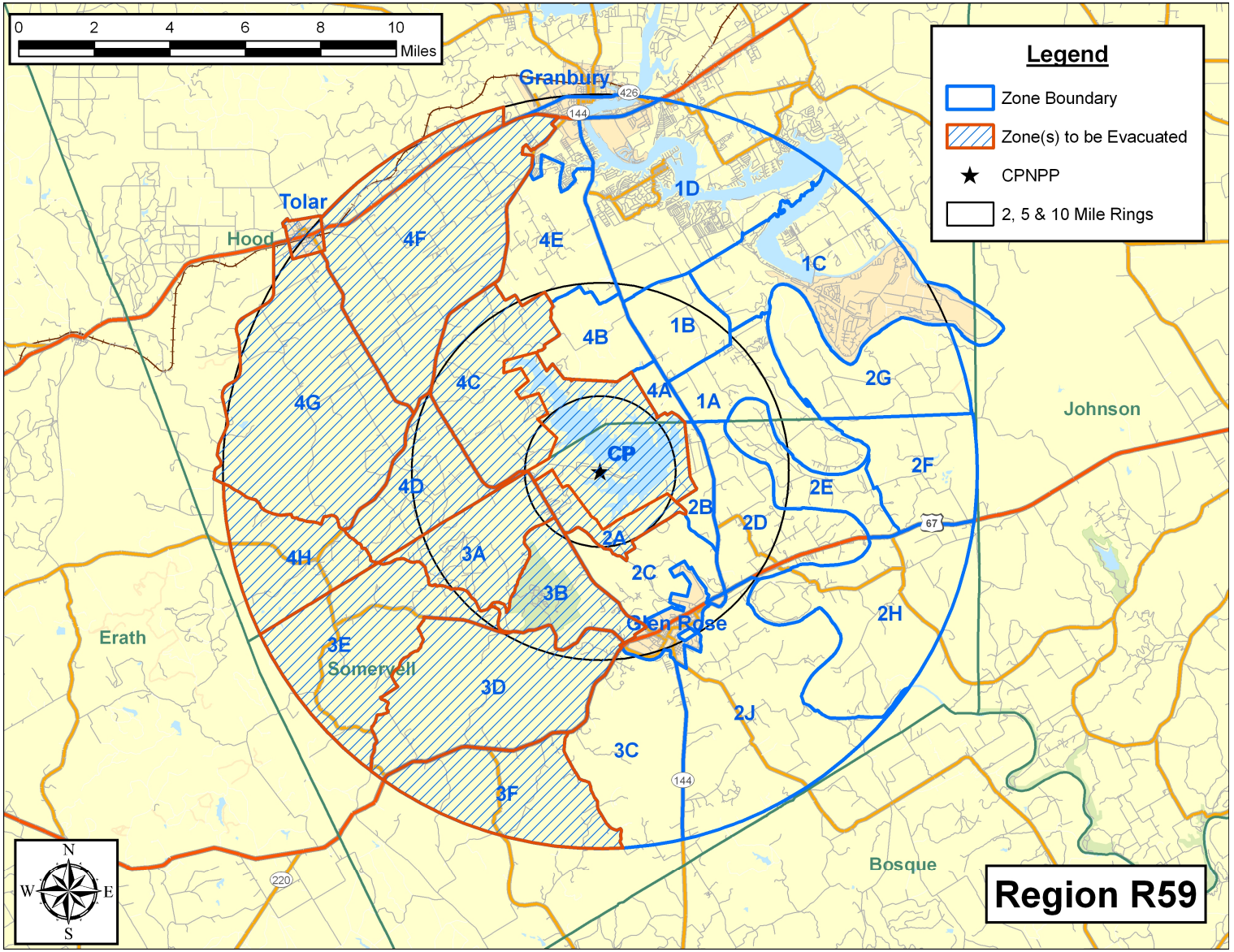
0 2 4 6 8 10
Miles
Legend
Zone Boundary
Zone(s) to be Evacuated
CPNPP
2, 5 & 10 Mile Rings
Granbury
Tolar
Hood
Johnson
Erath
Somervell
Glen Rose
Bosque
CP
1A
1B
1C
1D
2A
2B
2C
2D
2E
2F
2G
2H
2J
3A
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3C
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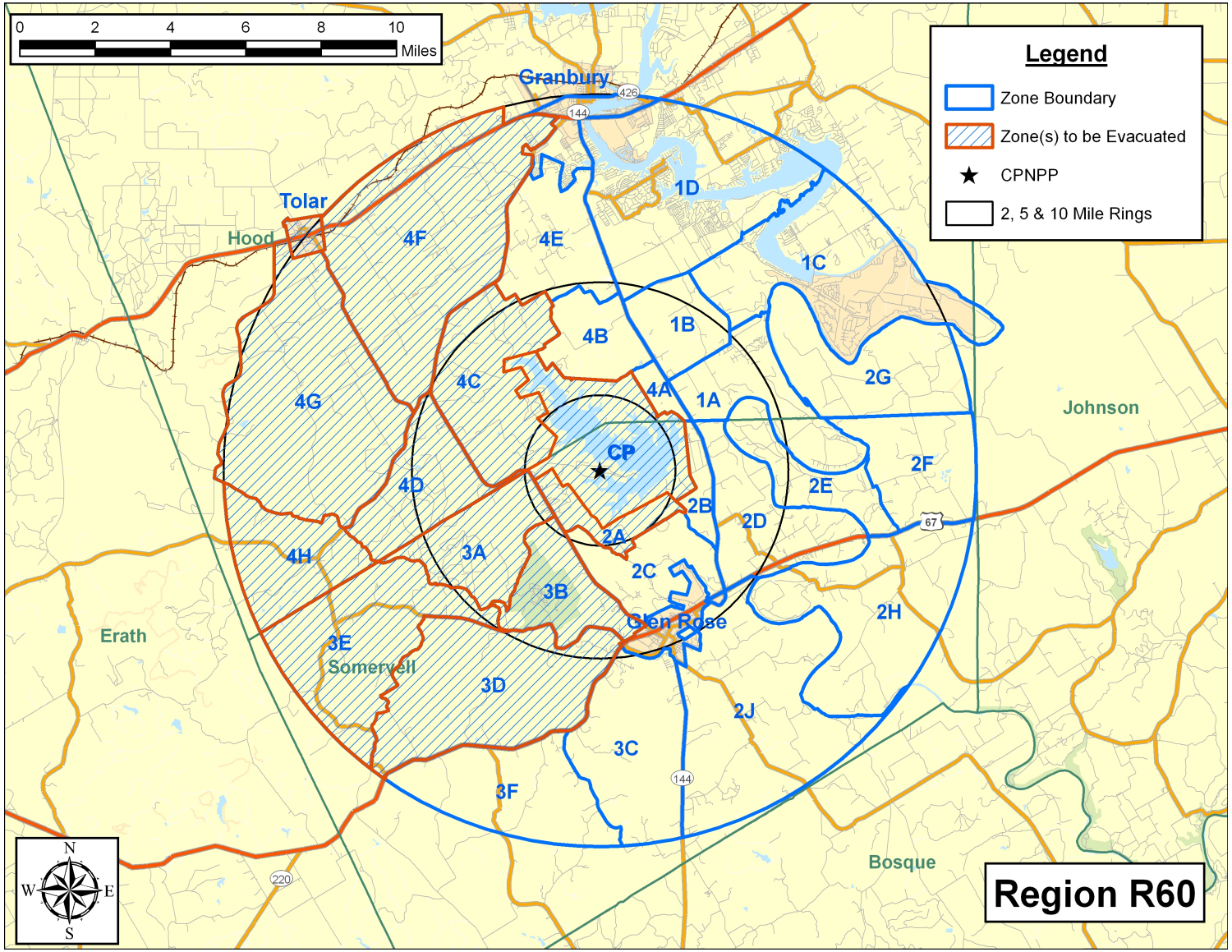
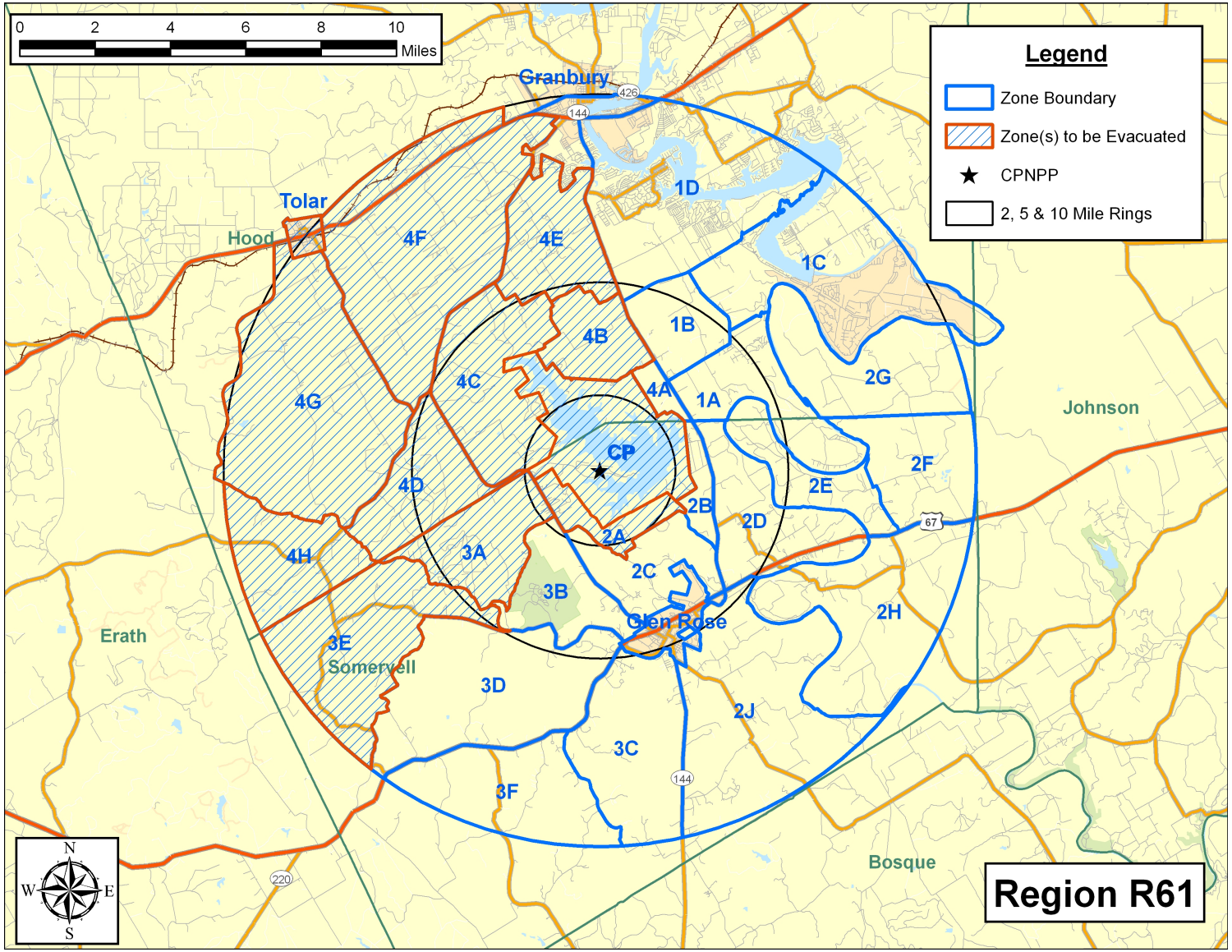
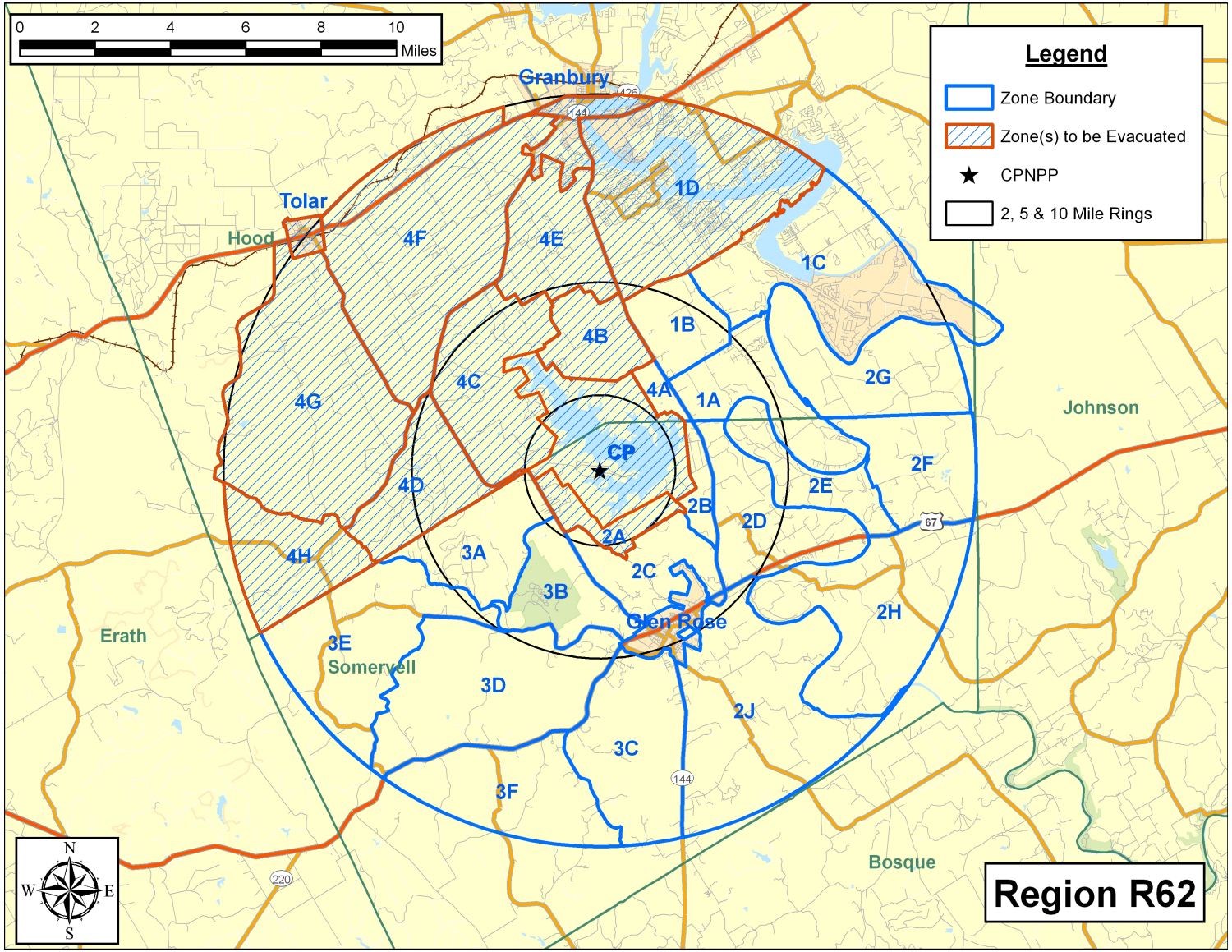
S
E
W
Region R59


0 2 4 6 8 10
Miles
Legend
Zone Boundary
Zone(s) to be Evacuated
CPNPP
2, 5 & 10 Mile Rings
Granbury
426
144
Tolar
Hood
1D
4F
4E
1C
1B
4B
4C
4A
1A
2G
Johnson
4G
CP
2F
4D
2E
2B
2D
67
2A
4H
3A
2C
3B
2H
Glen Rose
Erath
3E
Somervell
3D
2J
3C
144
3F
220
Bosque
N
W
E
S
Region R60


0 2 4 6 8 10
Miles
Legend
Zone Boundary
Zone(s) to be Evacuated
CPNPP
2, 5 & 10 Mile Rings
Granbury
426
144
Tolar
Hood
1D
1C
4F
4E
4B
1B
2G
4C
4A
1A
Johnson
4G
CP
2F
4D
2E
2B
2D
67
2A
4H
3A
2C
3B
2H
Glen Rose
Erath
3E
Somervell
3D
2J
3C
144
3F
Bosque
220
N
W
E
S
Region R61


0 2 4 6 8 10
Miles
Legend
Zone Boundary
Zone(s) to be Evacuated
CPNPP
2, 5 & 10 Mile Rings
Granbury
Tolar
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Erath
Somervell
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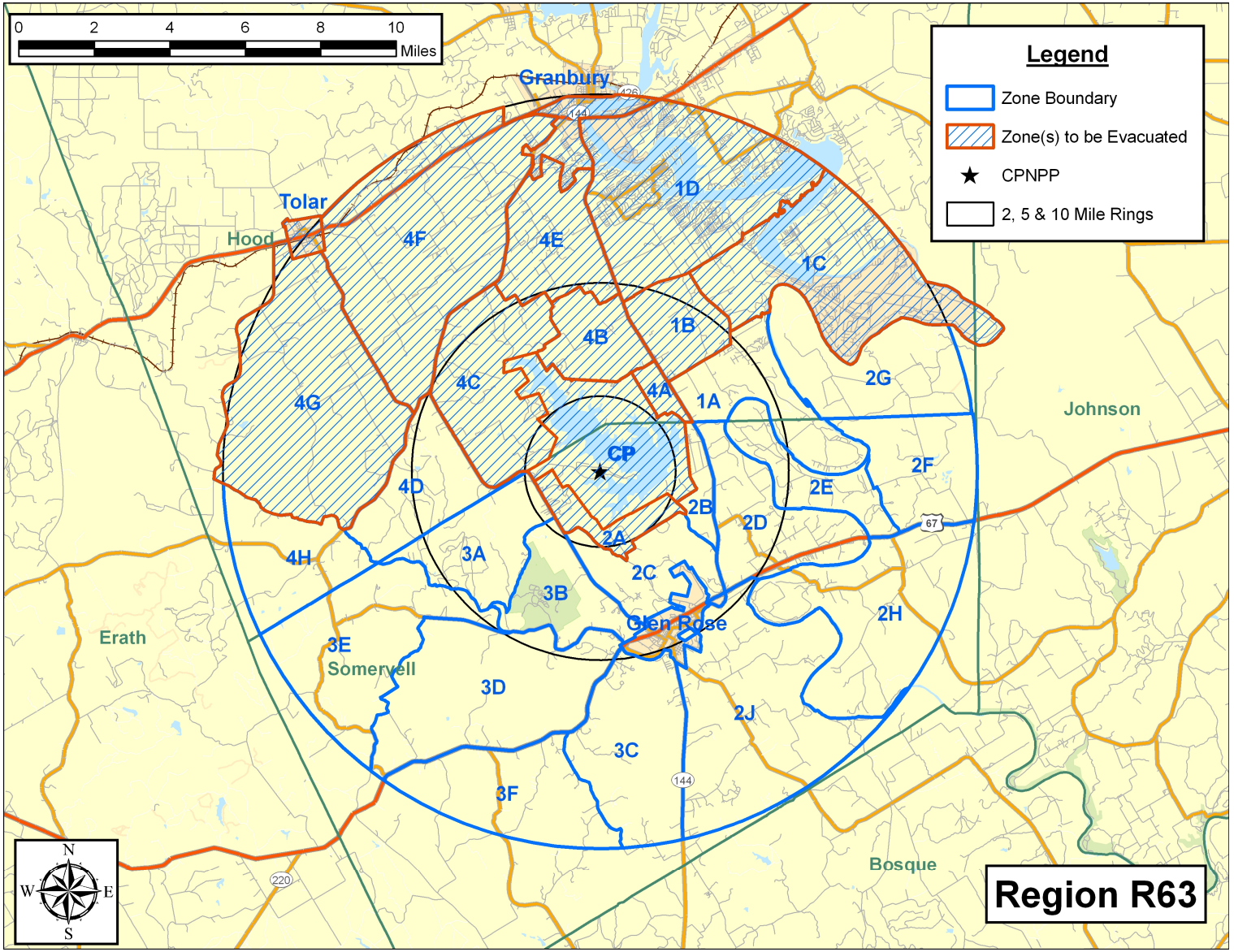
Region R62


0 2 4 6 8 10
Miles
Legend
Zone Boundary
Zone(s) to be Evacuated
CPNPP
2, 5 & 10 Mile Rings
Granbury
Tolar
Hood
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Region R63

# APPENDIX I

Evacuation Sensitivity Studies

# APPENDIX I: EVACUATION SENSITIVITY STUDIES

## Trip Generation

A sensitivity study was performed to determine whether changes in the estimated trip generation time have an effect on the Evacuation Time Estimates (ETE) for the entire EPZ. The case considered was Scenario 1, Region 3; a summer, midweek, midday, good weather evacuation of the entire EPZ. Table I-1 presents the results of this study.

**Table I-1. Evacuation Time Estimates for Trip Generation Sensitivity Study**

| Trip Generation Period | Evacuation Region | | |
|---|---|---|---|
| | 2-Mile Region (R01) | 5-Mile Region (R02) | Entire EPZ (R03) |
| 3 Hours | 2:50 | 3:10 | 3:20 |
| 4 Hours (Base) | 3:50 | 4:10 | 4:20 |
| 5 Hours | 4:40 | 5:00 | 5:10 |

The results confirm the importance of accurately estimating the trip generation times. The ETE closely mirror the values for the time the last evacuation trip is generated. The results indicate that programs to educate the public and encourage them toward faster responses for a radiological emergency can reduce evacuation time.

Shadow Evacuation

A sensitivity study was conducted to determine the effect on ETE of changes in the percentage of people who decide to relocate from the Shadow Region. The movement of people in the Shadow Region has the potential to impede vehicles evacuating from an Evacuation Region within the EPZ. The case considered was Scenario 1, Region 3; a summer, midweek, midday, good weather evacuation of the entire EPZ.

The ETE for all regions remain unchanged as the percentage of people who decide to relocate from areas within the Shadow Region increases from 15% to 60% (Table I-2), showing the insensitivity of the 100$^{th}$ percentile ETE to shadow evacuation. The analysis indicates an increase in congestion with increasing percentage shadow evacuation; however, this congestion does not prolong the ETE. In addition, although congestion outside the EPZ persists longer in the case of 60% shadow evacuation, this congestion does not delay those evacuating from within the EPZ. There are a total of 18,578 people (10,844 vehicles) within the Shadow Region.

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

| Shadow Data | | | Evacuation Region | | |
|---|---|---|---|---|---|
| **Percent Shadow Evacuation** | **Number of Evacuating Shadow Residents** | **Number of Evacuating Shadow Resident Vehicles** | **2-Mile Region (R01)** | **5-Mile Region (R02)** | **Entire EPZ (R03)** |
| 15 | 2,787 | 1,627 | 3:50 | 4:10 | 4:20 |
| 30 (Base) | 5,573 | 3,253 | 3:50 | 4:10 | 4:20 |
| 60 | 11,147 | 6,506 | 3:50 | 4:10 | 4:20 |

Squaw Creek Park

Squaw Creek Park (SCP) is a 475-acre facility located north of the Comanche Peak Nuclear Power Plant on the northern shoreline of Squaw Creek Reservoir (see Figure I-1). This facility is owned and operated by Luminant Power. Squaw Creek Reservoir is a 3,200-acre lake that was once open to the public for fishing. The park and reservoir were closed to the public after September 11, 2001 for security purposes. Luminant is developing plans to reopen the park and reservoir for fishing and other activities on a limited basis to employees, charitable events, and eventually to the public. When the park and reservoir are re-opened, public access will be restricted to daylight hours only. This sensitivity study explores the effect on ETE of re-opening the SCP.

