shore Oaks Drive to the East; County Rte. 1 on the South; and to just west of County Rte. 29 between Miner and North Rds. to the West.
ERPA 3	Lake View and Miner Rds. on the North; just east of County Rte. 29 to the East; to County Rte. 1 on the South; corner of County Rts. 1 and 1A to the West.
ERPA 4	Lake Ontario on the North; Demster Beach Drive, County Rte 6 and 6A to the East; US Rte 104 on the South; Shore Oaks Dr., County Rte. 1, and to just west of Woolson and Dennis Rds. to the West.
ERPA 5	County Rte. 1 on the North; just west of Woolson and Dennis Rds. to the East; U.S. Rte. 104 on the South; and Creamery Rd. to the West.
ERPA 6	The road just east of the Alcan Plant and Co. Rte 1A on the North; Creamery Rd. to the East; U.S. Rte. 104 on the South; and County Rte. 63 to the West.
ERPA 7	Lake Ontario on the North; just west of Mexico Pt. between County Rte. 43 and Ladd Rds. to the East; U.S. Rte 104 on the South; and County Rte. 6 and Demster Beach Drive to the West.
ERPA 8	U.S. Rte. 104 on the North; just east of and Green Rd. to the East; the intersection of Johnson and Craw Rds in Vermillion on the South; and County Rte. 6 to the West.
ERPA 9	U.S. Rte. 104 on the North; County Rte. 6 to the East; just North of Taplan Drive on the South; and to just west of Co. Rte. 51 to the West.
ERPA 10	U.S. Rte. 104 on the North; just east of Co. Rte. 51 to the East; County Rte. 4 on the South; and Klocks Corners Rd to the West.
ERPA 11	U.S. Rte. 104 on the North; Klocks Corner Rd. to the East; County Rte. 4 on the South; and City Line Rd. to the West.
ERPA 12	The City of Oswego, East of the Oswego River.
ERPA 13	The City of Oswego West of the Oswego River.
ERPA 14	County Rte. 5 Gust past the bridge in Port Ontario) on the North; N.Y. Rte. 13, Manwaring Rd. and just east of S. Daysville Rd. to the East; Sherman Rd. on the South; and Lake Ontario to the West.
ERPA 15	Just north of the intersection of Rte. 104B, N.Y. Rte. 3 and Sherman Rd. on the North; Sherman, Spath and Smithers Rd. to the East; U.S. Rte 104, excluding the village of Mexico on the South; the intersection of George Rd. and U.S. Rte. 104, and just west of Mexico Pt., between County Rte. 43 and Ladd Rds. to the West.
ERP A 16	The Village of Mexico.

ERPA 17	U.S. Rte. 104 and the southern boundary of Village of Mexico, on the North; Emery, Stone, Larson and Pumphouse Rds. to the East; Gillette Rd. on the South; to just east of and Green Rd. to the West.
ERPA 18	Just below County Rte. 51, just above Taplan Dr., and the intersections of Johnson and Craw Rds. on the North; N.Y. Rte. 3, County Rte. 4, and County Rte. 35 to the East; Clifford Rd. on the South; Baldwin, Silk, and just east of O'Connor Rds. to the West.
ERPA 19	County Rte. 4 on the North; just east of Silk Rd. to the East; just above County Rte. 45, (intersecting with County Rte. 53), Myers, black Creek, and Paddy Lake Rds. on the South; the Oswego River to the West.
ERPA 20	Just above Co. Rte. 45, (intersecting with County Rte. 53), Myers, Black Creek, and Paddy Lake Rds. on the North; Silk, and Baldwin Rds. to the East; Hawk and Rowlee Rds. on the South; the Oswego River to the West.
ERPA 21	Oswego City Line on the North; the Oswego River to the East, Hickory Grove Rd. on the South; Ridge, Furniss and County Rte. 25 to the West.
ERPA 22	Lake Ontario on the North; County Rte. 7, Byer Rd., and County Rte. 25 to the East; Furniss and Tug Hill Rds. on the South; Bunker Hill Rd. and Maple Ave. to just west of Crestwood Dr. to the West.
ERPA 23	Oswego River within the Oswego City Limits.
ERPA 24	Oswego River south of the Oswego City Limits to Lock #5 in Minetto.
ERPA 25	Oswego River south of Lock #5 in Minetto North to Hickory Grove Rd.
ERPA 26	Portion of Lake Ontario within 5 miles and West of the plants.
ERPA 27	Portion of Lake Ontario within 5 miles and East of the plants.
ERPA 28	Portion of Lake Ontario between 5 and 10 miles West of the plants.
ERPA 29	Portion of Lake Ontario between 5 and 10 miles East of the plants.

APPENDIX M

INGESTION PATHWAY POPULATION

As part of the EPZ population estimates presented in Chapter 3, we developed population estimates for the 50-mile ingestion pathway. The technique used to develop these estimates is as follows:

1. Use GIS software to overlay a map of the area with a set of concentric circles, centered on the location of Nine Mile Point, and extending out to 50 miles.

2. Develop a list of all counties contained in the 50-mile ingestion pathway. Determine a yearly growth rate for all each county based upon the county's growth between the 1990 and 2000 Census.

3. Use the GIS 2000 Census Block Point Database to identify the year 2000 population within a given sector of the map. Allocate a proportional amount of this population to each county that falls within the sector being studied. The proportion of each county population allocated is based upon the ratio of the county area within the sector to the total area of the map sector.

4. Using each county's growth rate, extrapolate the county's contribution to the sector population.

Table M-1. County Growth Rates

County	Annualized Growth Rate
CAYOGA	-0.13%
JEFFERSON	-0.19%
LEWIS	0.15%
MADISON	0.30%
ONANDAGA	-0.33%
ONIEDA	-0.96%
OSWEGO	0.04%
SENECA	-0.56%
WAYNE	0.74%

Table M-2. Ingestion Pathway Population Estimate				
ZONE	MILES FROM FACILITY	POPULATION		
		2000	2008	2010
1	0-1	8	8	8
2	1--2	342	343	344
3	2--3	926	930	931
4	3--4	1,454	1,460	1,461
5	4--5	1,422	1,428	1,429
6	5--6	4,326	4,343	4,348
7	6--7	9,251	9,288	9,297
8	7--8	10,795	10,834	10,849
9	8--9	5,155	5,176	5,181
10	9--10	4,553	4,571	4,576
15	10--15	32,849	32,980	33,012
20	15--20	28,433	28,546	28,574
25	20--25	45,046	44,285	44,097
30	25--30	109,672	107,819	107,361
35	30--35	166,335	162,885	162,034
40	35--40	219,025	214,482	213,361
45	40--45	131,252	130,561	130,389
50	45--50	127,023	126,354	126,188
	TOTAL:	**897,867**	**886,293**	**883,440**
POPULATION WITHIN 5 MILES:		4,152	4,169	4,173
POPULATION WITHIN 10 MILES:		38,232	38,381	38,424
POPULATION WITHIN 25 MILES:		144,560	142,118	144,107