Based on discussions with Luminant Power, there will be at most 100 boats on the reservoir at any given time. It is assumed that there are 2 people per boat and that each boat represents 2 evacuating vehicles (vehicle plus boat trailer). It is further assumed that an additional 50 vehicles will be present for people engaged in other activities at SCP (e.g., picnicking). It is assumed that people engaged in these activities will travel to the park as a family; thus, the average household size of 2.21 persons obtained from the telephone survey (see Figure F-1) will be used. Finally, it is conservatively assumed that all people visiting SCP are non-EPZ residents. Therefore, there are 311 transients visiting the park in 150 vehicles.

The following data and assumptions were used to compute the trip generation histogram for vehicles at SCP shown in Table I-3:

- There are 5 boat ramps at SCP. Therefore, 5 boats can be loaded onto trailers in a single “wave”.
- Assume a single “wave” of boat loading takes 10 minutes.
- Assume no boats are loaded for the first 15 minutes after the advisory to evacuate (ATE) as boats will have to travel back to the ramps from wherever they are on the reservoir.
- Assume 75% of those people at SCP who are not using boats are mobilized in the first 15 minutes after the ATE.
- Assume the remaining 25% of those people at SCP who are not using boats are mobilized between 15 and 30 minutes after the ATE.

Vehicles evacuating from SCP travel eastbound on Coates Road to State Highway 144. As shown in Figure K-9, Coates Road was not modeled entirely from SCP to State Highway 144. Links and nodes have been added to the analysis network as shown in Figure I-1 to model Coates Road and those vehicles evacuating SCP for the purposes of completing this sensitivity study. Coates Road was modeled as a single lane eastbound with a free speed of 30 mph and a capacity of 1500 vehicles per hour.

The case considered is Scenario 3, Region 3; a summer, weekend, mid-day, good weather evacuation for the entire EPZ. Table I-4 presents the results of this study. The ETE is not affected by the additional transient vehicles present at SCP.

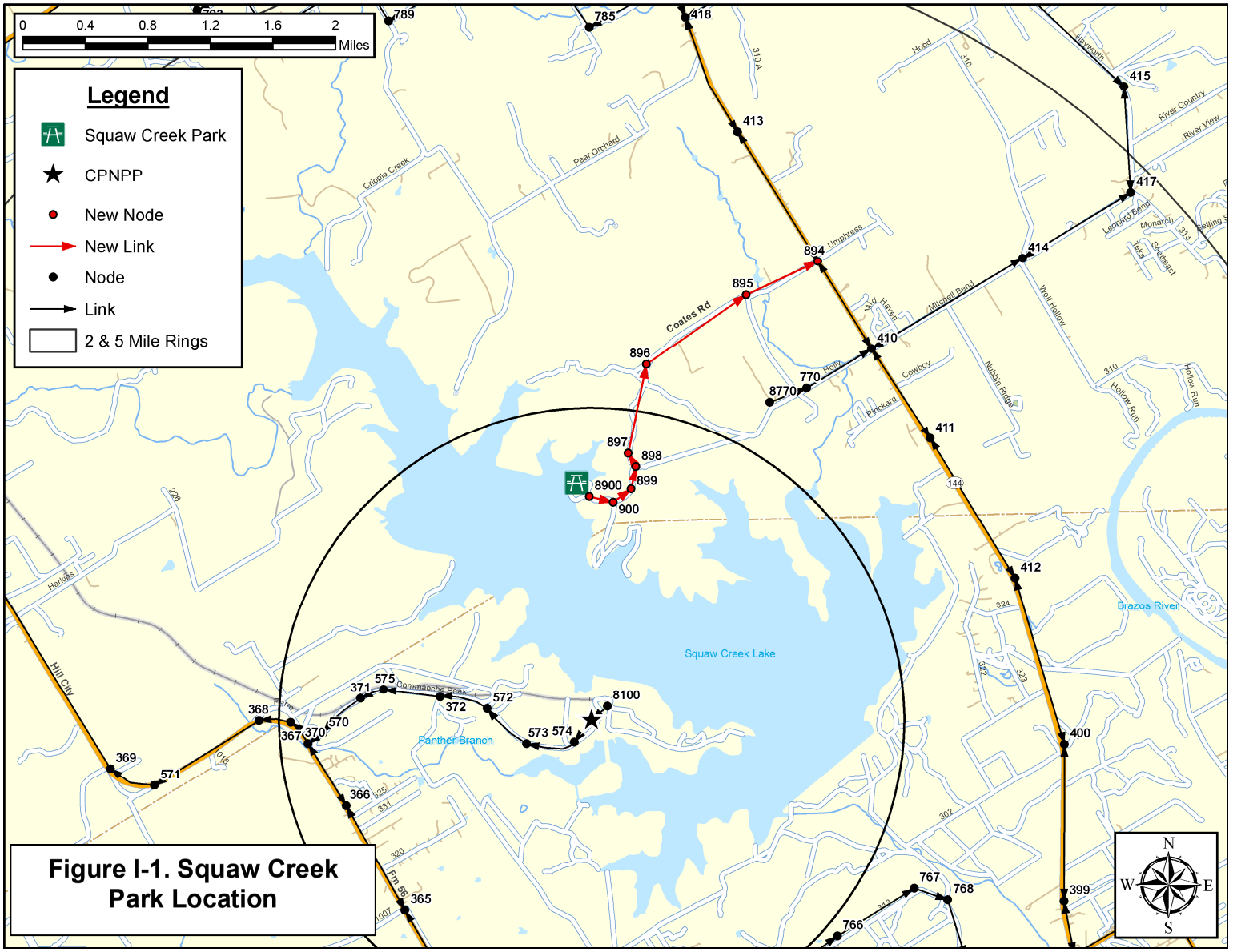



**Figure I-1. Squaw Creek Park Location**

| Table I-3. Trip Generation for SCP Transients | | | | | |
|---|---|---|---|---|---|
| **Time Period** | **Duration** | **Picnic Vehicles** | **Boat Vehicles** | **Total** | **Percentage of SCP Transient Trips Generated** |
| 1 | 15 | 38 | 0 | 38 | 15 |
| 2 | 15 | 12 | 15 | 27 | 11 |
| 3 | 30 | 0 | 30 | 30 | 12 |
| 4 | 30 | 0 | 30 | 30 | 12 |
| 5 | 30 | 0 | 30 | 30 | 12 |
| 6 | 30 | 0 | 30 | 30 | 12 |
| 7 | 30 | 0 | 30 | 30 | 12 |
| 8 | 60 | 0 | 35 | 35 | 14 |
| 9 | 600 | 0 | 0 | 0 | 0 |
| | **TOTAL:** | **50** | **200** | **250** | **100** |

| Table I-4. Evacuation Time Estimates for the Squaw Creek Park Sensitivity Study | | | | | |
|---|---|---|---|---|---|
| **Scenario** | **Total Evacuating Vehicles** | **Transient Vehicles** | **Evacuation Region (R03)** | | |
| | | | **90th Percentile** | **95th Percentile** | **100th Percentile** |
| Scenario 3 (Base) | 31,498 | 5,362 | 2:00 | 2:10 | 4:00 |
| Scenario 3 (SCP) | 31,748 | 5,612 | 2:00 | 2:10 | 4:00 |

# APPENDIX J

Evacuation Time Estimates for All Evacuation Regions and Scenarios
And
Evacuation Time Graphs for Region R03, for all Scenarios

# APPENDIX J: EVACUATION TIME ESTIMATES FOR ALL EVACUATION REGIONS AND SCENARIOS

# AND

# EVACUATION TIME GRAPHS FOR REGION R03, FOR ALL SCENARIOS

This appendix presents the ETE Results for all 63 Regions and all 13 Scenarios (Tables J-1A through J-1D).

Plots of Evacuating Vehicles vs. Elapsed Time leaving the 2-mile and 5-mile circular areas around CPNPP and the entire EPZ, for Region R03, for all 13 scenarios, are presented. Each plot has points indicating the evacuation times corresponding to the 50$^{th}$, 90$^{th}$, and 95$^{th}$ percentiles of evacuated population.

## J.1 Guidance on Using ETE Tables

Tables J-1A through J-1D present the ETE values for all 63 Evacuation Regions and all 13 Evacuation Scenarios. They are organized as follows:

| Table | Contents |
|---|---|
| J-1A | ETE represents the elapsed time required for 50 percent of the population within a Region, to evacuate from that Region. |
| J-1B | ETE represents the elapsed time required for 90 percent of the population within a Region, to evacuate from that Region. |
| J-1C | ETE represents the elapsed time required for 95 percent of the population within a Region, to evacuate from that Region. |
| J-1D | ETE represents the elapsed time required for 100 percent of the population within a Region, to evacuate from that Region. |

The user first determines the percentile of population for which the ETE is sought. The applicable value of ETE within the chosen Table may then be identified using the following procedure:

1. Identify the applicable **Scenario**:
    - The Season
        - Summer (schools not in session)
        - Winter (also Autumn and Spring)
    - The Day of Week
        - Midweek (work-day)

  - Weekend, Holiday
- The Time of Day
  - Midday (work and commuting hours)
  - Evening
- Weather Condition
  - Good Weather
  - Rain
- Special Event (if any)
  - Event at the Amphitheatre
  - New Plant Construction
  - Fourth of July Celebration in Granbury

While these Scenarios are designed, in aggregate, to represent conditions throughout the year, some further clarification is warranted:

- The conditions of a summer evening (either midweek or weekend) and rain are not explicitly identified in Tables J-1A through J-1D. For these conditions, Scenario (4) applies.
- The conditions of a winter evening (either midweek or weekend) and rain are not explicitly identified in Tables J-1A through J-1D. For these conditions, Scenario (9) applies.
- The seasons are defined as follows:
  - Summer implies that public schools are not in session.
  - Winter, Spring and Autumn imply that public schools are in session.
- Time of Day: Midday implies the time over which most commuters are at work.

2. With the Scenario (and column in the Table) identified, now identify the **Evacuation Region:**
   - Determine the projected azimuth direction of the plume (coincident with the wind direction). This direction is expressed in terms of compass orientation: *towards* N, NNE, NE…
   - Determine the distance that the Evacuation Region will extend from the CPNPP. The applicable distances and their associated candidate Regions are given below:
     - 2 Miles (Region R01)
     - 5 Miles (Regions R02, R04 through R17, and R34 through R47)
     - to EPZ Boundary (Regions R03, R18 though R33, and R48 through R63)
   - Enter Table J-2 and identify the applicable candidate Region based on the wind direction and on the distance that the selected Region extends from CPNPP. Select the Evacuation Region identifier in that row from the first column of the Table.

3. Determine the **ETE for the Scenario** identified in Step 1 and the Region identified in Step 2, as follows:
    - The columns of Table J-1 are labeled with the Scenario numbers. Identify the proper column in the selected Table using the Scenario number determined in Step 1.
    - Identify the row in this table that provides ETE values for the Region identified in Step 2.
    - The unique data cell defined by the column and row so determined contains the desired value of ETE expressed in Hours:Minutes.

Example

It is desired to identify the ETE for the following conditions:

- Sunday, August 10th at 4:00 AM.
- It is raining.
- Wind direction is *toward* the northeast (NE).
- Wind speed and plume extent, are such that the distance to be evacuated is judged to be 10 miles (to EPZ boundary) with a width of 5 sectors (112.5 degrees).
- The desired ETE is that value needed to evacuate 95 percent of the population from within the impacted Region.

Table J-1C is applicable because the 95$^{th}$-percentile population is desired. Proceed as follows:

1. Identify the Scenario as summer, weekend, evening and raining. Entering Table J-1C, it is seen that there is no match for these descriptors. However, the clarification given above assigns this combination of circumstances to Scenario 4.
2. Enter Table J-2 and locate the group entitled “2-Mile Ring and Downwind to EPZ Boundary (5 Sector Groups)”. Under “Wind Direction Toward:”, identify the NE (northeast) azimuth and read REGION R50 in the first column of that row.
3. Enter Table J-1C to locate the data cell containing the value of ETE for Scenario 4 and Region R50. This data cell is in column (4) and in the row for Region R50; it contains the ETE value of **2:20.**

**Table J-1A. Time to Clear the Indicated Area of 50 Percent of The Affected Population (page 1 of 2)**

| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| **Entire 2-Mile Region, 5-Mile Region, and EPZ** | | | | | | | | | | | | | | | |
| R01 2-mile ring | 0:45 | 0:45 | 0:45 | 0:45 | 0:45 | R01 2-mile ring | 0:45 | 0:45 | 0:45 | 0:45 | 0:45 | R01 2-mile ring | 0:45 | 1:10 | 0:45 |
| R02 5-mile ring | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R02 5-mile ring | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R02 5-mile ring | 1:05 | 1:10 | 0:55 |
| R03 Entire EPZ | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R03 Entire EPZ | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R03 Entire EPZ | 1:10 | 1:20 | 1:25 |
| **2-Mile Ring and Downwind to 5 Miles (3 sector groups)** | | | | | | | | | | | | | | | |
| R04 N | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R04 N | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R04 N | 0:55 | 1:10 | 0:55 |
| R05 NNE | 0:55 | 0:55 | 0:50 | 0:55 | 0:55 | R05 NNE | 0:55 | 0:55 | 0:50 | 0:55 | 0:55 | R05 NNE | 0:50 | 1:10 | 0:50 |
| R06 NE | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R06 NE | 0:55 | 0:55 | 0:50 | 0:55 | 0:55 | R06 NE | 0:55 | 1:05 | 0:50 |
| R07 ENE | 0:55 | 0:55 | 0:50 | 0:50 | 0:50 | R07 ENE | 0:55 | 0:55 | 0:50 | 0:50 | 0:50 | R07 ENE | 0:55 | 1:05 | 0:50 |
| R08 E | 0:50 | 0:50 | 0:50 | 0:50 | 0:50 | R08 E | 0:50 | 0:55 | 0:50 | 0:50 | 0:50 | R08 E | 0:55 | 1:05 | 0:50 |
| R09 ESE | 0:55 | 1:00 | 0:55 | 1:00 | 0:55 | R09 ESE | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R09 ESE | 1:05 | 1:10 | 0:55 |
| R10 SE | 0:55 | 1:00 | 0:55 | 1:00 | 0:55 | R10 SE | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R10 SE | 1:05 | 1:10 | 0:55 |
| R11 SSE, S | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R11 SSE, S | 0:50 | 0:50 | 0:50 | 0:50 | 0:50 | R11 SSE, S | 1:00 | 1:05 | 0:55 |
| R12 SSW | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R12 SSW | 0:50 | 0:50 | 0:50 | 0:50 | 0:50 | R12 SSW | 1:00 | 1:05 | 0:55 |
| R13 SW | 0:50 | 0:50 | 0:50 | 0:50 | 0:50 | R13 SW | 0:50 | 0:50 | 0:50 | 0:50 | 0:50 | R13 SW | 0:50 | 1:10 | 0:50 |
| R14 WSW | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R14 WSW | 0:55 | 0:55 | 0:50 | 0:55 | 0:55 | R14 WSW | 0:50 | 1:10 | 0:50 |
| R15 W | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R15 W | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R15 W | 0:55 | 1:10 | 0:55 |
| R16 WNW | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R16 WNW | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R16 WNW | 0:55 | 1:10 | 0:55 |
| R17 NW, NNW | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R17 NW, NNW | 0:55 | 0:55 | 0:55 | 0:55 | 0:55 | R17 NW, NNW | 0:55 | 1:10 | 0:55 |
| **2-Mile Ring and Downwind to EPZ Boundary (3 sector groups)** | | | | | | | | | | | | | | | |
| R18 N | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R18 N | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R18 N | 1:05 | 1:15 | 1:30 |
| R19 NNE | 1:10 | 1:10 | 1:05 | 1:05 | 1:05 | R19 NNE | 1:10 | 1:10 | 1:05 | 1:05 | 1:05 | R19 NNE | 1:05 | 1:15 | 1:25 |
| R20 NE | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R20 NE | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R20 NE | 1:00 | 1:10 | 1:05 |
| R21 ENE | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R21 ENE | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R21 ENE | 0:55 | 1:05 | 0:55 |
| R22 E | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R22 E | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R22 E | 0:55 | 1:05 | 0:55 |
| R23 ESE | 1:00 | 1:00 | 1:00 | 1:00 | 0:55 | R23 ESE | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R23 ESE | 1:05 | 1:10 | 1:00 |
| R24 SE | 1:00 | 1:00 | 1:00 | 1:00 | 0:55 | R24 SE | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R24 SE | 1:05 | 1:10 | 1:00 |
| R25 SSE | 1:05 | 1:05 | 1:00 | 1:05 | 1:00 | R25 SSE | 1:00 | 1:05 | 1:00 | 1:00 | 0:55 | R25 SSE | 1:05 | 1:15 | 1:00 |
| R26 S | 1:00 | 1:05 | 1:00 | 1:05 | 0:55 | R26 S | 0:55 | 1:00 | 0:55 | 1:00 | 0:50 | R26 S | 1:05 | 1:15 | 1:00 |
| R27 SSW | 1:00 | 1:00 | 1:00 | 1:00 | 0:55 | R27 SSW | 0:55 | 1:00 | 0:55 | 1:00 | 0:50 | R27 SSW | 1:05 | 1:10 | 1:00 |
| R28 SW | 0:55 | 1:00 | 0:55 | 0:55 | 0:55 | R28 SW | 0:55 | 1:00 | 0:55 | 0:55 | 0:55 | R28 SW | 0:55 | 1:15 | 0:55 |
| R29 WSW | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R29 WSW | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R29 WSW | 0:55 | 1:15 | 0:55 |
| R30 W | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R30 W | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R30 W | 1:00 | 1:15 | 1:05 |
| R31 WNW | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R31 WNW | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R31 WNW | 1:00 | 1:15 | 1:05 |
| R32 NW | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R32 NW | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R32 NW | 1:00 | 1:15 | 1:05 |
| R33 NNW | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R33 NNW | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R33 NNW | 1:05 | 1:15 | 1:35 |

**Table J-1A. Time to Clear the Indicated Area of 50 Percent of The Affected Population (page 2 of 2)**

| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| 2-Mile Ring and Downwind to 5 Miles (5 sector groups) | | | | | | | | | | | | | | | |
| R34 N | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R34 N | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R34 N | 0:55 | 1:10 | 0:55 |
| R35 NNE | 0:55 | 1:00 | 0:55 | 0:55 | 0:55 | R35 NNE | 0:55 | 1:00 | 0:55 | 0:55 | 0:55 | R35 NNE | 0:55 | 1:10 | 0:55 |
| R36 NE | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R36 NE | 0:55 | 0:55 | 0:50 | 0:55 | 0:55 | R36 NE | 0:55 | 1:05 | 0:50 |
| R37 ENE | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R37 ENE | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R37 ENE | 0:55 | 1:05 | 0:55 |
| R38 E | 0:55 | 1:00 | 0:55 | 1:00 | 0:55 | R38 E | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R38 E | 1:05 | 1:10 | 0:55 |
| R39 ESE | 0:55 | 0:55 | 0:55 | 1:00 | 0:55 | R39 ESE | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R39 ESE | 1:05 | 1:10 | 0:55 |
| R40 SE | 0:55 | 0:55 | 0:55 | 1:00 | 0:55 | R40 SE | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R40 SE | 1:05 | 1:10 | 0:55 |
| R41 SSE, S | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R41 SSE, S | 0:50 | 0:55 | 0:50 | 0:50 | 0:50 | R41 SSE, S | 1:00 | 1:05 | 0:50 |
| R42 SSW | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R42 SSW | 0:55 | 0:55 | 0:50 | 0:50 | 0:50 | R42 SSW | 1:00 | 1:05 | 0:55 |
| R43 SW | 0:55 | 0:55 | 0:55 | 0:55 | 0:50 | R43 SW | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R43 SW | 1:00 | 1:05 | 0:55 |
| R44 WSW | 0:55 | 0:55 | 0:50 | 0:55 | 0:50 | R44 WSW | 0:55 | 0:55 | 0:50 | 0:55 | 0:55 | R44 WSW | 0:50 | 1:10 | 0:50 |
| R45 W | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R45 W | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R45 W | 0:55 | 1:15 | 0:55 |
| R46 WNW | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R46 WNW | 1:00 | 1:00 | 0:55 | 0:55 | 0:55 | R46 WNW | 0:55 | 1:15 | 0:55 |
| R47 NW, NNW | 0:55 | 1:00 | 0:55 | 0:55 | 0:55 | R47 NW, NNW | 0:55 | 1:00 | 0:55 | 0:55 | 0:55 | R47 NW, NNW | 0:55 | 1:10 | 0:55 |
| 2-Mile Ring and Downwind to EPZ Boundary (5 sector groups) | | | | | | | | | | | | | | | |
| R48 N | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R48 N | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R48 N | 1:05 | 1:15 | 1:30 |
| R49 NNE | 1:05 | 1:10 | 1:05 | 1:05 | 1:05 | R49 NNE | 1:10 | 1:10 | 1:05 | 1:05 | 1:05 | R49 NNE | 1:05 | 1:15 | 1:25 |
| R50 NE | 1:05 | 1:10 | 1:00 | 1:05 | 1:00 | R50 NE | 1:05 | 1:10 | 1:00 | 1:05 | 1:00 | R50 NE | 1:05 | 1:15 | 1:20 |
| R51 ENE | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R51 ENE | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R51 ENE | 1:00 | 1:10 | 1:05 |
| R52 E | 1:00 | 1:05 | 1:00 | 1:00 | 0:55 | R52 E | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R52 E | 1:00 | 1:10 | 1:00 |
| R53 ESE | 1:00 | 1:05 | 1:00 | 1:00 | 0:55 | R53 ESE | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R53 ESE | 1:00 | 1:10 | 1:00 |
| R54 SE | 1:05 | 1:05 | 1:00 | 1:05 | 1:00 | R54 SE | 1:00 | 1:05 | 1:00 | 1:00 | 0:55 | R54 SE | 1:05 | 1:15 | 1:00 |
| R55 SSE | 1:05 | 1:05 | 1:00 | 1:05 | 1:00 | R55 SSE | 1:00 | 1:05 | 1:00 | 1:00 | 0:55 | R55 SSE | 1:05 | 1:15 | 1:00 |
| R56 S | 1:00 | 1:05 | 1:00 | 1:05 | 0:55 | R56 S | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R56 S | 1:10 | 1:15 | 1:00 |
| R57 SSW | 1:00 | 1:05 | 1:00 | 1:05 | 0:55 | R57 SSW | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R57 SSW | 1:05 | 1:15 | 1:00 |
| R58 SW | 1:00 | 1:05 | 1:00 | 1:00 | 0:55 | R58 SW | 1:00 | 1:00 | 0:55 | 1:00 | 0:55 | R58 SW | 1:05 | 1:15 | 1:00 |
| R59 WSW | 1:00 | 1:05 | 1:00 | 1:00 | 0:55 | R59 WSW | 1:00 | 1:05 | 0:55 | 1:00 | 0:55 | R59 WSW | 1:00 | 1:15 | 1:00 |
| R60 W | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R60 W | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R60 W | 1:00 | 1:15 | 1:00 |
| R61 WNW | 1:05 | 1:05 | 1:00 | 1:00 | 1:00 | R61 WNW | 1:05 | 1:10 | 1:00 | 1:00 | 1:00 | R61 WNW | 1:00 | 1:15 | 1:05 |
| R62 NW | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R62 NW | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R62 NW | 1:05 | 1:20 | 1:35 |
| R63 NNW | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R63 NNW | 1:10 | 1:15 | 1:05 | 1:10 | 1:05 | R63 NNW | 1:05 | 1:15 | 1:30 |

**Table J-1B. Time to Clear the Indicated Area of 90 Percent of The Affected Population (page 1 of 2)**

| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| **Entire 2-Mile Region, 5-Mile Region, and EPZ** | | | | | | | | | | | | | | | |
| R01 2-mile ring | 1:25 | 1:25 | 1:20 | 1:20 | 1:25 | R01 2-mile ring | 1:25 | 1:25 | 1:20 | 1:20 | 1:25 | R01 2-mile ring | 1:20 | 2:05 | 1:20 |
| R02 5-mile ring | 1:50 | 1:50 | 1:40 | 1:50 | 1:35 | R02 5-mile ring | 1:50 | 1:50 | 1:35 | 1:40 | 1:30 | R02 5-mile ring | 2:20 | 2:10 | 1:40 |
| R03 Entire EPZ | 2:10 | 2:15 | 2:00 | 2:05 | 1:55 | R03 Entire EPZ | 2:10 | 2:20 | 1:55 | 2:00 | 1:55 | R03 Entire EPZ | 2:10 | 2:25 | 2:50 |
| **2-Mile Ring and Downwind to 5 Miles (3 sector groups)** | | | | | | | | | | | | | | | |
| R04 N | 1:50 | 1:50 | 1:30 | 1:35 | 1:35 | R04 N | 1:50 | 1:50 | 1:30 | 1:35 | 1:35 | R04 N | 1:30 | 2:05 | 1:30 |
| R05 NNE | 1:50 | 1:50 | 1:30 | 1:30 | 1:30 | R05 NNE | 1:50 | 1:50 | 1:30 | 1:30 | 1:30 | R05 NNE | 1:30 | 2:05 | 1:30 |
| R06 NE | 1:50 | 1:50 | 1:30 | 1:30 | 1:30 | R06 NE | 1:50 | 1:50 | 1:30 | 1:30 | 1:30 | R06 NE | 1:35 | 2:05 | 1:30 |
| R07 ENE | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R07 ENE | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R07 ENE | 1:35 | 2:05 | 1:30 |
| R08 E | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R08 E | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R08 E | 1:35 | 2:05 | 1:30 |
| R09 ESE | 1:45 | 1:50 | 1:45 | 1:50 | 1:35 | R09 ESE | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R09 ESE | 2:20 | 2:05 | 1:45 |
| R10 SE | 1:45 | 1:50 | 1:40 | 1:50 | 1:35 | R10 SE | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R10 SE | 2:20 | 2:05 | 1:40 |
| R11 SSE, S | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R11 SSE, S | 1:40 | 1:40 | 1:25 | 1:30 | 1:25 | R11 SSE, S | 2:20 | 2:05 | 1:35 |
| R12 SSW | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R12 SSW | 1:40 | 1:40 | 1:25 | 1:30 | 1:25 | R12 SSW | 2:20 | 2:05 | 1:35 |
| R13 SW | 1:30 | 1:30 | 1:25 | 1:25 | 1:25 | R13 SW | 1:30 | 1:30 | 1:25 | 1:25 | 1:25 | R13 SW | 1:25 | 2:10 | 1:25 |
| R14 WSW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R14 WSW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R14 WSW | 1:30 | 2:10 | 1:30 |
| R15 W | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R15 W | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R15 W | 1:30 | 2:10 | 1:30 |
| R16 WNW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R16 WNW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R16 WNW | 1:30 | 2:10 | 1:30 |
| R17 NW, NNW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R17 NW, NNW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R17 NW, NNW | 1:30 | 2:05 | 1:30 |
| **2-Mile Ring and Downwind to EPZ Boundary (3 sector groups)** | | | | | | | | | | | | | | | |
| R18 N | 2:10 | 2:20 | 1:55 | 2:00 | 1:55 | R18 N | 2:20 | 2:20 | 1:55 | 2:00 | 1:55 | R18 N | 1:55 | 2:15 | 3:00 |
| R19 NNE | 2:10 | 2:20 | 1:55 | 2:00 | 1:55 | R19 NNE | 2:10 | 2:20 | 1:55 | 2:00 | 1:55 | R19 NNE | 1:55 | 2:15 | 2:50 |
| R20 NE | 2:10 | 2:10 | 1:50 | 1:55 | 1:50 | R20 NE | 2:10 | 2:10 | 1:50 | 1:55 | 1:50 | R20 NE | 1:50 | 2:10 | 2:10 |
| R21 ENE | 2:00 | 2:00 | 1:35 | 1:35 | 1:35 | R21 ENE | 2:00 | 2:00 | 1:35 | 1:40 | 1:35 | R21 ENE | 1:40 | 2:05 | 1:35 |
| R22 E | 2:00 | 2:00 | 1:35 | 1:35 | 1:35 | R22 E | 2:00 | 2:00 | 1:35 | 1:35 | 1:35 | R22 E | 1:40 | 2:05 | 1:35 |
| R23 ESE | 1:50 | 1:55 | 1:45 | 1:50 | 1:40 | R23 ESE | 1:50 | 1:50 | 1:35 | 1:40 | 1:35 | R23 ESE | 2:20 | 2:10 | 1:45 |
| R24 SE | 1:50 | 1:55 | 1:45 | 1:50 | 1:40 | R24 SE | 1:50 | 1:50 | 1:35 | 1:40 | 1:35 | R24 SE | 2:20 | 2:10 | 1:45 |
| R25 SSE | 1:50 | 1:55 | 1:45 | 1:55 | 1:35 | R25 SSE | 1:50 | 1:50 | 1:35 | 1:45 | 1:35 | R25 SSE | 2:20 | 2:15 | 1:45 |
| R26 S | 1:45 | 1:55 | 1:45 | 1:55 | 1:35 | R26 S | 1:50 | 1:50 | 1:35 | 1:40 | 1:30 | R26 S | 2:10 | 2:15 | 1:45 |
| R27 SSW | 1:45 | 1:50 | 1:45 | 1:50 | 1:35 | R27 SSW | 1:45 | 1:50 | 1:35 | 1:40 | 1:30 | R27 SSW | 2:20 | 2:20 | 1:45 |
| R28 SW | 1:40 | 1:40 | 1:35 | 1:35 | 1:30 | R28 SW | 1:40 | 1:45 | 1:30 | 1:35 | 1:30 | R28 SW | 1:35 | 2:15 | 1:35 |
| R29 WSW | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R29 WSW | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R29 WSW | 1:35 | 2:15 | 1:35 |
| R30 W | 2:00 | 2:10 | 1:40 | 1:40 | 1:40 | R30 W | 2:10 | 2:10 | 1:40 | 1:40 | 1:40 | R30 W | 1:40 | 2:10 | 1:55 |
| R31 WNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:40 | R31 WNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:40 | R31 WNW | 1:40 | 2:15 | 2:00 |
| R32 NW | 2:10 | 2:10 | 1:40 | 1:40 | 1:40 | R32 NW | 2:10 | 2:10 | 1:40 | 1:40 | 1:40 | R32 NW | 1:40 | 2:15 | 2:00 |
| R33 NNW | 2:10 | 2:20 | 1:55 | 2:05 | 2:00 | R33 NNW | 2:10 | 2:20 | 1:55 | 2:05 | 2:00 | R33 NNW | 1:55 | 2:15 | 3:00 |

**Table J-1B. Time to Clear the Indicated Area of 90 Percent of The Affected Population (page 2 of 2)**

| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| 2-Mile Ring and Downwind to 5 Miles (5 sector groups) | | | | | | | | | | | | | | | |
| R34 N | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R34 N | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R34 N | 1:35 | 2:05 | 1:35 |
| R35 NNE | 1:50 | 1:50 | 1:30 | 1:35 | 1:35 | R35 NNE | 1:50 | 1:50 | 1:30 | 1:35 | 1:35 | R35 NNE | 1:35 | 2:05 | 1:30 |
| R36 NE | 1:50 | 1:50 | 1:30 | 1:30 | 1:30 | R36 NE | 1:50 | 1:50 | 1:30 | 1:30 | 1:30 | R36 NE | 1:35 | 2:05 | 1:30 |
| R37 ENE | 1:40 | 1:50 | 1:35 | 1:35 | 1:30 | R37 ENE | 1:50 | 1:50 | 1:30 | 1:30 | 1:30 | R37 ENE | 1:40 | 2:05 | 1:35 |
| R38 E | 1:45 | 1:50 | 1:45 | 1:50 | 1:35 | R38 E | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R38 E | 2:20 | 2:05 | 1:45 |
| R39 ESE | 1:45 | 1:50 | 1:40 | 1:50 | 1:35 | R39 ESE | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R39 ESE | 2:20 | 2:05 | 1:40 |
| R40 SE | 1:40 | 1:50 | 1:40 | 1:45 | 1:35 | R40 SE | 1:40 | 1:40 | 1:30 | 1:40 | 1:30 | R40 SE | 2:20 | 2:05 | 1:40 |
| R41 SSE, S | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R41 SSE, S | 1:40 | 1:40 | 1:25 | 1:30 | 1:25 | R41 SSE, S | 2:20 | 2:05 | 1:35 |
| R42 SSW | 1:40 | 1:40 | 1:35 | 1:40 | 1:30 | R42 SSW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R42 SSW | 2:20 | 2:05 | 1:35 |
| R43 SW | 1:40 | 1:45 | 1:35 | 1:40 | 1:30 | R43 SW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R43 SW | 2:10 | 2:05 | 1:35 |
| R44 WSW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R44 WSW | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R44 WSW | 1:30 | 2:10 | 1:30 |
| R45 W | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R45 W | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R45 W | 1:35 | 2:10 | 1:35 |
| R46 WNW | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R46 WNW | 1:50 | 1:50 | 1:35 | 1:35 | 1:35 | R46 WNW | 1:35 | 2:10 | 1:35 |
| R47 NW, NNW | 1:50 | 1:50 | 1:30 | 1:35 | 1:35 | R47 NW, NNW | 1:50 | 1:50 | 1:30 | 1:35 | 1:35 | R47 NW, NNW | 1:30 | 2:05 | 1:30 |
| 2-Mile Ring and Downwind to EPZ Boundary (5 sector groups) | | | | | | | | | | | | | | | |
| R48 N | 2:20 | 2:20 | 2:00 | 2:05 | 1:55 | R48 N | 2:20 | 2:20 | 2:00 | 2:05 | 1:55 | R48 N | 2:00 | 2:20 | 3:00 |
| R49 NNE | 2:10 | 2:20 | 1:55 | 2:00 | 1:55 | R49 NNE | 2:10 | 2:20 | 1:55 | 2:00 | 1:55 | R49 NNE | 1:55 | 2:15 | 3:00 |
| R50 NE | 2:10 | 2:10 | 1:50 | 2:00 | 1:50 | R50 NE | 2:10 | 2:15 | 1:50 | 2:00 | 1:50 | R50 NE | 1:50 | 2:15 | 2:50 |
| R51 ENE | 2:10 | 2:10 | 1:50 | 2:00 | 1:50 | R51 ENE | 2:10 | 2:10 | 1:50 | 2:00 | 1:50 | R51 ENE | 1:50 | 2:10 | 2:10 |
| R52 E | 2:00 | 2:00 | 1:45 | 1:50 | 1:40 | R52 E | 2:00 | 2:00 | 1:40 | 1:40 | 1:35 | R52 E | 2:10 | 2:10 | 1:45 |
| R53 ESE | 2:00 | 2:00 | 1:45 | 1:50 | 1:40 | R53 ESE | 2:00 | 2:00 | 1:40 | 1:40 | 1:35 | R53 ESE | 2:10 | 2:10 | 1:45 |
| R54 SE | 1:55 | 2:00 | 1:50 | 2:00 | 1:40 | R54 SE | 1:50 | 1:55 | 1:40 | 1:45 | 1:35 | R54 SE | 2:20 | 2:15 | 1:50 |
| R55 SSE | 1:55 | 2:00 | 1:50 | 2:00 | 1:40 | R55 SSE | 1:50 | 1:50 | 1:40 | 1:45 | 1:35 | R55 SSE | 2:20 | 2:15 | 1:50 |
| R56 S | 1:50 | 1:55 | 1:45 | 1:55 | 1:35 | R56 S | 1:50 | 1:50 | 1:35 | 1:45 | 1:30 | R56 S | 2:25 | 2:15 | 1:45 |
| R57 SSW | 1:50 | 1:55 | 1:45 | 1:55 | 1:35 | R57 SSW | 1:50 | 1:50 | 1:35 | 1:40 | 1:30 | R57 SSW | 2:10 | 2:20 | 1:45 |
| R58 SW | 1:50 | 1:55 | 1:45 | 1:50 | 1:35 | R58 SW | 1:50 | 1:50 | 1:35 | 1:40 | 1:30 | R58 SW | 2:10 | 2:20 | 1:45 |
| R59 WSW | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R59 WSW | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R59 WSW | 1:40 | 2:15 | 1:50 |
| R60 W | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R60 W | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R60 W | 1:40 | 2:15 | 1:55 |
| R61 WNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:40 | R61 WNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:40 | R61 WNW | 1:40 | 2:15 | 2:00 |
| R62 NW | 2:10 | 2:20 | 2:00 | 2:05 | 2:00 | R62 NW | 2:20 | 2:20 | 2:00 | 2:05 | 2:00 | R62 NW | 2:00 | 2:20 | 3:00 |
| R63 NNW | 2:20 | 2:20 | 2:00 | 2:05 | 1:55 | R63 NNW | 2:20 | 2:20 | 2:00 | 2:05 | 1:55 | R63 NNW | 2:00 | 2:20 | 3:00 |

**Table J-1C. Time to Clear the Indicated Area of 95 Percent of The Affected Population (page 1 of 2)**

| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| **Entire 2-Mile Region, 5-Mile Region, and EPZ** | | | | | | | | | | | | | | | |
| R01 2-mile ring | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R01 2-mile ring | 1:40 | 1:40 | 1:30 | 1:30 | 1:30 | R01 2-mile ring | 1:30 | 2:15 | 1:30 |
| R02 5-mile ring | 2:20 | 2:20 | 2:10 | 2:10 | 2:00 | R02 5-mile ring | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R02 5-mile ring | 2:40 | 2:20 | 1:50 |
| R03 Entire EPZ | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R03 Entire EPZ | 2:40 | 2:40 | 2:10 | 2:20 | 2:10 | R03 Entire EPZ | 2:30 | 2:40 | 3:10 |
| **2-Mile Ring and Downwind to 5 Miles (3 sector groups)** | | | | | | | | | | | | | | | |
| R04 N | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R04 N | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R04 N | 1:50 | 2:15 | 1:50 |
| R05 NNE | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R05 NNE | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R05 NNE | 1:50 | 2:15 | 1:50 |
| R06 NE | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R06 NE | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R06 NE | 1:45 | 2:15 | 1:50 |
| R07 ENE | 2:10 | 2:10 | 1:40 | 1:50 | 1:50 | R07 ENE | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R07 ENE | 1:45 | 2:15 | 1:40 |
| R08 E | 2:00 | 2:00 | 1:40 | 1:40 | 1:50 | R08 E | 2:00 | 2:00 | 1:40 | 1:40 | 1:50 | R08 E | 1:45 | 2:15 | 1:40 |
| R09 ESE | 2:00 | 2:00 | 1:55 | 2:00 | 1:45 | R09 ESE | 2:10 | 2:10 | 1:40 | 1:50 | 1:50 | R09 ESE | 2:50 | 2:15 | 1:55 |
| R10 SE | 2:00 | 2:00 | 1:50 | 2:00 | 1:40 | R10 SE | 2:10 | 2:10 | 1:40 | 1:50 | 1:50 | R10 SE | 2:50 | 2:15 | 1:50 |
| R11 SSE, S | 1:50 | 2:00 | 1:45 | 1:50 | 1:40 | R11 SSE, S | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R11 SSE, S | 2:40 | 2:15 | 1:45 |
| R12 SSW | 2:00 | 2:00 | 1:45 | 1:50 | 1:40 | R12 SSW | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R12 SSW | 2:40 | 2:15 | 1:45 |
| R13 SW | 1:50 | 2:00 | 1:40 | 1:40 | 1:40 | R13 SW | 1:50 | 2:00 | 1:40 | 1:40 | 1:40 | R13 SW | 1:40 | 2:15 | 1:40 |
| R14 WSW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R14 WSW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R14 WSW | 1:40 | 2:20 | 1:40 |
| R15 W | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R15 W | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R15 W | 1:40 | 2:15 | 1:40 |
| R16 WNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R16 WNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R16 WNW | 1:40 | 2:15 | 1:40 |
| R17 NW, NNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R17 NW, NNW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R17 NW, NNW | 1:40 | 2:15 | 1:40 |
| **2-Mile Ring and Downwind to EPZ Boundary (3 sector groups)** | | | | | | | | | | | | | | | |
| R18 N | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R18 N | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R18 N | 2:10 | 2:40 | 3:15 |
| R19 NNE | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R19 NNE | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R19 NNE | 2:10 | 2:40 | 3:10 |
| R20 NE | 2:40 | 2:40 | 2:10 | 2:10 | 2:10 | R20 NE | 2:40 | 2:40 | 2:10 | 2:10 | 2:10 | R20 NE | 2:10 | 2:30 | 2:20 |
| R21 ENE | 2:30 | 2:30 | 1:50 | 1:50 | 2:00 | R21 ENE | 2:30 | 2:30 | 1:50 | 2:00 | 2:00 | R21 ENE | 1:50 | 2:20 | 1:50 |
| R22 E | 2:30 | 2:30 | 1:50 | 1:50 | 2:00 | R22 E | 2:30 | 2:30 | 1:50 | 1:50 | 2:00 | R22 E | 1:50 | 2:20 | 1:50 |
| R23 ESE | 2:10 | 2:10 | 2:00 | 2:10 | 1:50 | R23 ESE | 2:10 | 2:10 | 1:50 | 1:55 | 1:50 | R23 ESE | 2:40 | 2:20 | 2:00 |
| R24 SE | 2:10 | 2:10 | 2:00 | 2:10 | 1:50 | R24 SE | 2:10 | 2:20 | 1:50 | 1:55 | 1:50 | R24 SE | 2:40 | 2:20 | 2:00 |
| R25 SSE | 2:10 | 2:10 | 1:55 | 2:05 | 1:50 | R25 SSE | 2:10 | 2:10 | 1:50 | 1:55 | 1:50 | R25 SSE | 2:40 | 2:30 | 1:55 |
| R26 S | 2:10 | 2:10 | 1:55 | 2:00 | 1:50 | R26 S | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R26 S | 2:40 | 2:30 | 1:55 |
| R27 SSW | 2:00 | 2:05 | 1:50 | 2:00 | 1:50 | R27 SSW | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R27 SSW | 2:40 | 2:40 | 1:50 |
| R28 SW | 2:00 | 2:00 | 1:40 | 1:45 | 1:40 | R28 SW | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R28 SW | 1:40 | 2:25 | 1:40 |
| R29 WSW | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R29 WSW | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R29 WSW | 1:50 | 2:25 | 1:50 |
| R30 W | 2:40 | 2:40 | 2:00 | 2:00 | 2:10 | R30 W | 2:40 | 2:40 | 2:00 | 2:00 | 2:10 | R30 W | 2:00 | 2:25 | 2:10 |
| R31 WNW | 2:40 | 2:40 | 2:00 | 2:00 | 2:10 | R31 WNW | 2:40 | 2:40 | 2:00 | 2:00 | 2:10 | R31 WNW | 2:00 | 2:25 | 2:10 |
| R32 NW | 2:40 | 2:40 | 2:10 | 2:10 | 2:10 | R32 NW | 2:40 | 2:50 | 2:10 | 2:10 | 2:10 | R32 NW | 2:10 | 2:30 | 2:15 |
| R33 NNW | 2:40 | 2:50 | 2:10 | 2:20 | 2:10 | R33 NNW | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R33 NNW | 2:10 | 2:40 | 3:20 |

**Table J-1C. Time to Clear the Indicated Area of 95 Percent of The Affected Population (page 2 of 2)**

| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| 2-Mile Ring and Downwind to 5 Miles (5 sector groups) | | | | | | | | | | | | | | | |
| R34 N | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R34 N | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R34 N | 1:50 | 2:15 | 1:50 |
| R35 NNE | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R35 NNE | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R35 NNE | 1:50 | 2:15 | 1:50 |
| R36 NE | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R36 NE | 2:10 | 2:20 | 1:50 | 1:50 | 1:50 | R36 NE | 1:45 | 2:15 | 1:50 |
| R37 ENE | 2:10 | 2:10 | 1:40 | 1:50 | 1:50 | R37 ENE | 2:20 | 2:20 | 1:40 | 1:50 | 1:50 | R37 ENE | 2:10 | 2:20 | 1:40 |
| R38 E | 2:00 | 2:00 | 1:55 | 2:00 | 1:50 | R38 E | 2:10 | 2:10 | 1:40 | 1:50 | 1:50 | R38 E | 2:50 | 2:15 | 1:55 |
| R39 ESE | 2:00 | 2:00 | 1:50 | 2:00 | 1:45 | R39 ESE | 2:10 | 2:10 | 1:40 | 1:50 | 1:40 | R39 ESE | 2:40 | 2:15 | 1:50 |
| R40 SE | 2:00 | 2:00 | 1:50 | 1:55 | 1:40 | R40 SE | 2:00 | 2:00 | 1:40 | 1:50 | 1:40 | R40 SE | 2:50 | 2:15 | 1:50 |
| R41 SSE, S | 2:00 | 2:00 | 1:45 | 1:50 | 1:40 | R41 SSE, S | 2:00 | 2:00 | 1:40 | 1:40 | 1:40 | R41 SSE, S | 2:40 | 2:15 | 1:45 |
| R42 SSW | 2:00 | 2:00 | 1:50 | 1:50 | 1:40 | R42 SSW | 2:00 | 2:10 | 1:40 | 1:40 | 1:40 | R42 SSW | 2:40 | 2:20 | 1:50 |
| R43 SW | 2:10 | 2:10 | 1:50 | 1:50 | 1:40 | R43 SW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R43 SW | 2:40 | 2:20 | 1:50 |
| R44 WSW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R44 WSW | 2:10 | 2:10 | 1:40 | 1:40 | 1:50 | R44 WSW | 1:40 | 2:20 | 1:40 |
| R45 W | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R45 W | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R45 W | 1:50 | 2:20 | 1:50 |
| R46 WNW | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R46 WNW | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R46 WNW | 1:50 | 2:20 | 1:50 |
| R47 NW, NNW | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R47 NW, NNW | 2:20 | 2:20 | 1:50 | 1:50 | 2:00 | R47 NW, NNW | 1:50 | 2:15 | 1:50 |
| 2-Mile Ring and Downwind to EPZ Boundary (5 sector groups) | | | | | | | | | | | | | | | |
| R48 N | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R48 N | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R48 N | 2:10 | 2:40 | 3:20 |
| R49 NNE | 2:40 | 2:40 | 2:10 | 2:20 | 2:10 | R49 NNE | 2:40 | 2:50 | 2:10 | 2:20 | 2:10 | R49 NNE | 2:10 | 2:40 | 3:20 |
| R50 NE | 2:40 | 2:40 | 2:10 | 2:20 | 2:10 | R50 NE | 2:40 | 2:40 | 2:10 | 2:20 | 2:10 | R50 NE | 2:10 | 2:30 | 3:10 |
| R51 ENE | 2:40 | 2:40 | 2:10 | 2:20 | 2:10 | R51 ENE | 2:40 | 2:40 | 2:10 | 2:20 | 2:10 | R51 ENE | 2:10 | 2:30 | 2:30 |
| R52 E | 2:30 | 2:30 | 2:00 | 2:10 | 1:50 | R52 E | 2:30 | 2:30 | 1:50 | 1:55 | 1:50 | R52 E | 2:40 | 2:20 | 2:00 |
| R53 ESE | 2:20 | 2:20 | 2:00 | 2:00 | 1:50 | R53 ESE | 2:30 | 2:30 | 1:50 | 1:55 | 1:50 | R53 ESE | 2:40 | 2:20 | 2:00 |
| R54 SE | 2:10 | 2:10 | 2:00 | 2:10 | 1:50 | R54 SE | 2:20 | 2:20 | 1:50 | 1:55 | 1:50 | R54 SE | 2:40 | 2:30 | 2:00 |
| R55 SSE | 2:10 | 2:10 | 2:00 | 2:10 | 1:50 | R55 SSE | 2:20 | 2:20 | 1:50 | 1:55 | 1:50 | R55 SSE | 2:40 | 2:30 | 2:00 |
| R56 S | 2:00 | 2:10 | 1:55 | 2:05 | 1:50 | R56 S | 2:10 | 2:10 | 1:50 | 1:50 | 1:50 | R56 S | 2:50 | 2:30 | 1:55 |
| R57 SSW | 2:10 | 2:10 | 1:55 | 2:00 | 1:50 | R57 SSW | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R57 SSW | 2:40 | 2:35 | 1:55 |
| R58 SW | 2:10 | 2:20 | 1:50 | 2:00 | 1:50 | R58 SW | 2:20 | 2:20 | 1:50 | 1:50 | 1:50 | R58 SW | 2:40 | 2:40 | 1:50 |
| R59 WSW | 2:30 | 2:30 | 1:50 | 2:00 | 2:00 | R59 WSW | 2:30 | 2:30 | 2:00 | 2:00 | 2:00 | R59 WSW | 1:50 | 2:30 | 2:05 |
| R60 W | 2:30 | 2:30 | 2:00 | 2:00 | 2:00 | R60 W | 2:30 | 2:30 | 2:00 | 2:00 | 2:00 | R60 W | 2:00 | 2:25 | 2:10 |
| R61 WNW | 2:40 | 2:40 | 2:00 | 2:10 | 2:10 | R61 WNW | 2:40 | 2:40 | 2:00 | 2:10 | 2:10 | R61 WNW | 2:00 | 2:30 | 2:10 |
| R62 NW | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R62 NW | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R62 NW | 2:10 | 2:40 | 3:20 |
| R63 NNW | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R63 NNW | 2:50 | 2:50 | 2:10 | 2:20 | 2:10 | R63 NNW | 2:10 | 2:40 | 3:20 |

| Table J-1D. Time to Clear the Indicated Area of 100 Percent of The Affected Population (page 1 of 2) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| Entire 2-Mile Region, 5-Mile Region, and EPZ | | | | | | | | | | | | | | | |
| R01 2-mile ring | 3:50 | 3:50 | 2:50 | 3:00 | 3:00 | R01 2-mile ring | 3:50 | 3:50 | 2:50 | 2:50 | 3:00 | R01 2-mile ring | 2:50 | 3:50 | 2:50 |
| R02 5-mile ring | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R02 5-mile ring | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R02 5-mile ring | 3:10 | 4:10 | 3:10 |
| R03 Entire EPZ | 4:20 | 4:20 | 4:00 | 4:00 | 4:00 | R03 Entire EPZ | 4:20 | 4:20 | 4:00 | 4:00 | 4:00 | R03 Entire EPZ | 4:00 | 4:20 | 4:00 |
| 2-Mile Ring and Downwind to 5 Miles (3 sector groups) | | | | | | | | | | | | | | | |
| R04 N | 4:10 | 4:10 | 3:10 | 3:10 | 3:00 | R04 N | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R04 N | 3:10 | 4:10 | 3:10 |
| R05 NNE | 4:00 | 4:10 | 3:00 | 3:00 | 3:10 | R05 NNE | 4:00 | 4:10 | 3:00 | 3:10 | 3:00 | R05 NNE | 3:00 | 4:00 | 3:00 |
| R06 NE | 4:00 | 4:00 | 3:00 | 3:00 | 3:10 | R06 NE | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R06 NE | 3:00 | 4:00 | 3:00 |
| R07 ENE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R07 ENE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R07 ENE | 3:00 | 4:00 | 3:00 |
| R08 E | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R08 E | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R08 E | 3:00 | 4:00 | 3:00 |
| R09 ESE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R09 ESE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R09 ESE | 3:00 | 4:00 | 3:00 |
| R10 SE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R10 SE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R10 SE | 3:00 | 4:00 | 3:00 |
| R11 SSE, S | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R11 SSE, S | 4:00 | 4:00 | 2:50 | 3:00 | 3:00 | R11 SSE, S | 3:00 | 4:00 | 3:00 |
| R12 SSW | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R12 SSW | 4:00 | 4:00 | 2:50 | 3:00 | 3:00 | R12 SSW | 3:00 | 4:00 | 3:00 |
| R13 SW | 4:00 | 4:00 | 3:00 | 3:10 | 3:00 | R13 SW | 4:00 | 4:00 | 3:10 | 3:10 | 3:00 | R13 SW | 3:00 | 4:00 | 3:00 |
| R14 WSW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R14 WSW | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R14 WSW | 3:10 | 4:10 | 3:10 |
| R15 W | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R15 W | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R15 W | 3:10 | 4:10 | 3:10 |
| R16 WNW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R16 WNW | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R16 WNW | 3:10 | 4:10 | 3:10 |
| R17 NW, NNW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R17 NW, NNW | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R17 NW, NNW | 3:10 | 4:10 | 3:10 |
| 2-Mile Ring and Downwind to EPZ Boundary (3 sector groups) | | | | | | | | | | | | | | | |
| R18 N | 4:10 | 4:20 | 4:00 | 4:00 | 4:00 | R18 N | 4:10 | 4:10 | 4:00 | 4:00 | 4:00 | R18 N | 4:00 | 4:10 | 4:00 |
| R19 NNE | 4:10 | 4:10 | 4:00 | 4:00 | 3:50 | R19 NNE | 4:10 | 4:10 | 4:00 | 4:00 | 4:00 | R19 NNE | 4:00 | 4:10 | 4:00 |
| R20 NE | 4:10 | 4:10 | 3:50 | 4:00 | 3:50 | R20 NE | 4:10 | 4:10 | 3:50 | 4:00 | 4:00 | R20 NE | 3:50 | 4:10 | 3:50 |
| R21 ENE | 4:00 | 4:00 | 3:40 | 3:40 | 3:40 | R21 ENE | 4:00 | 4:00 | 3:40 | 3:40 | 3:40 | R21 ENE | 3:40 | 4:00 | 3:40 |
| R22 E | 4:00 | 4:00 | 3:40 | 3:40 | 3:40 | R22 E | 4:00 | 4:00 | 3:40 | 3:40 | 3:40 | R22 E | 3:40 | 4:00 | 3:40 |
| R23 ESE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R23 ESE | 4:00 | 4:00 | 3:00 | 3:10 | 3:00 | R23 ESE | 3:00 | 4:00 | 3:00 |
| R24 SE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R24 SE | 4:00 | 4:00 | 3:00 | 3:10 | 3:00 | R24 SE | 3:00 | 4:00 | 3:00 |
| R25 SSE | 4:00 | 4:00 | 3:00 | 3:10 | 3:00 | R25 SSE | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R25 SSE | 3:10 | 4:00 | 3:00 |
| R26 S | 4:00 | 4:00 | 3:00 | 3:10 | 3:00 | R26 S | 4:00 | 4:00 | 3:00 | 3:00 | 3:10 | R26 S | 3:00 | 4:00 | 3:00 |
| R27 SSW | 4:00 | 4:00 | 3:10 | 3:10 | 3:00 | R27 SSW | 4:00 | 4:10 | 3:00 | 3:00 | 3:00 | R27 SSW | 3:00 | 4:00 | 3:10 |
| R28 SW | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R28 SW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R28 SW | 3:10 | 4:00 | 3:10 |
| R29 WSW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R29 WSW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R29 WSW | 3:10 | 4:10 | 3:10 |
| R30 W | 4:10 | 4:10 | 3:50 | 3:50 | 4:00 | R30 W | 4:10 | 4:10 | 3:50 | 3:50 | 3:50 | R30 W | 3:50 | 4:10 | 3:50 |
| R31 WNW | 4:20 | 4:20 | 3:50 | 3:50 | 4:00 | R31 WNW | 4:10 | 4:20 | 3:50 | 4:00 | 4:00 | R31 WNW | 3:50 | 4:20 | 3:50 |
| R32 NW | 4:20 | 4:20 | 3:50 | 3:50 | 3:50 | R32 NW | 4:20 | 4:20 | 3:50 | 4:00 | 3:50 | R32 NW | 3:50 | 4:20 | 3:50 |
| R33 NNW | 4:10 | 4:20 | 4:00 | 4:00 | 4:00 | R33 NNW | 4:10 | 4:20 | 4:00 | 4:00 | 4:00 | R33 NNW | 4:00 | 4:20 | 4:00 |

**Table J-1D. Time to Clear the Indicated Area of 100 Percent of The Affected Population (page 2 of 2)**

| | Summer | | Summer | | Summer | | Winter | | Winter | | Winter | | Summer | Summer | Summer |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midweek | | Weekend | | Midweek Weekend | | Midweek | | Weekend | | Midweek Weekend | | Weekend | Midweek | Weekend |
| Scenario: | (1) | (2) | (3) | (4) | (5) | Scenario: | (6) | (7) | (8) | (9) | (10) | Scenario: | (11) | (12) | (13) |
| Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | | Midday | | Evening | Region Wind Toward: | Midday | Midday | Midday |
| | Good Weather | Rain | Good Weather | Rain | Good Weather | | Good Weather | Rain | Good Weather | Rain | Good Weather | | Event in Amphitheatre | New Plant Construction | Granbury 4th of July |
| 2-Mile Ring and Downwind to 5 Miles (5 sector groups) | | | | | | | | | | | | | | | |
| R34 N | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R34 N | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R34 N | 3:10 | 4:10 | 3:10 |
| R35 NNE | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R35 NNE | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R35 NNE | 3:10 | 4:10 | 3:10 |
| R36 NE | 4:00 | 4:00 | 3:00 | 3:00 | 3:10 | R36 NE | 4:00 | 4:10 | 3:10 | 3:00 | 3:10 | R36 NE | 3:00 | 4:00 | 3:00 |
| R37 ENE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R37 ENE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R37 ENE | 3:10 | 4:00 | 3:00 |
| R38 E | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R38 E | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R38 E | 3:10 | 4:00 | 3:00 |
| R39 ESE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R39 ESE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R39 ESE | 3:10 | 4:00 | 3:00 |
| R40 SE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R40 SE | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R40 SE | 3:10 | 4:00 | 3:00 |
| R41 SSE, S | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R41 SSE, S | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R41 SSE, S | 3:10 | 4:00 | 3:00 |
| R42 SSW | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R42 SSW | 4:00 | 4:00 | 3:00 | 3:00 | 3:00 | R42 SSW | 3:10 | 4:00 | 3:00 |
| R43 SW | 4:00 | 4:00 | 3:10 | 3:00 | 3:10 | R43 SW | 4:00 | 4:00 | 3:10 | 3:10 | 3:10 | R43 SW | 3:10 | 4:00 | 3:10 |
| R44 WSW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R44 WSW | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R44 WSW | 3:10 | 4:10 | 3:10 |
| R45 W | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R45 W | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R45 W | 3:10 | 4:10 | 3:10 |
| R46 WNW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R46 WNW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R46 WNW | 3:10 | 4:10 | 3:10 |
| R47 NW, NNW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R47 NW, NNW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R47 NW, NNW | 3:10 | 4:10 | 3:10 |
| 2-Mile Ring and Downwind to EPZ Boundary (5 sector groups) | | | | | | | | | | | | | | | |
| R48 N | 4:10 | 4:20 | 4:00 | 4:00 | 4:00 | R48 N | 4:20 | 4:20 | 4:00 | 4:00 | 4:00 | R48 N | 4:00 | 4:10 | 4:00 |
| R49 NNE | 4:10 | 4:20 | 4:00 | 4:00 | 4:00 | R49 NNE | 4:10 | 4:20 | 4:00 | 4:00 | 4:00 | R49 NNE | 4:00 | 4:10 | 4:00 |
| R50 NE | 4:10 | 4:10 | 4:00 | 4:00 | 4:00 | R50 NE | 4:10 | 4:10 | 3:50 | 4:00 | 4:00 | R50 NE | 4:00 | 4:10 | 4:00 |
| R51 ENE | 4:10 | 4:10 | 3:50 | 4:00 | 3:50 | R51 ENE | 4:10 | 4:10 | 3:50 | 4:00 | 4:00 | R51 ENE | 3:50 | 4:10 | 3:50 |
| R52 E | 4:10 | 4:10 | 3:40 | 3:40 | 3:40 | R52 E | 4:00 | 4:10 | 3:40 | 3:40 | 3:40 | R52 E | 3:40 | 4:10 | 3:40 |
| R53 ESE | 4:10 | 4:10 | 3:40 | 3:40 | 3:40 | R53 ESE | 4:00 | 4:00 | 3:40 | 3:40 | 3:40 | R53 ESE | 3:40 | 4:10 | 3:40 |
| R54 SE | 4:00 | 4:10 | 3:00 | 3:10 | 3:00 | R54 SE | 4:00 | 4:10 | 3:00 | 3:10 | 3:00 | R54 SE | 3:20 | 4:00 | 3:10 |
| R55 SSE | 4:00 | 4:00 | 3:00 | 3:10 | 3:00 | R55 SSE | 4:10 | 4:10 | 3:00 | 3:10 | 3:10 | R55 SSE | 3:20 | 4:00 | 3:00 |
| R56 S | 4:00 | 4:00 | 3:10 | 3:10 | 3:10 | R56 S | 4:10 | 4:00 | 3:00 | 3:10 | 3:10 | R56 S | 3:20 | 4:00 | 3:10 |
| R57 SSW | 4:00 | 4:10 | 3:10 | 3:10 | 3:10 | R57 SSW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R57 SSW | 3:20 | 4:00 | 3:10 |
| R58 SW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R58 SW | 4:10 | 4:10 | 3:10 | 3:10 | 3:10 | R58 SW | 3:20 | 4:10 | 3:10 |
| R59 WSW | 4:10 | 4:10 | 3:50 | 3:50 | 3:50 | R59 WSW | 4:10 | 4:10 | 3:50 | 3:50 | 3:50 | R59 WSW | 3:50 | 4:10 | 3:50 |
| R60 W | 4:20 | 4:20 | 3:50 | 3:50 | 4:00 | R60 W | 4:10 | 4:20 | 3:50 | 4:00 | 3:50 | R60 W | 3:50 | 4:20 | 3:50 |
| R61 WNW | 4:20 | 4:20 | 3:50 | 4:00 | 4:00 | R61 WNW | 4:20 | 4:20 | 3:50 | 3:50 | 4:00 | R61 WNW | 3:50 | 4:20 | 3:50 |
| R62 NW | 4:10 | 4:20 | 4:00 | 4:00 | 4:00 | R62 NW | 4:20 | 4:20 | 4:00 | 4:00 | 4:00 | R62 NW | 4:00 | 4:10 | 4:00 |
| R63 NNW | 4:20 | 4:20 | 4:00 | 4:00 | 4:00 | R63 NNW | 4:20 | 4:20 | 4:00 | 4:00 | 4:00 | R63 NNW | 4:00 | 4:20 | 4:00 |

## Table J-2. Description of Evacuation Regions (Page 1 of 2)

| Region | Central Sector | Description | ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CP | 1A | 1B | 1C | 1D | 2A | 2B | 2C | 2D | 2E | 2F | 2G | 2H | 2J | 3A | 3B | 3C | 3D | 3E | 3F | 4A | 4B | 4C | 4D | 4E | 4F | 4G | 4H | GLEN ROSE | GRANBURY | TOLAR |
| R01 | - | 2 mile ring | ■ | | | | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | |
| R02 | - | 5-mile ring | ■ | ■ | ■ | | | ■ | ■ | ■ | ■ | ■ | | | | | ■ | ■ | | | | | ■ | ■ | ■ | ■ | | | | | ■ | | |
| R03 | - | Full EPZ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| **Evacuate 2 mile ring and 5 miles downwind (3 Sector Groups)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Region | Central Sector | Wind Direction Toward: | ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CP | 1A | 1B | 1C | 1D | 2A | 2B | 2C | 2D | 2E | 2F | 2G | 2H | 2J | 3A | 3B | 3C | 3D | 3E | 3F | 4A | 4B | 4C | 4D | 4E | 4F | 4G | 4H | GLEN ROSE | GRANBURY | TOLAR |
| R04 | A | N | ■ | | ■ | | | ■ | | | | | | | | | | | | | | | ■ | ■ | ■ | | | | | | | | |
| R05 | B | NNE | ■ | ■ | ■ | | | ■ | | | | | | | | | | | | | | | ■ | ■ | | | | | | | | | |
| R06 | C | NE | ■ | ■ | ■ | | | ■ | ■ | | ■ | ■ | | | | | | | | | | | ■ | ■ | | | | | | | | | |
| R07 | D | ENE | ■ | ■ | ■ | | | ■ | ■ | | ■ | ■ | | | | | | | | | | | ■ | | | | | | | | | | |
| R08 | E | E | ■ | ■ | | | | ■ | ■ | | ■ | ■ | | | | | | | | | | | | | | | | | | | | | |
| R09 | F | ESE | ■ | | | | | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | | | | | | | | | | ■ | | |
| R10 | G | SE | ■ | | | | | ■ | ■ | ■ | ■ | | | | | | | | | | | | | | | | | | | | ■ | | |
| R11 | H, J | SSE, S | ■ | | | | | ■ | | ■ | | | | | | | | ■ | | | | | | | | | | | | | ■ | | |
| R12 | K | SSW | ■ | | | | | ■ | | ■ | | | | | | | ■ | ■ | | | | | | | | | | | | | ■ | | |
| R13 | L | SW | ■ | | | | | ■ | | | | | | | | | ■ | ■ | | | | | | | | ■ | | | | | | | |
| R14 | M | WSW | ■ | | | | | ■ | | | | | | | | | ■ | ■ | | | | | | | ■ | ■ | | | | | | | |
| R15 | N | W | ■ | | | | | ■ | | | | | | | | | ■ | | | | | | | | ■ | ■ | | | | | | | |
| R16 | P | WNW | ■ | | | | | ■ | | | | | | | | | | | | | | | | | ■ | ■ | | | | | | | |
| R17 | Q, R | NW, NNW | ■ | | | | | ■ | | | | | | | | | | | | | | | | ■ | ■ | | | | | | | | |
| **Evacuate 2 mile ring and downwind to EPZ Boundary (3 Sector Groups)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Region | Central Sector | Wind Direction Toward: | ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | CP | 1A | 1B | 1C | 1D | 2A | 2B | 2C | 2D | 2E | 2F | 2G | 2H | 2J | 3A | 3B | 3C | 3D | 3E | 3F | 4A | 4B | 4C | 4D | 4E | 4F | 4G | 4H | GLEN ROSE | GRANBURY | TOLAR |
| R18 | A | N | ■ | | ■ | ■ | ■ | ■ | | | | | | | | | | | | | | | ■ | ■ | ■ | | ■ | ■ | | | | ■ | |
| R19 | B | NNE | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | ■ | | | | | | | | | ■ | ■ | | | ■ | | | | | ■ | |
| R20 | C | NE | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | | ■ | | | | | | | | | ■ | ■ | | | | | | | | ■ | |
| R21 | D | ENE | ■ | ■ | ■ | ■ | | ■ | ■ | | ■ | ■ | ■ | ■ | | | | | | | | | ■ | | | | | | | | | ■ | |
| R22 | E | E | ■ | ■ | | ■ | | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | | | | | | | | ■ | |
| R23 | F | ESE | ■ | | | | | ■ | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | | | | | | | | | | | | | | | ■ | ■ | |
| R24 | G | SE | ■ | | | | | ■ | ■ | ■ | ■ | | | | ■ | ■ | | | ■ | | | | | | | | | | | | ■ | ■ | |
| R25 | H | SSE | ■ | | | | | ■ | | ■ | | | | | ■ | ■ | | ■ | ■ | ■ | | ■ | | | | | | | | | ■ | ■ | |
| R26 | J | S | ■ | | | | | ■ | | ■ | | | | | | ■ | | ■ | ■ | ■ | | ■ | | | | | | | | | ■ | ■ | |
| R27 | K | SSW | ■ | | | | | ■ | | ■ | | | | | | | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | | | ■ | ■ | |
| R28 | L | SW | ■ | | | | | ■ | | | | | | | | | ■ | ■ | | ■ | ■ | ■ | | | | ■ | | | | ■ | | | |
| R29 | M | WSW | ■ | | | | | ■ | | | | | | | | | ■ | ■ | | ■ | ■ | | | | ■ | ■ | | | ■ | ■ | | | |
| R30 | N | W | ■ | | | | | ■ | | | | | | | | | ■ | | | | ■ | | | | ■ | ■ | | ■ | ■ | ■ | | | |
| R31 | P | WNW | ■ | | | | | ■ | | | | | | | | | | | | | | | | | ■ | ■ | | ■ | ■ | ■ | | | ■ |
| R32 | Q | NW | ■ | | | | | ■ | | | | | | | | | | | | | | | | ■ | ■ | | ■ | ■ | ■ | | | ■ |
| R33 | R | NNW | ■ | | | | ■ | ■ | | | | | | | | | | | | | | | | ■ | ■ | | ■ | ■ | | | | ■ | ■ |

## Table J-2. Description of Evacuation Regions (Page 2 of 2)

**Evacuate 2 mile ring and 5 miles downwind (5 Sector Groups)**

| Region | Central Sector | Wind Direction Toward: | ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CP | 1A | 1B | 1C | 1D | 2A | 2B | 2C | 2D | 2E | 2F | 2G | 2H | 2J | 3A | 3B | 3C | 3D | 3E | 3F | 4A | 4B | 4C | 4D | 4E | 4F | 4G | 4H | GLEN ROSE | GRANBURY | TOLAR |
| R34 | A | N | ■ | ■ | ■ | | | ■ | | | | | | | | | | | | | | | ■ | ■ | ■ | | | | | | | | |
| R35 | B | NNE | ■ | ■ | ■ | | | ■ | ■ | | ■ | ■ | | | | | | | | | | | ■ | ■ | ■ | | | | | | | | |
| R36 | C, D | NE, ENE | ■ | ■ | ■ | | | ■ | ■ | | ■ | ■ | | | | | | | | | | | ■ | ■ | | | | | | | | | |
| R37 | E | E | ■ | ■ | ■ | | | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | | ■ | | | | | | | | ■ | | |
| R38 | F | ESE | ■ | ■ | | | | ■ | ■ | ■ | ■ | ■ | | | | | | | | | | | | | | | | | | | ■ | | |
| R39 | G | SE | ■ | | | | | ■ | ■ | ■ | ■ | ■ | | | | | | ■ | | | | | | | | | | | | | ■ | | |
| R40 | H | SSE | ■ | | | | | ■ | ■ | ■ | ■ | | | | | | | ■ | | | | | | | | | | | | | ■ | | |
| R41 | J | S | ■ | | | | | ■ | | ■ | | | | | | | ■ | ■ | | | | | | | | | | | | | ■ | | |
| R42 | K | SSW | ■ | | | | | ■ | | ■ | | | | | | | ■ | ■ | | | | | | | | ■ | | | | | ■ | | |
| R43 | L | SW | ■ | | | | | ■ | | ■ | | | | | | | ■ | ■ | | | | | | | ■ | ■ | | | | | ■ | | |
| R44 | M, N | WSW, W | ■ | | | | | ■ | | | | | | | | | ■ | ■ | | | | | | | ■ | ■ | | | | | | | |
| R45 | P | WNW | ■ | | | | | ■ | | | | | | | | | ■ | | | | | | | ■ | ■ | ■ | | | | | | | |
| R46 | Q | NW | ■ | | | | | ■ | | | | | | | | | | | | | | | | ■ | ■ | ■ | | | | | | | |
| R47 | R | NNW | ■ | | ■ | | | ■ | | | | | | | | | | | | | | | ■ | ■ | ■ | | | | | | | | |

**Evacuate 2 mile ring and downwind to EPZ Boundary (5 Sector Groups)**

| Region | Central Sector | Wind Direction Toward: | ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CP | 1A | 1B | 1C | 1D | 2A | 2B | 2C | 2D | 2E | 2F | 2G | 2H | 2J | 3A | 3B | 3C | 3D | 3E | 3F | 4A | 4B | 4C | 4D | 4E | 4F | 4G | 4H | GLEN ROSE | GRANBURY | TOLAR |
| R48 | A | N | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | ■ | | | | | | | | | ■ | ■ | ■ | | ■ | ■ | | | | ■ | ■ |
| R49 | B | NNE | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | | ■ | | | | | | | | | ■ | ■ | ■ | | ■ | ■ | | | | ■ | |
| R50 | C | NE | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | ■ | ■ | | | | | | | | | ■ | ■ | | | ■ | | | | | ■ | |
| R51 | D | ENE | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | | | | | | | | ■ | ■ | | | | | | | | | |
| R52 | E | E | ■ | ■ | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | ■ | | | | | | | | ■ | | |
| R53 | F | ESE | ■ | ■ | | ■ | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | ■ | | | | | | | | | | | | ■ | | |
| R54 | G | SE | ■ | | | | | ■ | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | | ■ | ■ | ■ | | ■ | | | | | | | | | ■ | | |
| R55 | H | SSE | ■ | | | | | ■ | ■ | ■ | ■ | | | | ■ | ■ | | ■ | ■ | ■ | | ■ | | | | | | | | | ■ | | |
| R56 | J | S | ■ | | | | | ■ | | ■ | | | | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | | | | | | ■ | | |
| R57 | K | SSW | ■ | | | | | ■ | | ■ | | | | | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | | ■ | | | | ■ | ■ | | |
| R58 | L | SW | ■ | | | | | ■ | | ■ | | | | | | | ■ | ■ | ■ | ■ | ■ | ■ | | | ■ | ■ | | | ■ | ■ | ■ | | |
| R59 | M | WSW | ■ | | | | | ■ | | | | | | | | | ■ | ■ | | ■ | ■ | ■ | | | ■ | ■ | | ■ | ■ | ■ | | | ■ |
| R60 | N | W | ■ | | | | | ■ | | | | | | | | | ■ | ■ | | ■ | ■ | | | | ■ | ■ | | ■ | ■ | ■ | | | ■ |
| R61 | P | WNW | ■ | | | | | ■ | | | | | | | | | ■ | | | | ■ | | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | | ■ |
| R62 | Q | NW | ■ | | | | ■ | ■ | | | | | | | | | | | | | | | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | | ■ | ■ |
| R63 | R | NNW | ■ | | ■ | ■ | ■ | ■ | | | | | | | | | | | | | | | ■ | ■ | ■ | | ■ | ■ | ■ | | | ■ | ■ |

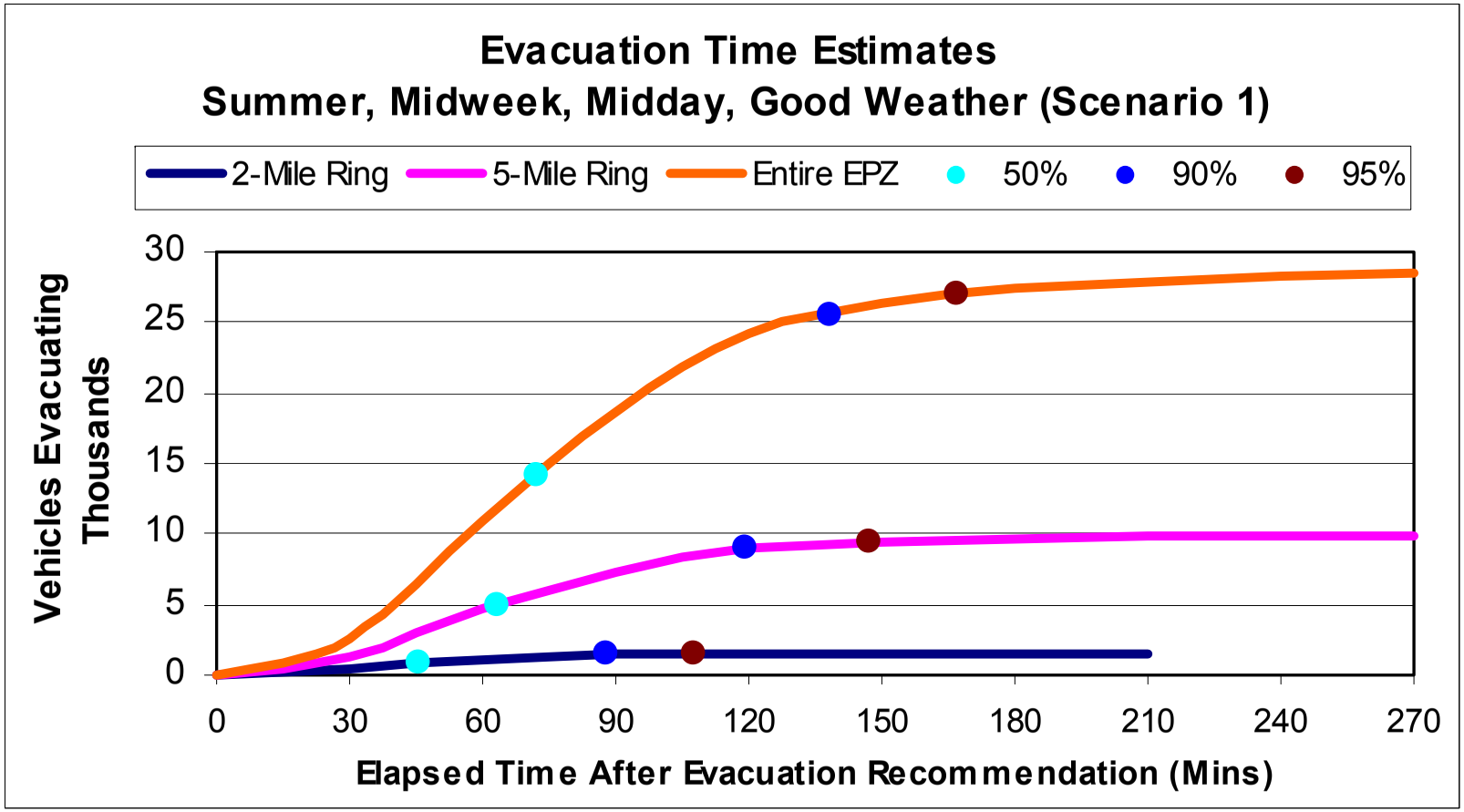



Figure J-1. Evacuation Time Estimates
Scenario 1, Region R03 (Entire EPZ)

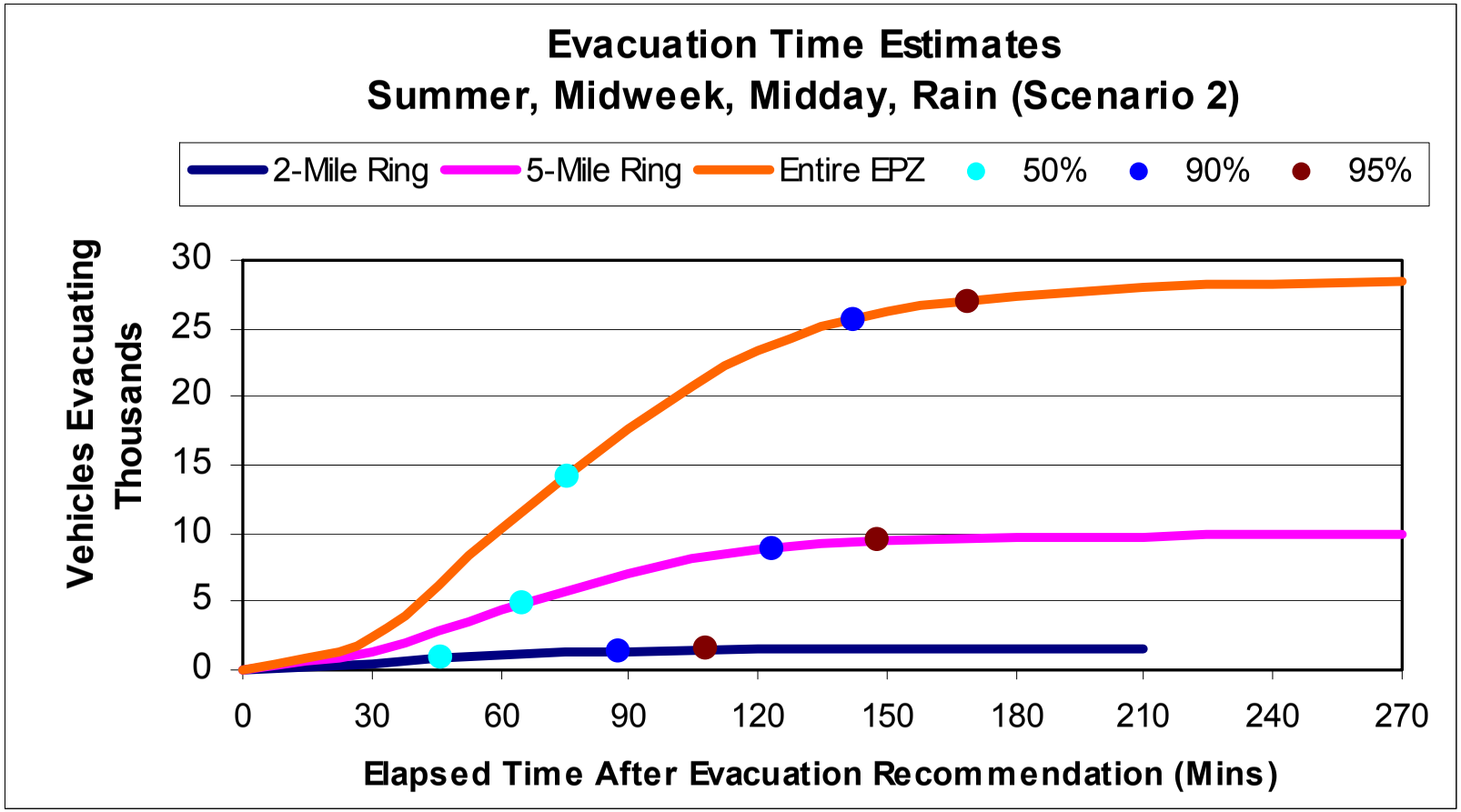



Figure J-2. Evacuation Time Estimates
Scenario 2, Region R03 (Entire EPZ)

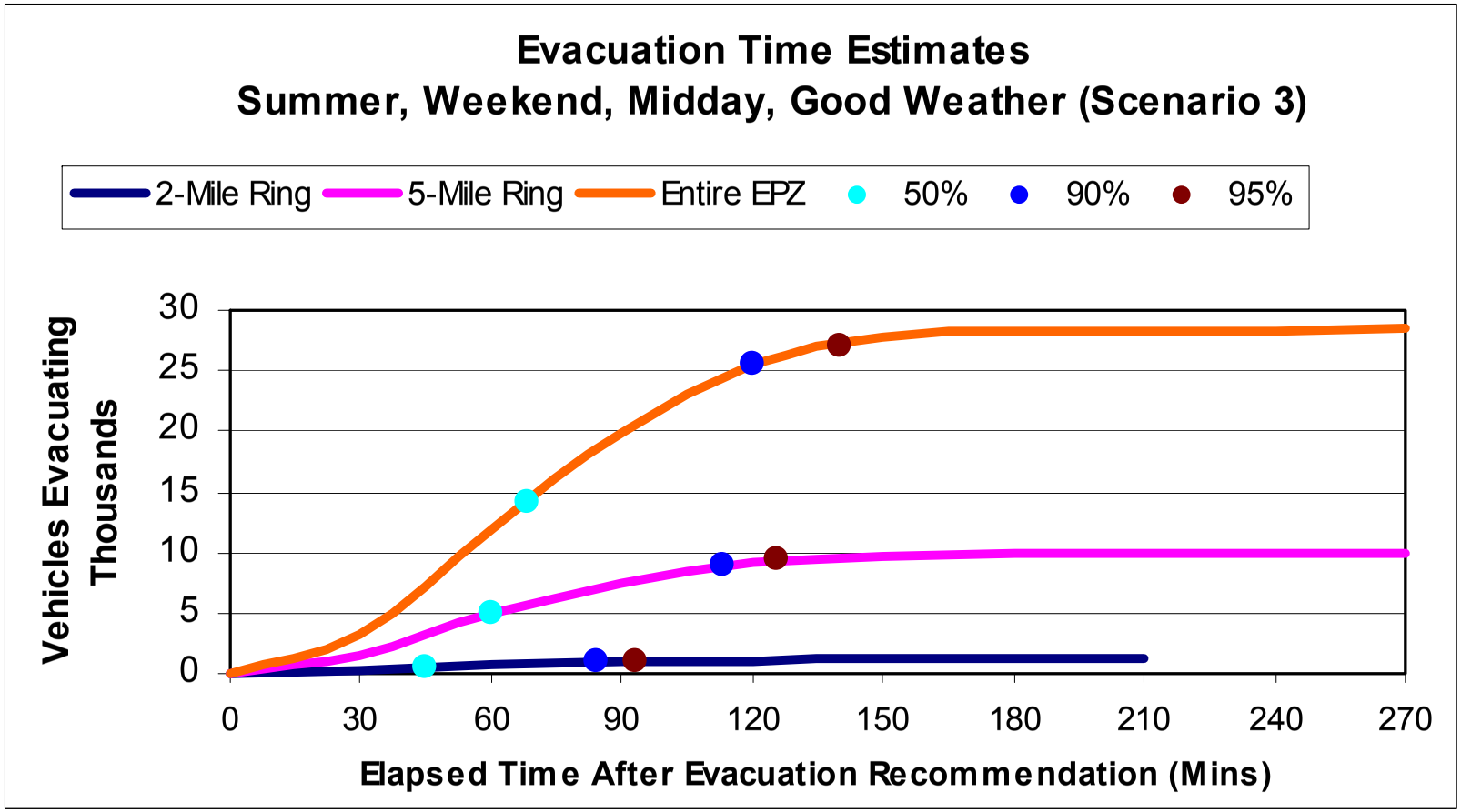



Figure J-3. Evacuation Time Estimates
Scenario 3, Region R03 (Entire EPZ)

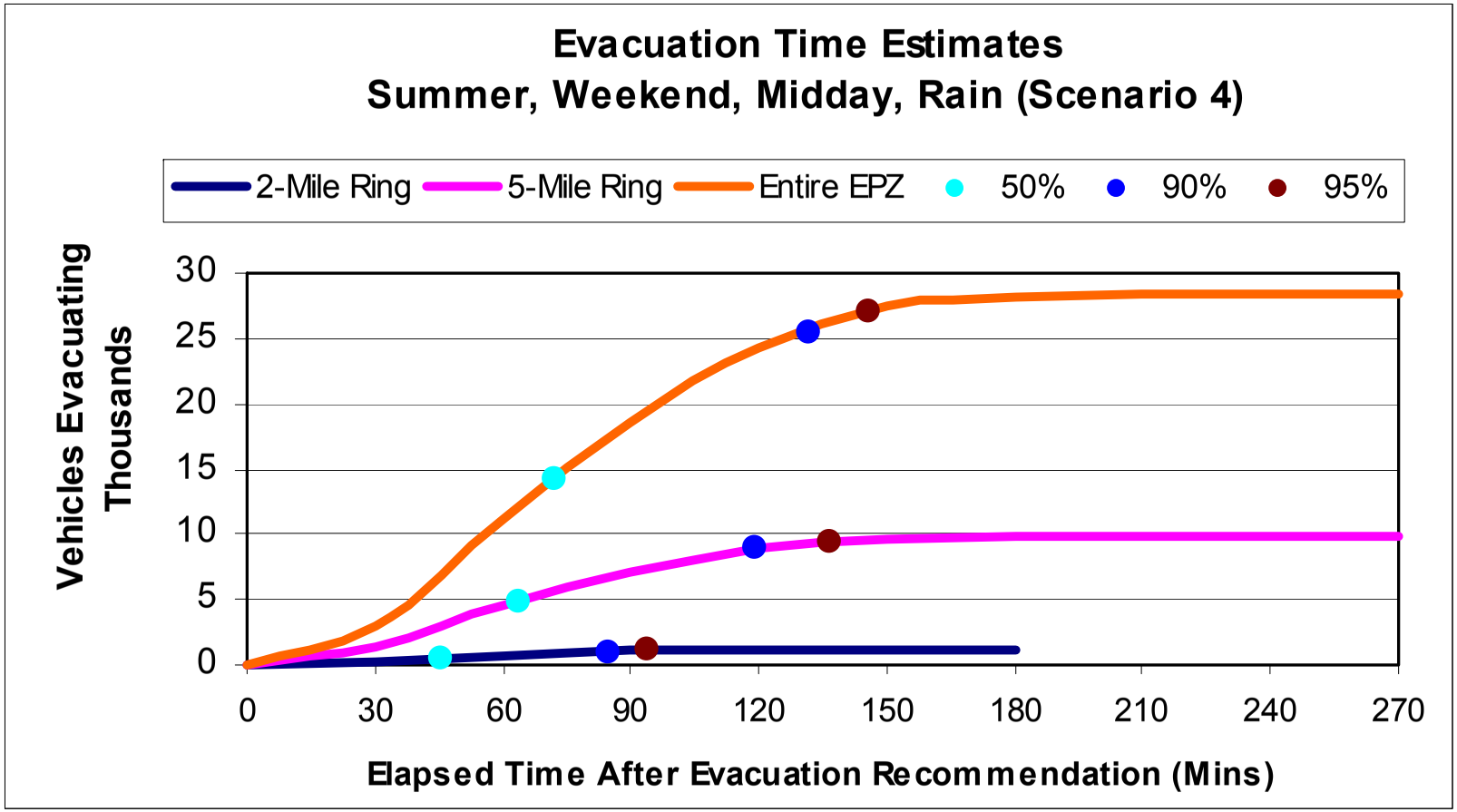



Figure J-4. Evacuation Time Estimates
Scenario 4, Region R03 (Entire EPZ)

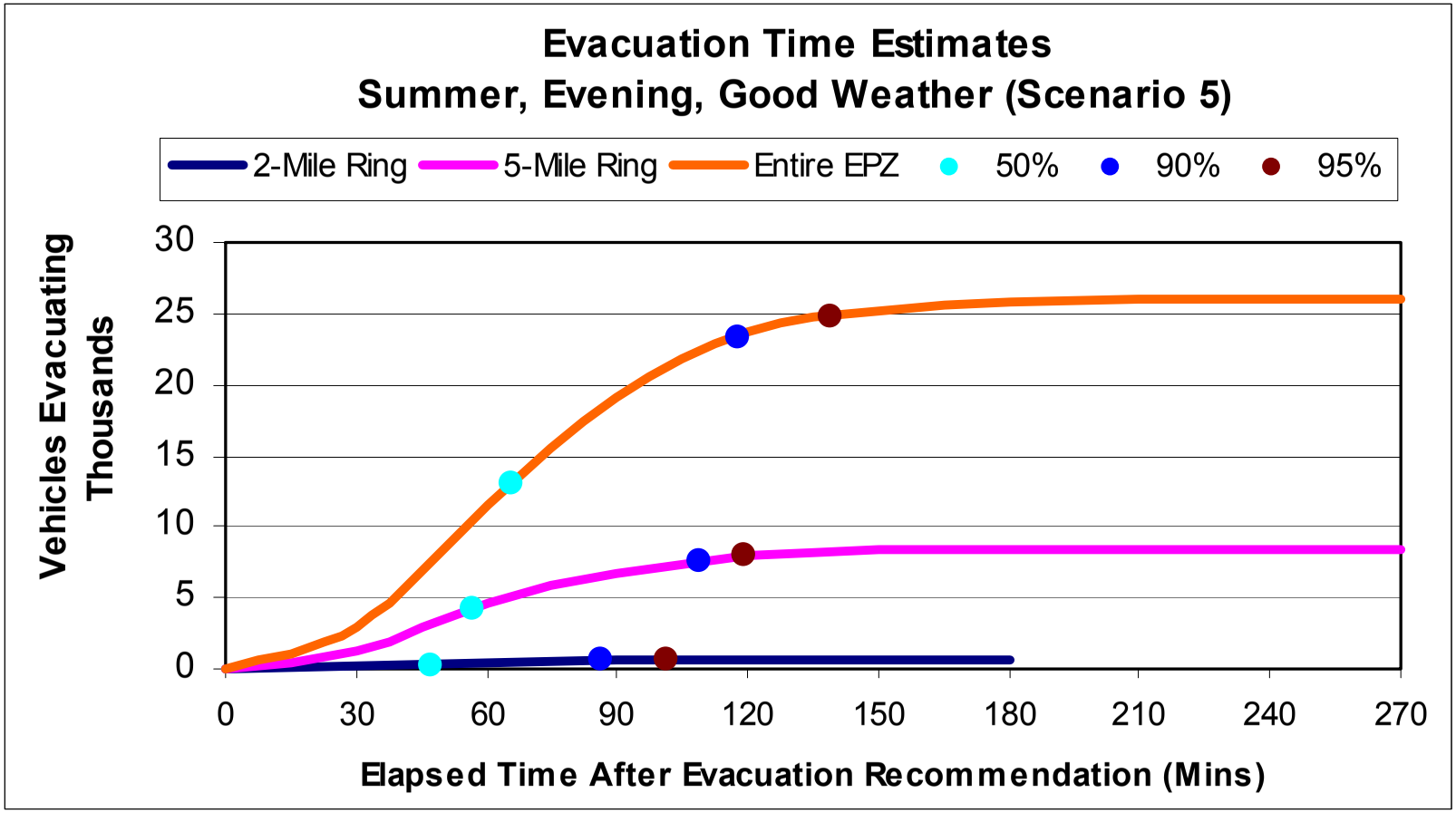



Figure J-5. Evacuation Time Estimates
Scenario 5, Region R03 (Entire EPZ)

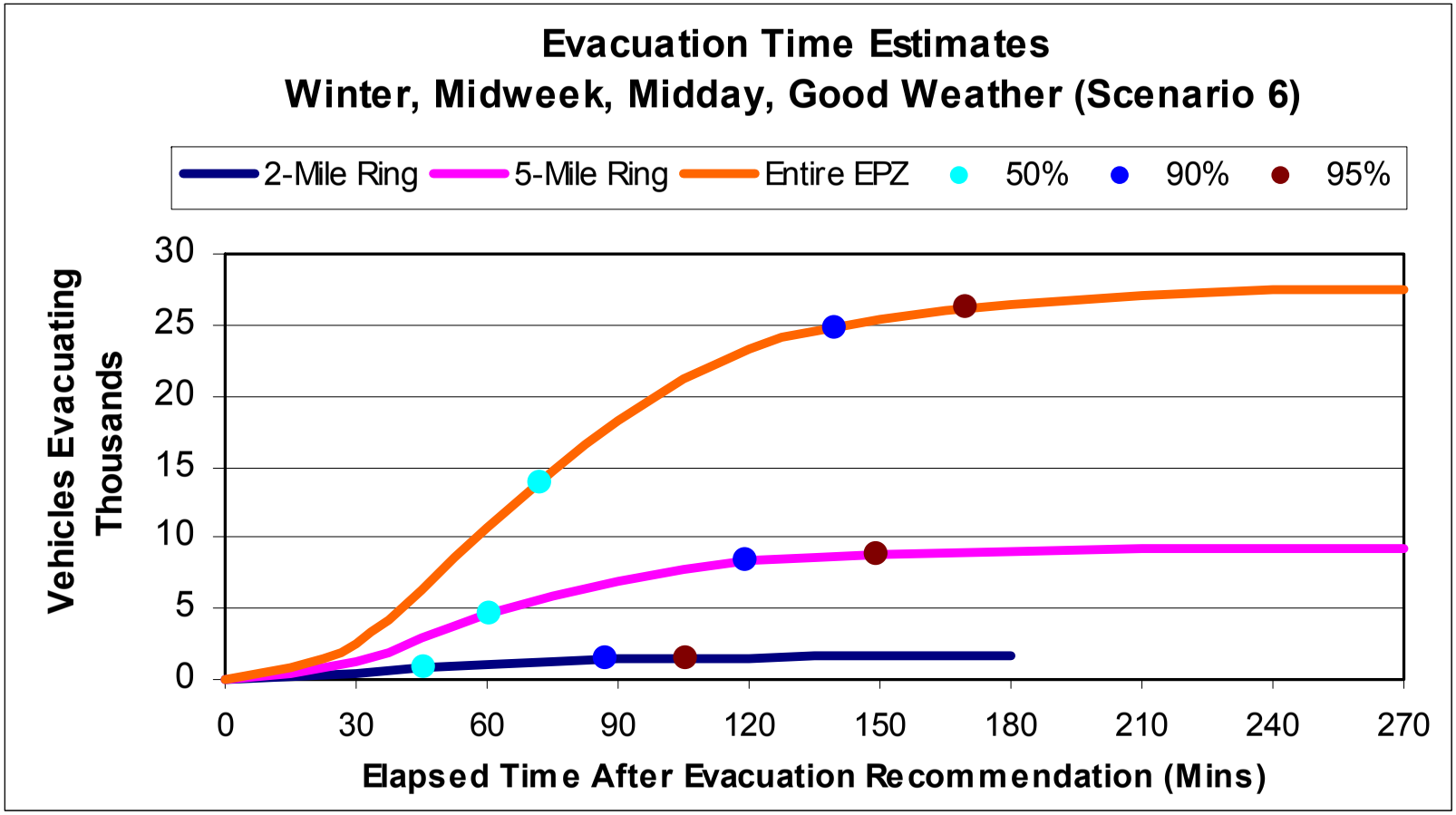



Figure J-6. Evacuation Time Estimates
Scenario 6, Region R03 (Entire EPZ)

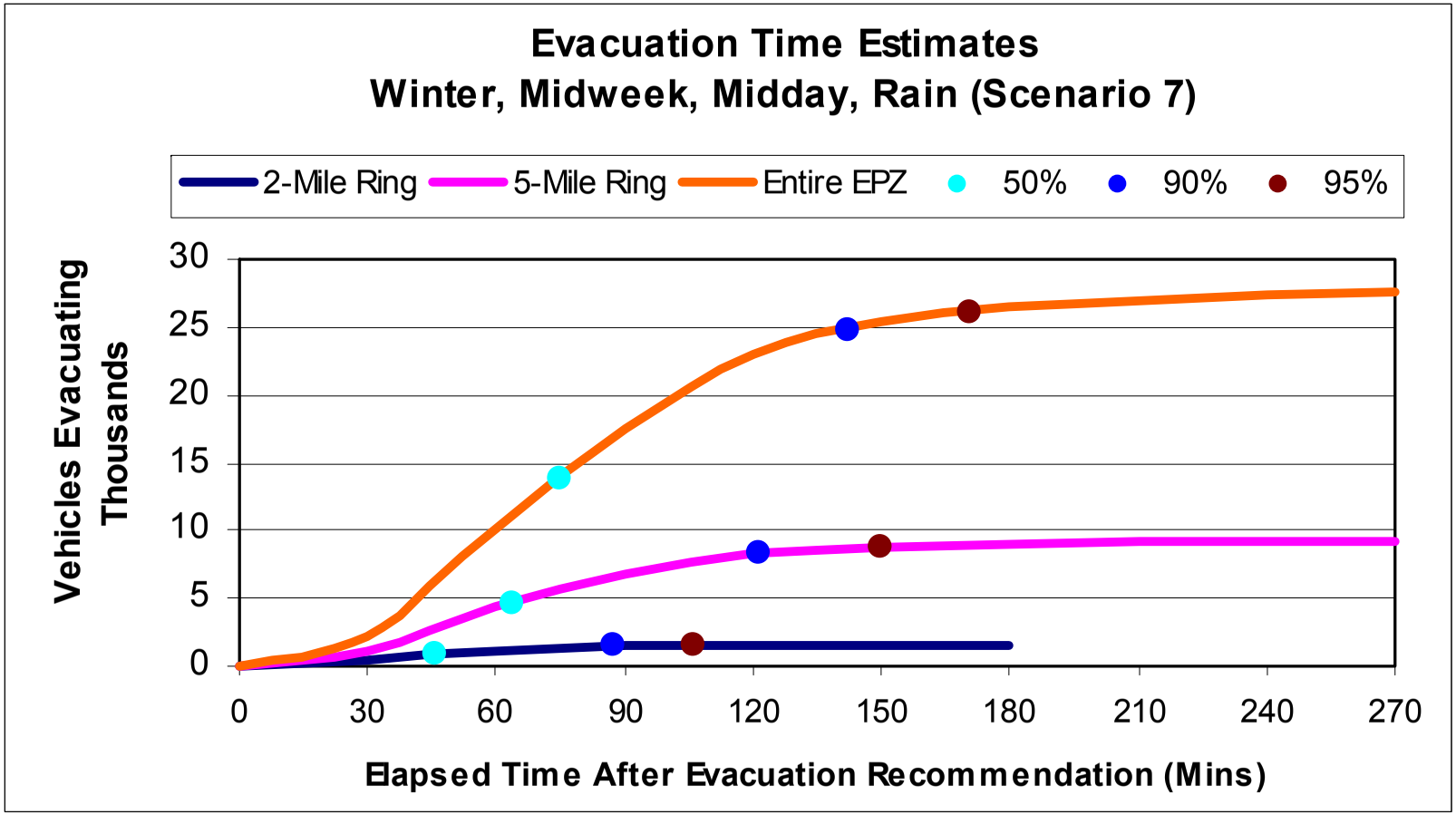



Figure J-7. Evacuation Time Estimates
Scenario 7, Region R03 (Entire EPZ)

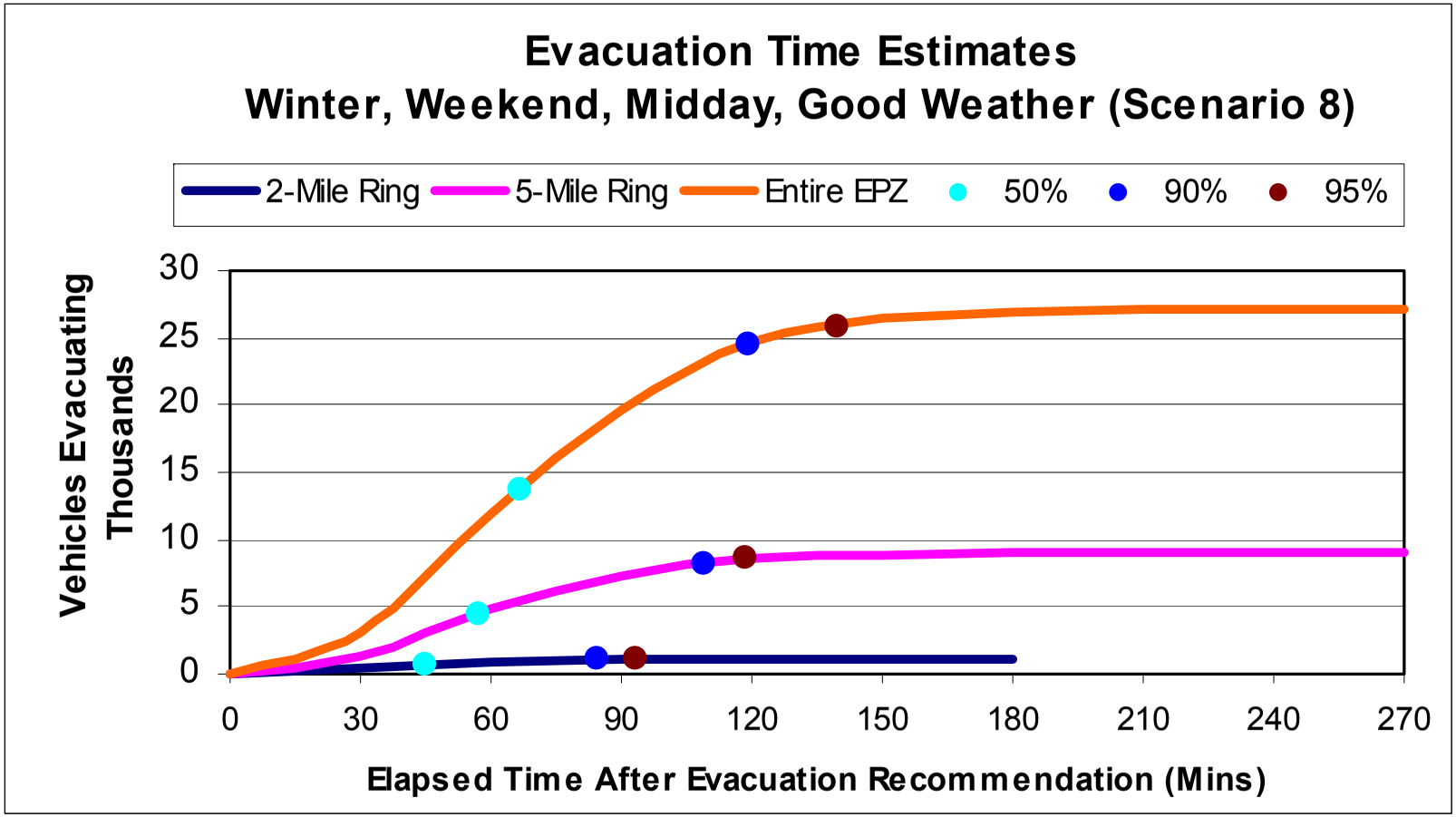



Figure J-8. Evacuation Time Estimates
Scenario 8, Region R03 (Entire EPZ)

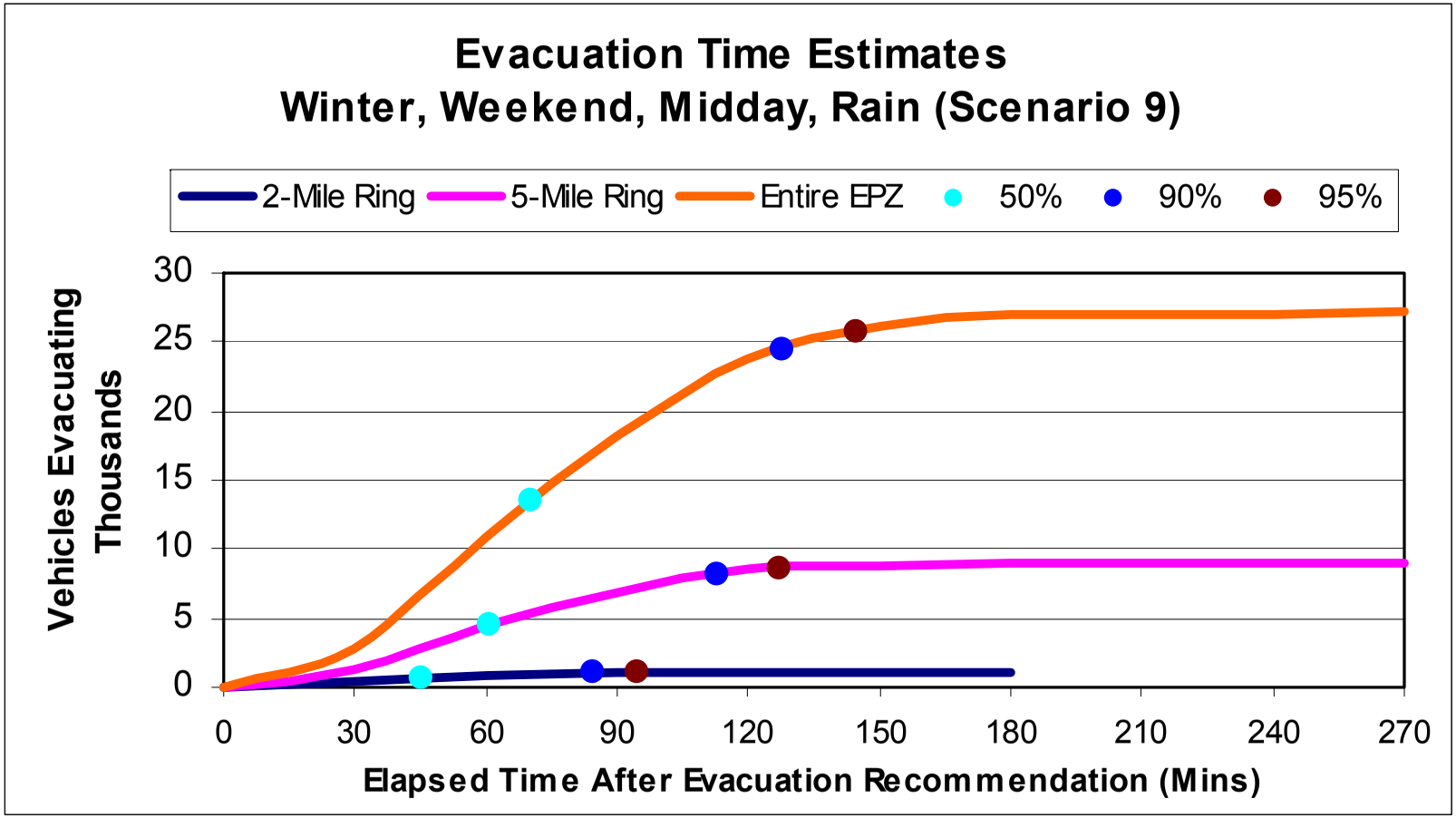



Figure J-9. Evacuation Time Estimates
Scenario 9, Region R03 (Entire EPZ)

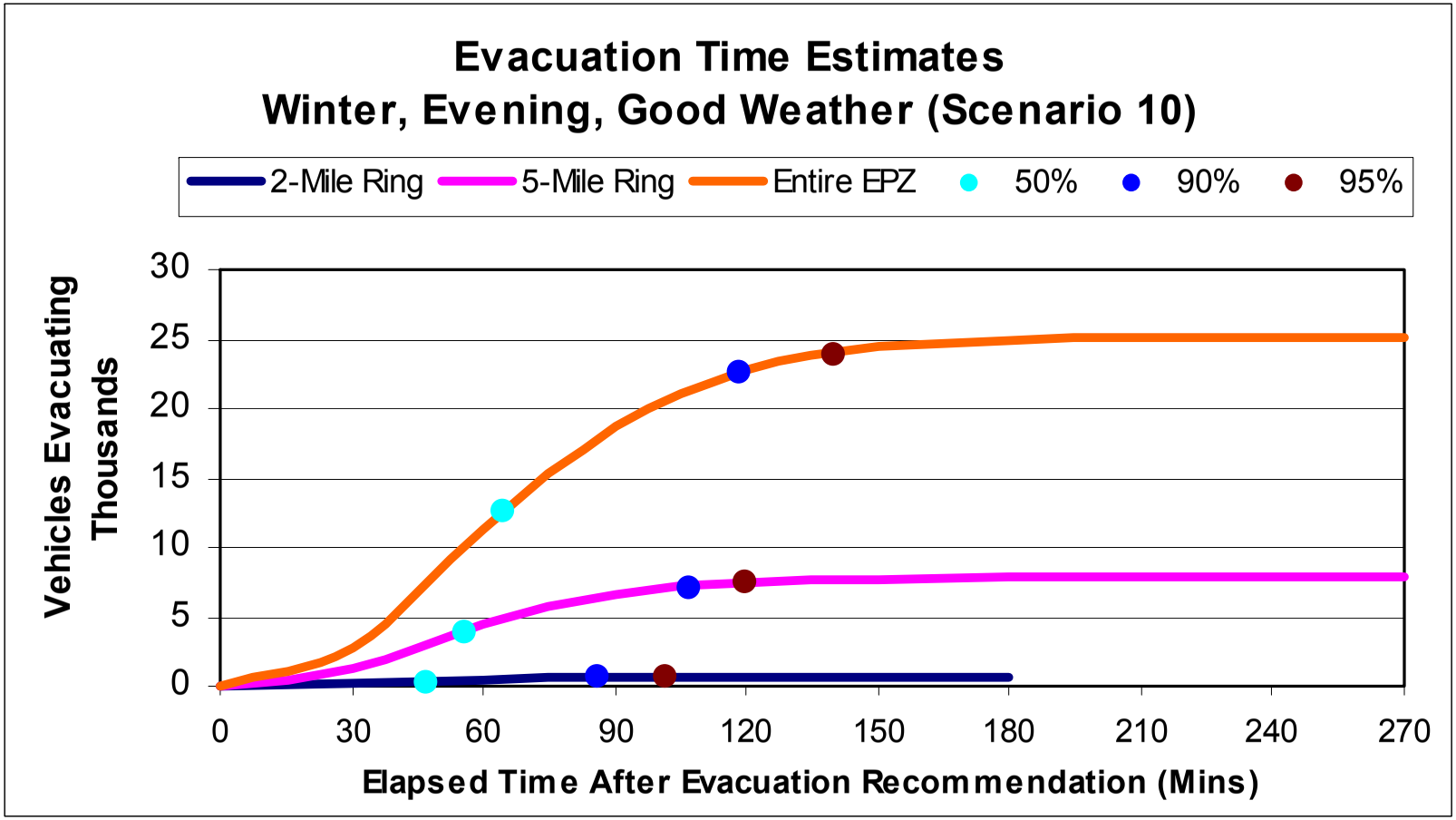



Figure J-10. Evacuation Time Estimates
Scenario 10, Region R03 (Entire EPZ)

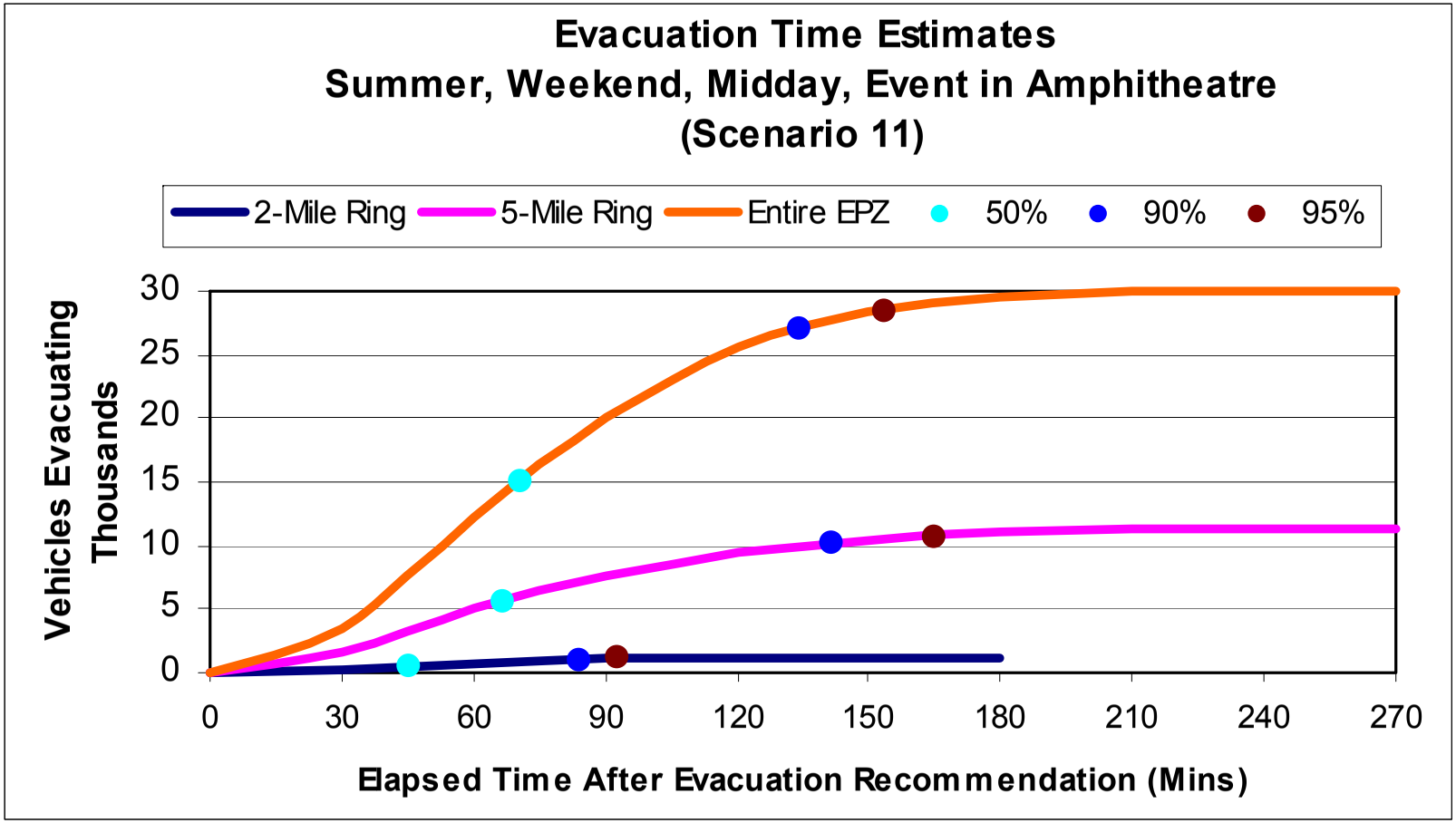



Figure J-11. Evacuation Time Estimates
Scenario 11, Region R03 (Entire EPZ)

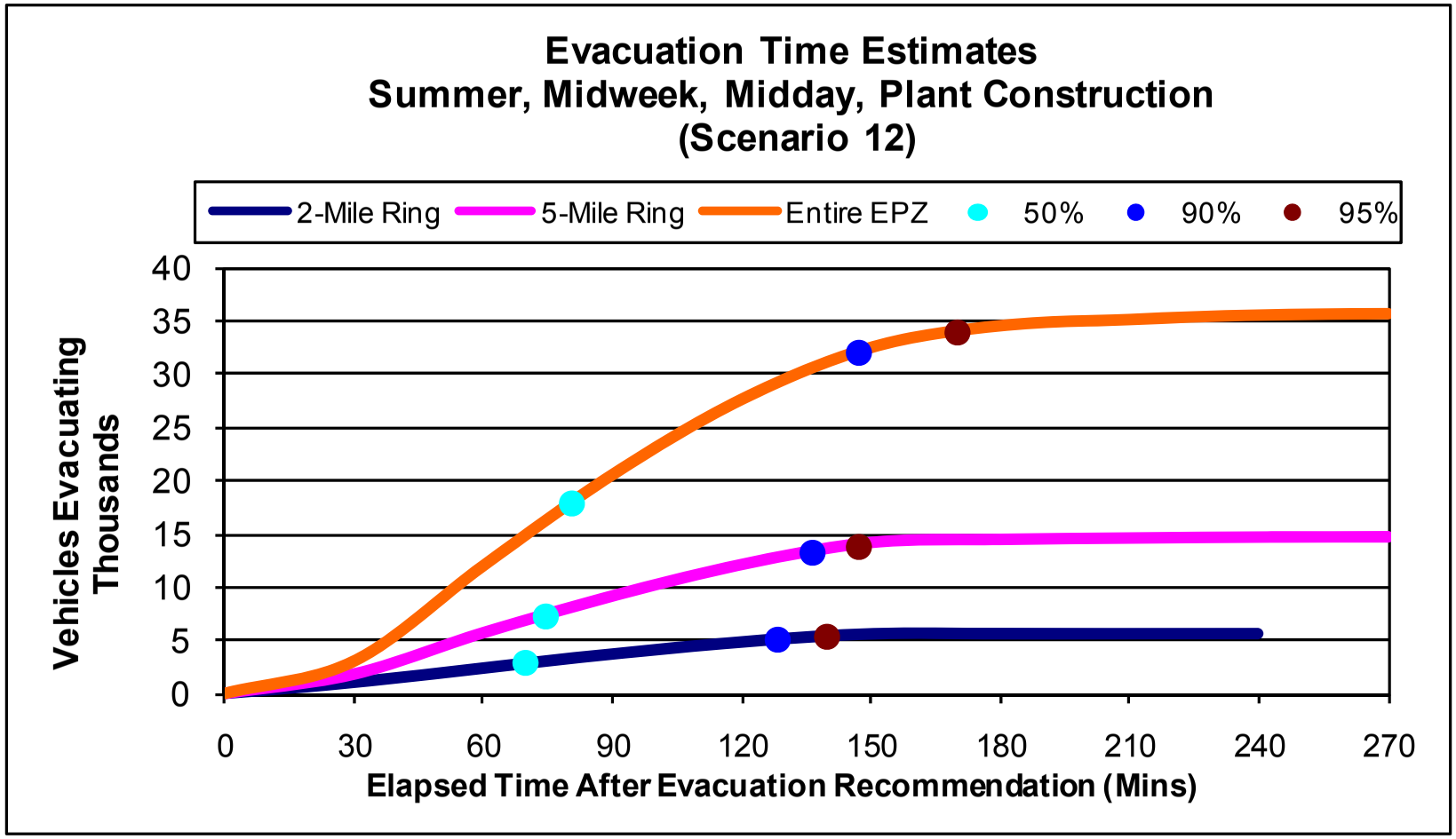



Figure J-12. Evacuation Time Estimates
Scenario 12, Region R03 (Entire EPZ)

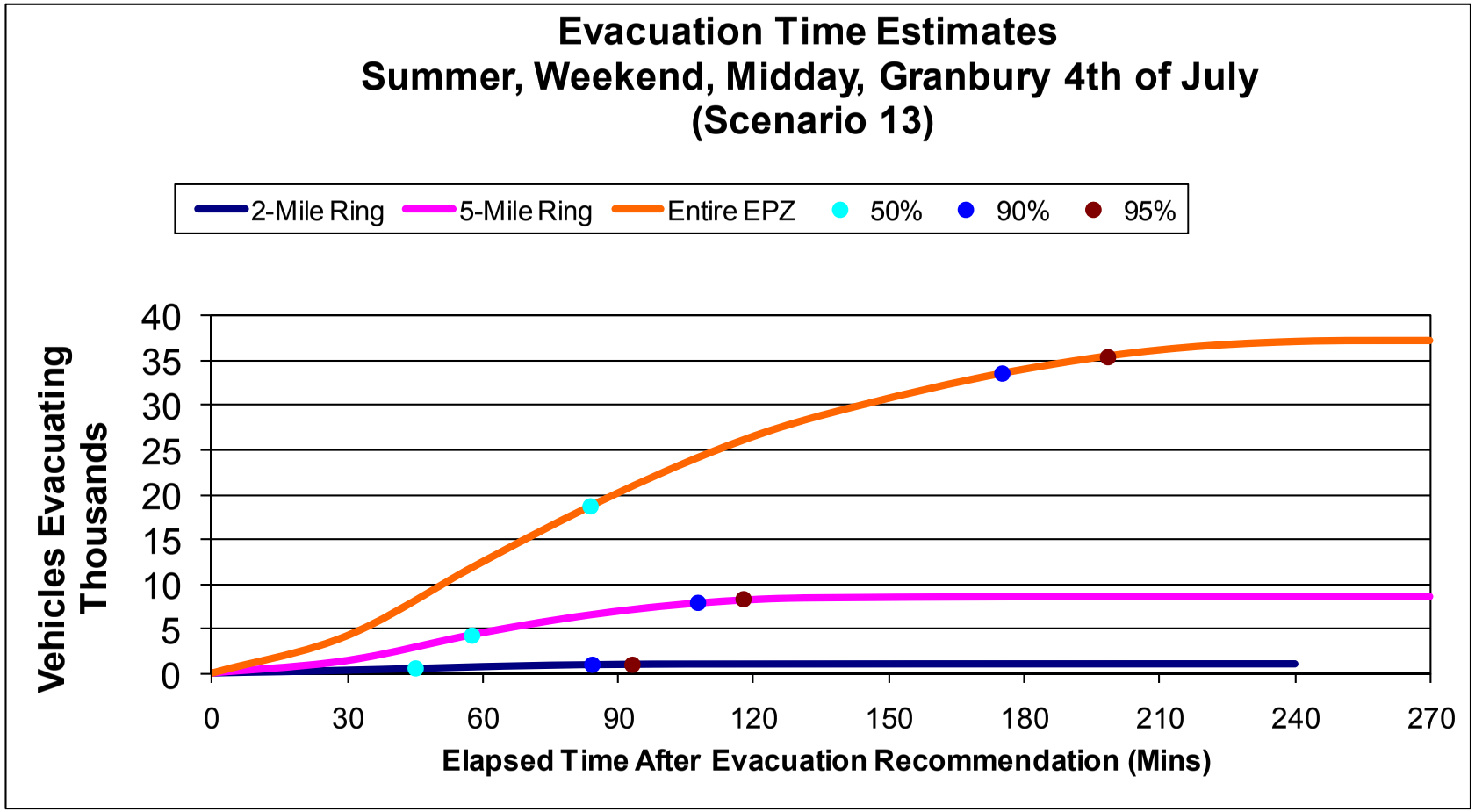



Figure J-13. Evacuation Time Estimates
Scenario 13, Region R03 (Entire EPZ)

# APPENDIX K

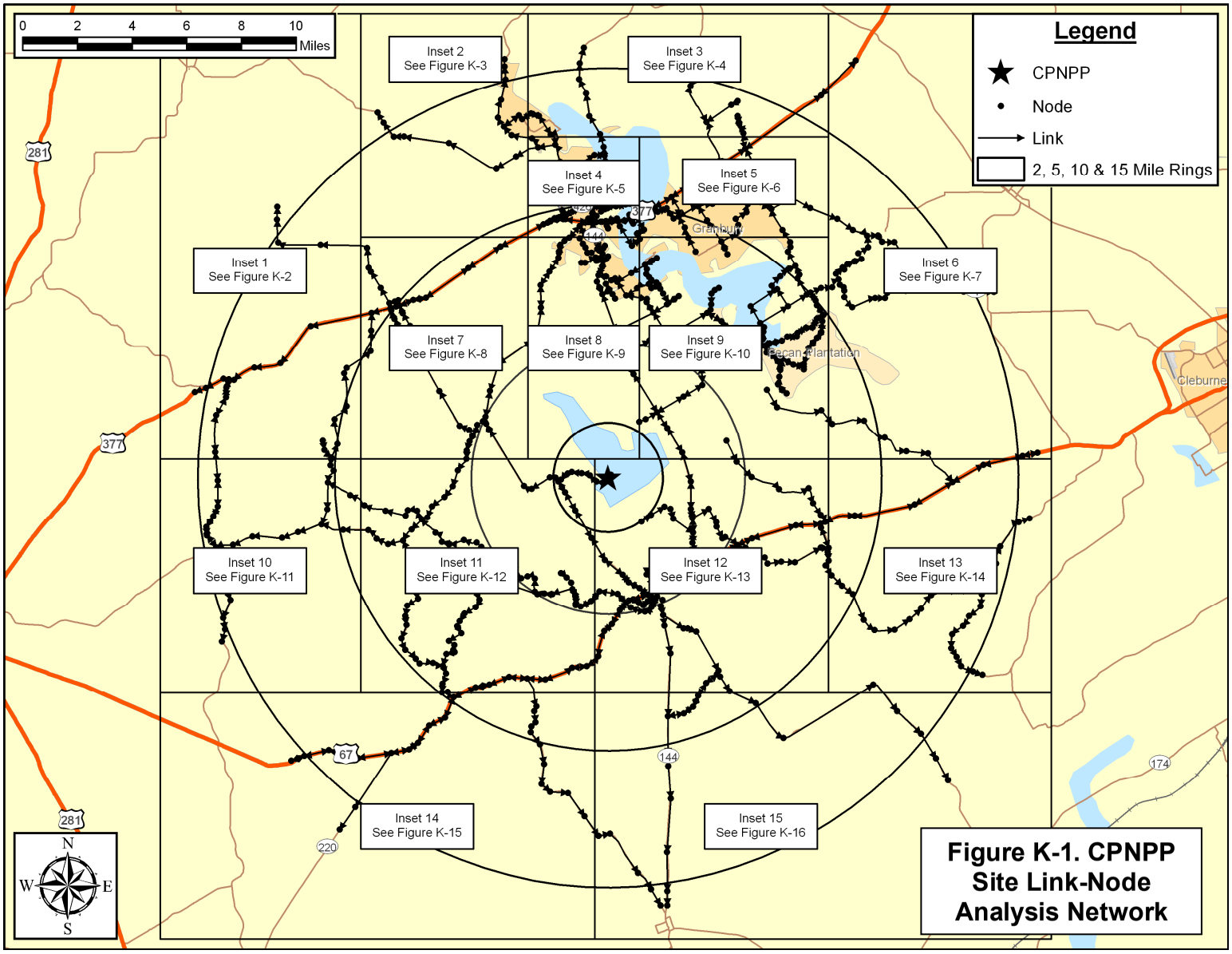
Evacuation Roadway Network

# Appendix K: Evacuation Roadway Network

As discussed in Section 1.3, a computerized link-node analysis network was constructed to model the roadway network within the study area. Figure K-1 provides an overview of the link-node analysis network. The figure has been divided up into 15 more detailed figures (Figures K-2 through K-16) which show each of the links and nodes in the network.

The analysis network was calibrated using the observations made during the field survey conducted in January 2007. Table K-1 lists the characteristics of each roadway section modeled in the ETE analysis. Each link is identified by its upstream and downstream node numbers. These node numbers can be cross-referenced to Figures K-1 through K-16 to identify the geographic location of each link.

The term, “Full Lanes” in Table K-1 identifies the number of lanes that extend throughout the length of the link. Many links have additional lanes on the immediate approach to an intersection (turn pockets); these have been recorded and entered into the IDYNEV System input stream.


0 2 4 6 8 10
Miles
Legend
CPNPP
Node
Link
2, 5, 10 & 15 Mile Rings
Inset 1
See Figure K-2
Inset 2
See Figure K-3
Inset 3
See Figure K-4
Inset 4
See Figure K-5
Inset 5
See Figure K-6
Inset 6
See Figure K-7
Inset 7
See Figure K-8
Inset 8
See Figure K-9
Inset 9
See Figure K-10
Inset 10
See Figure K-11
Inset 11
See Figure K-12
Inset 12
See Figure K-13
Inset 13
See Figure K-14
Inset 14
See Figure K-15
Inset 15
See Figure K-16
281
377
67
144
220
174
Granbury
Pecan Plantation
Cleburne
N
W
E
S
Figure K-1. CPNPP Site Link-Node Analysis Network

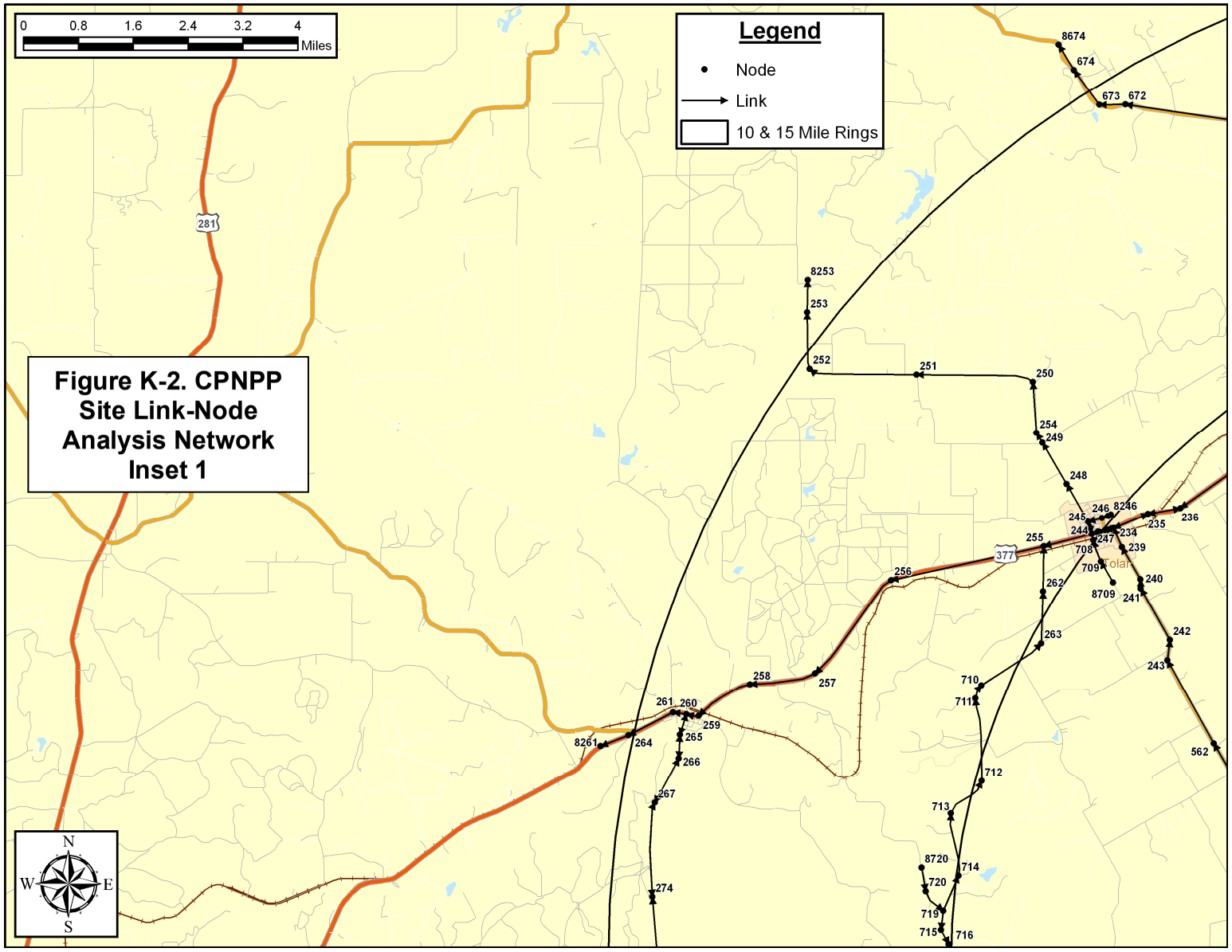
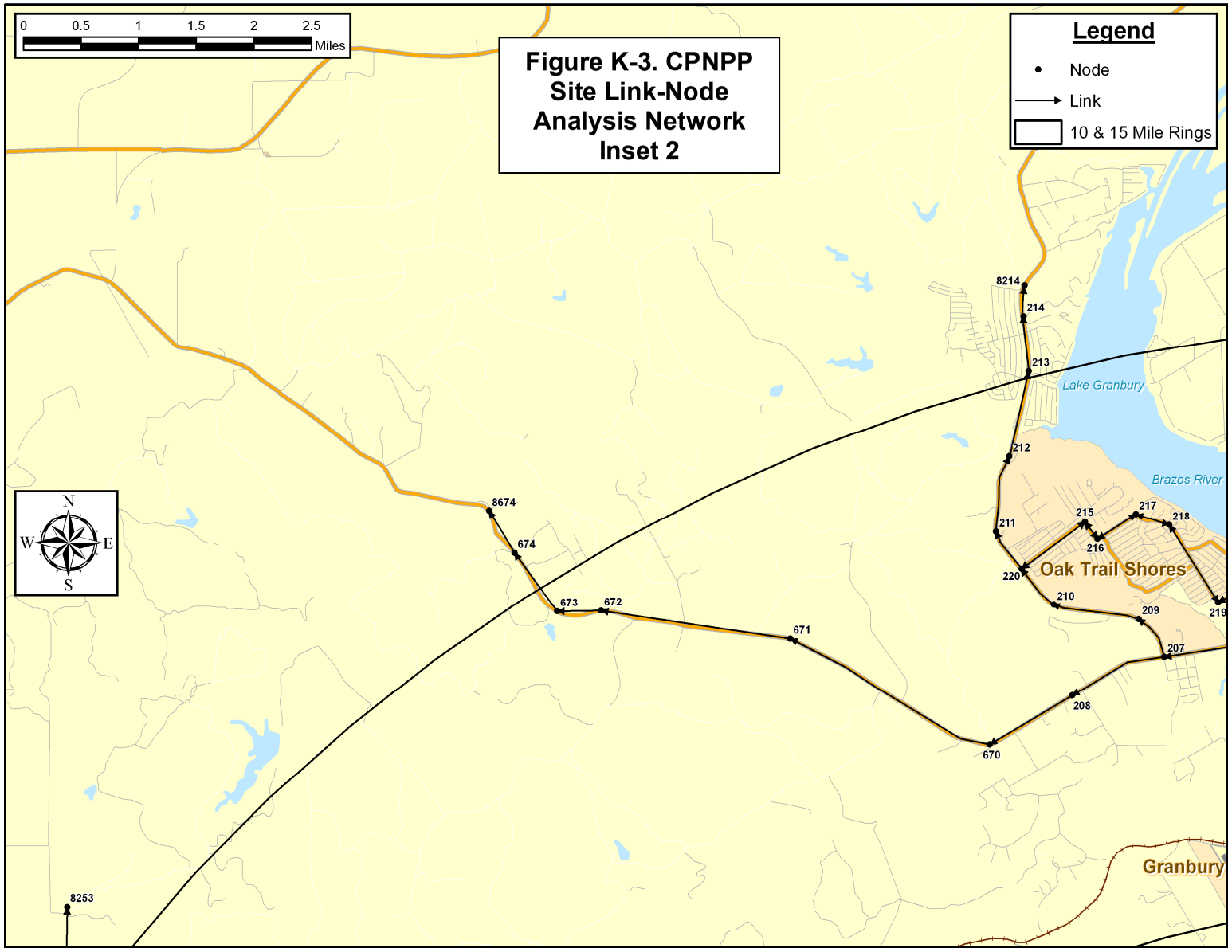



**Figure K-2. CPNPP Site Link-Node Analysis Network Inset 1**


0 0.5 1 1.5 2 2.5
Miles
Figure K-3. CPNPP Site Link-Node Analysis Network Inset 2
Legend
Node
Link
10 & 15 Mile Rings
N
W
E
S
8214
214
213
212
211
215
216
217
218
219
220
210
209
207
208
670
671
672
673
674
8674
8253
Lake Granbury
Brazos River
Oak Trail Shores
Granbury

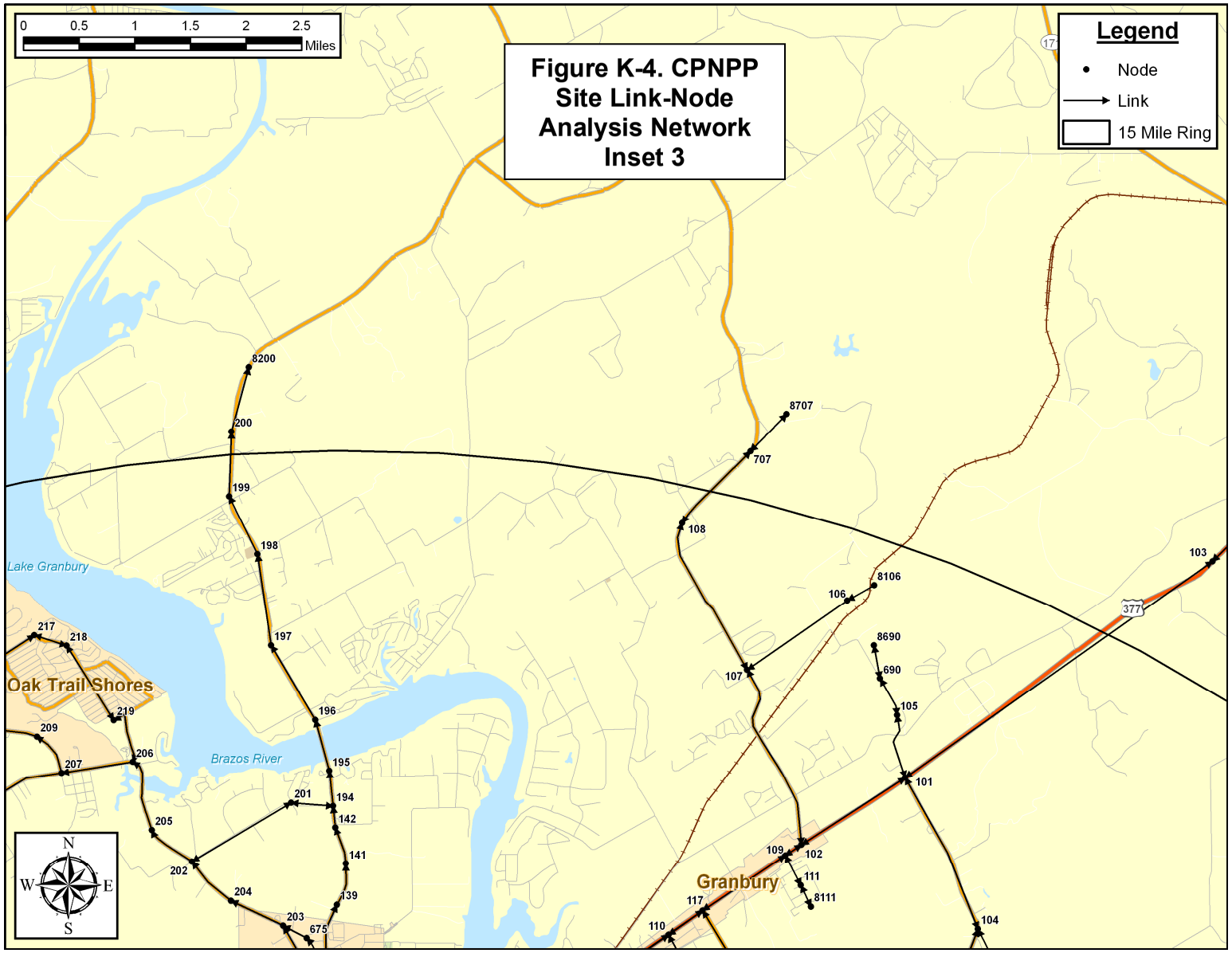


Figure K-4. CPNPP Site Link-Node Analysis Network Inset 3
Legend
Node
Link
15 Mile Ring
0 0.5 1 1.5 2 2.5
Miles
Lake Granbury
Brazos River
Oak Trail Shores
Granbury
8200
200
199
198
197
196
195
194
142
141
139
675
203
204
202
205
201
206
207
209
219
218
217
8707
707
108
8106
106
107
8690
690
105
101
103
377
102
109
111
8111
104
117
110
N
S
E
W

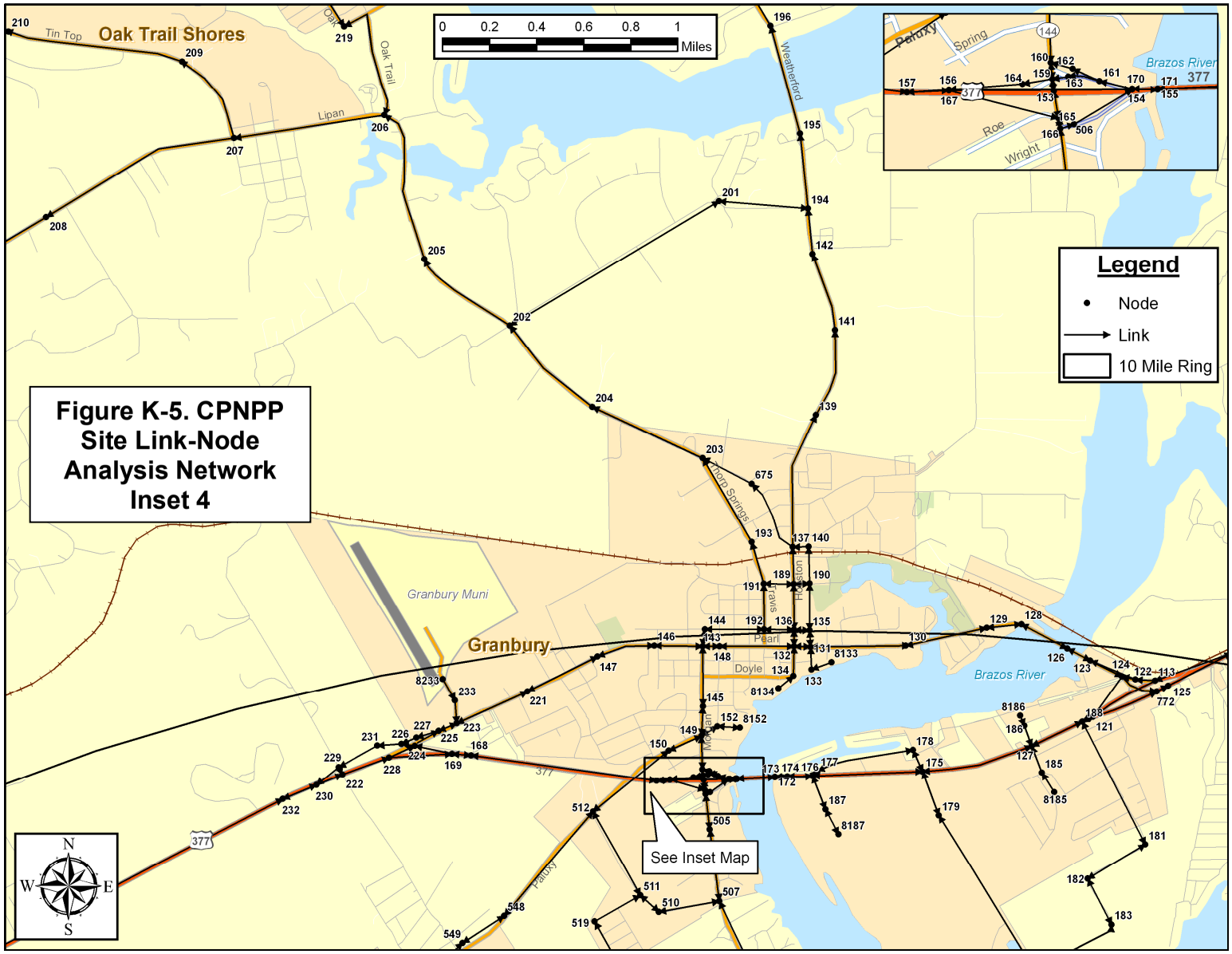


Figure K-5. CPNPP Site Link-Node Analysis Network Inset 4
Legend
Node
Link
10 Mile Ring
0 0.2 0.4 0.6 0.8 1
Miles
Oak Trail Shores
Granbury
Granbury Muni
Brazos River
See Inset Map
N
W
E
S

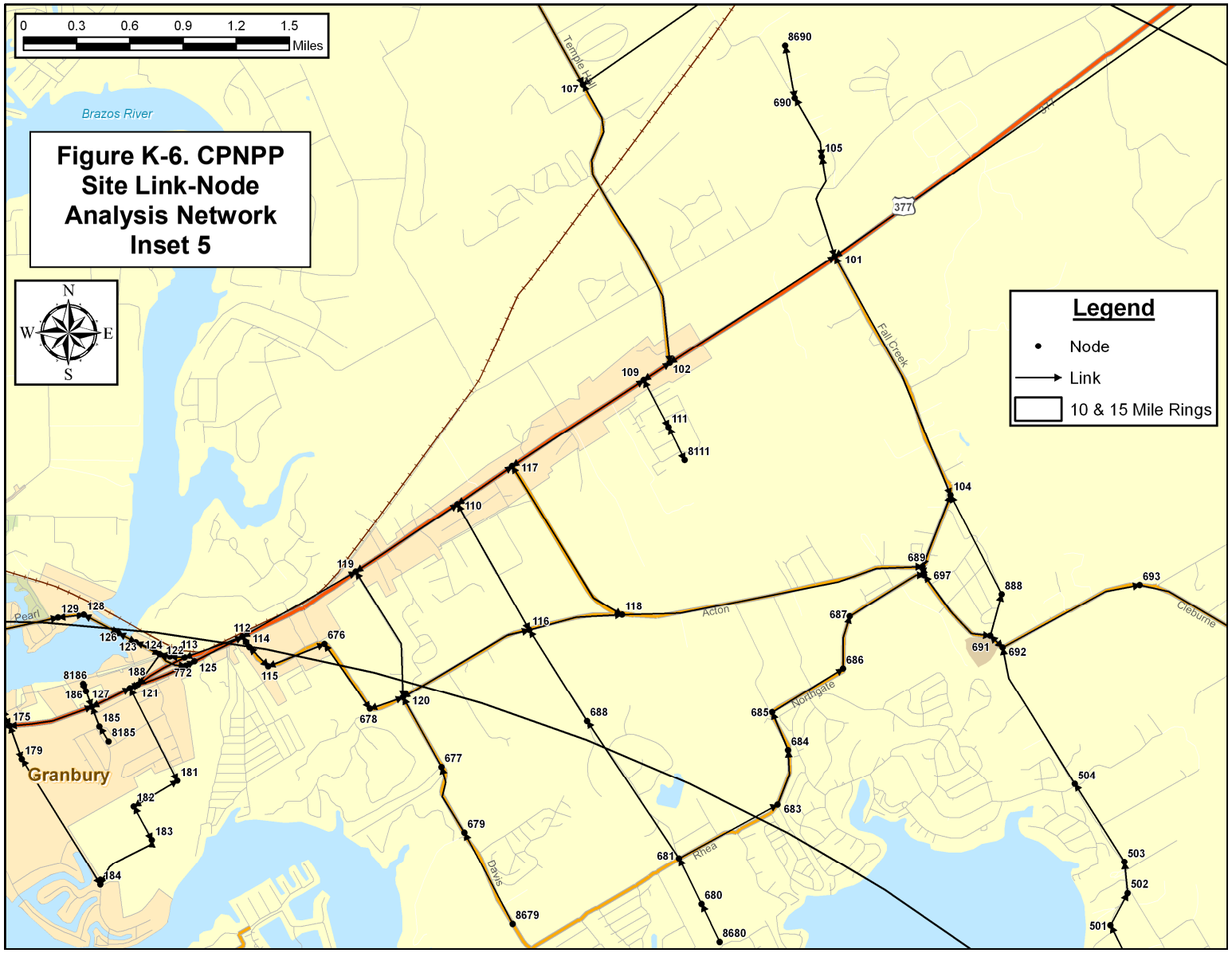
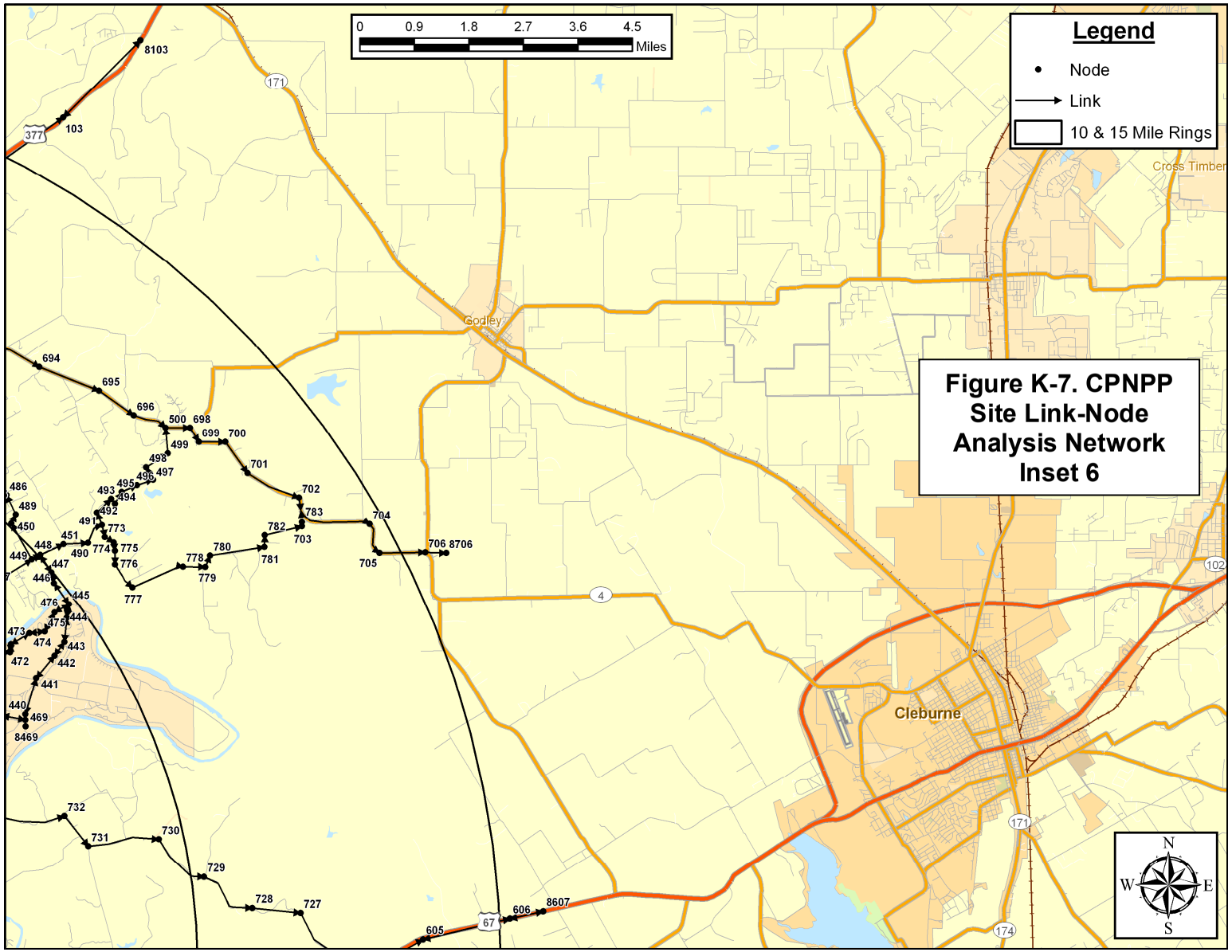
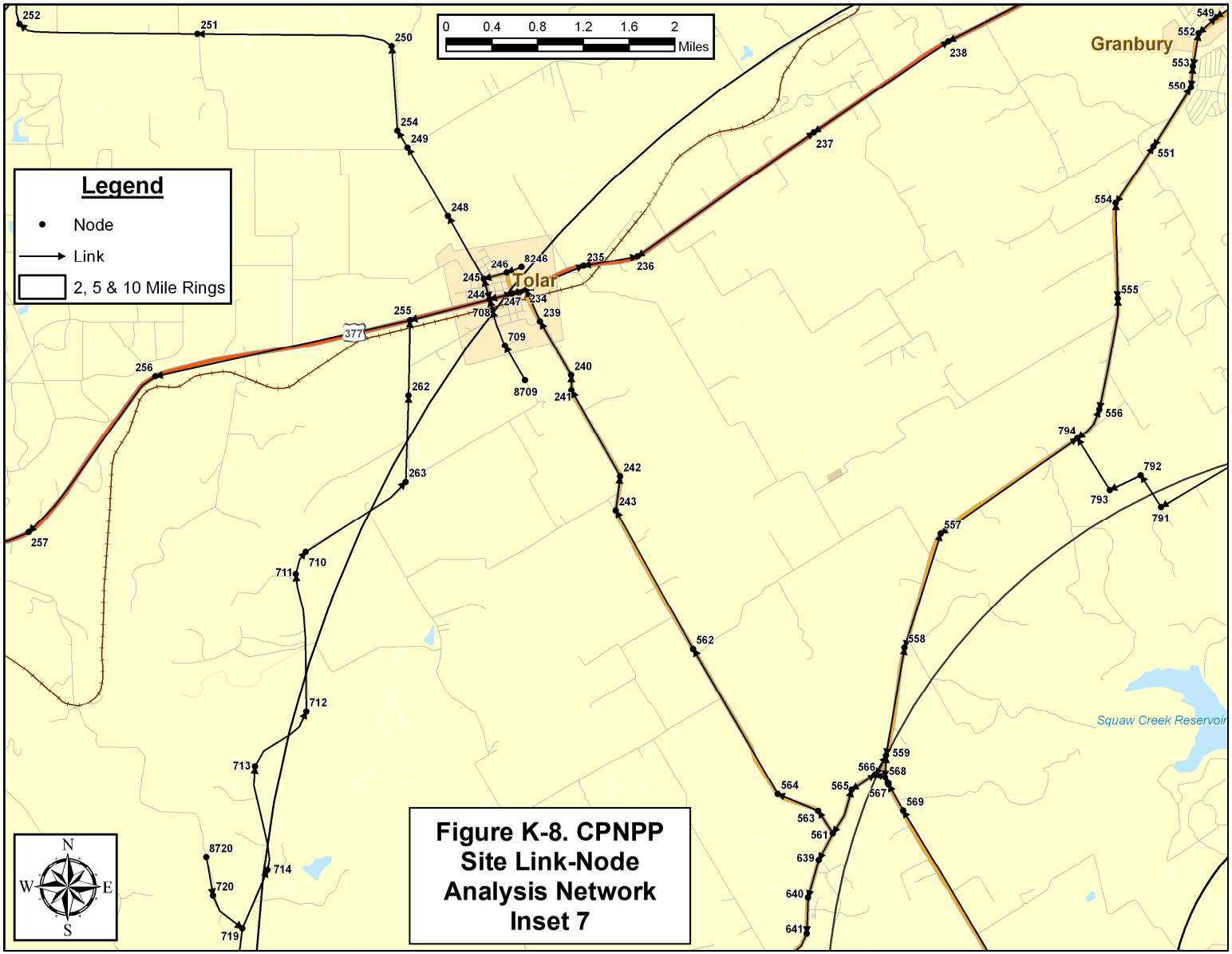



**Figure K-6. CPNPP Site Link-Node Analysis Network Inset 5**


0 0.9 1.8 2.7 3.6 4.5
Miles
Legend
Node
Link
10 & 15 Mile Rings
Figure K-7. CPNPP Site Link-Node Analysis Network Inset 6
Godley
Cleburne
Cross Timber
N
S
E
W


0 0.4 0.8 1.2 1.6 2
Miles
Legend
Node
Link
2, 5 & 10 Mile Rings
Granbury
Tolar
Squaw Creek Reservoir
377
N
W
E
S
Figure K-8. CPNPP Site Link-Node Analysis Network Inset 7

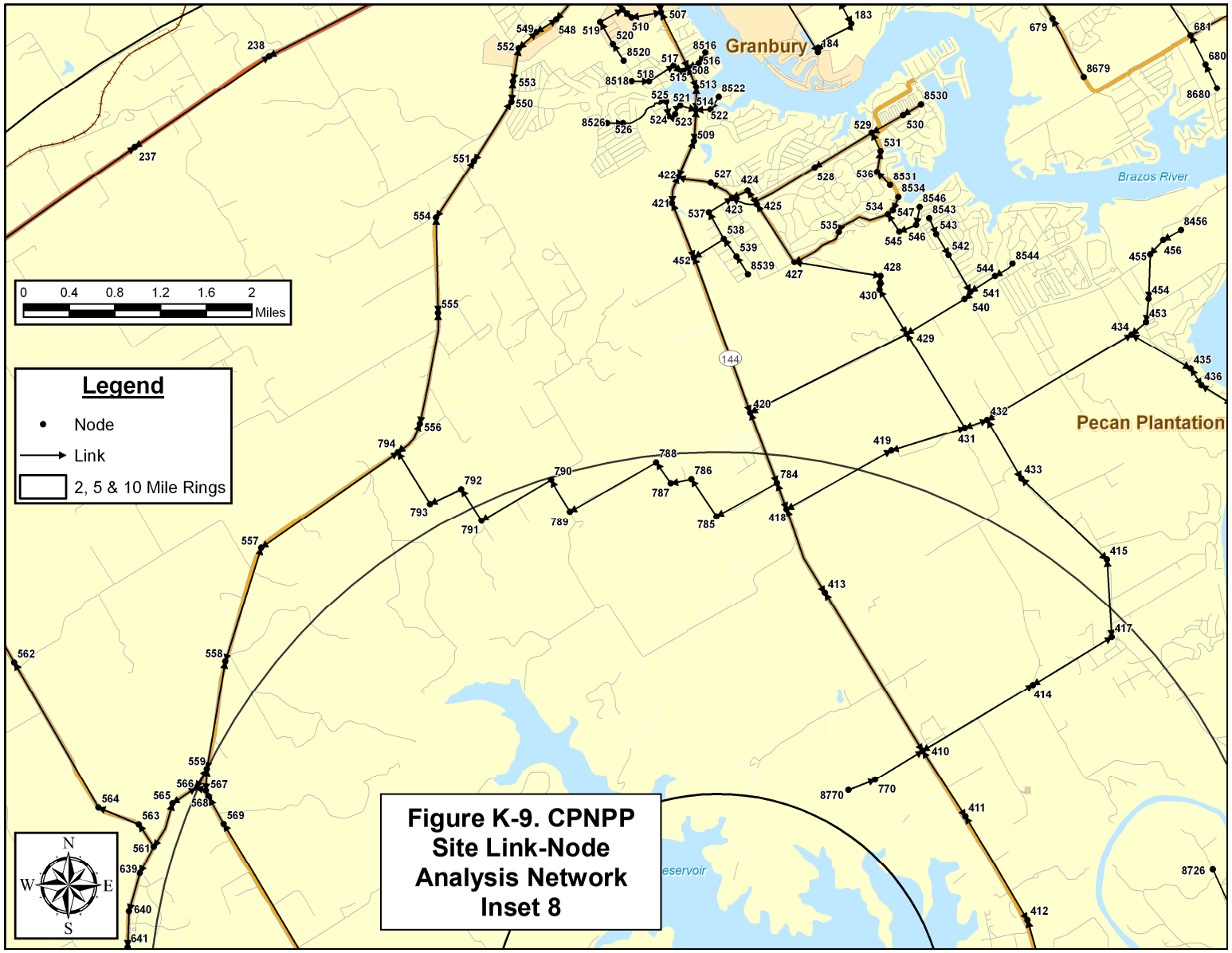
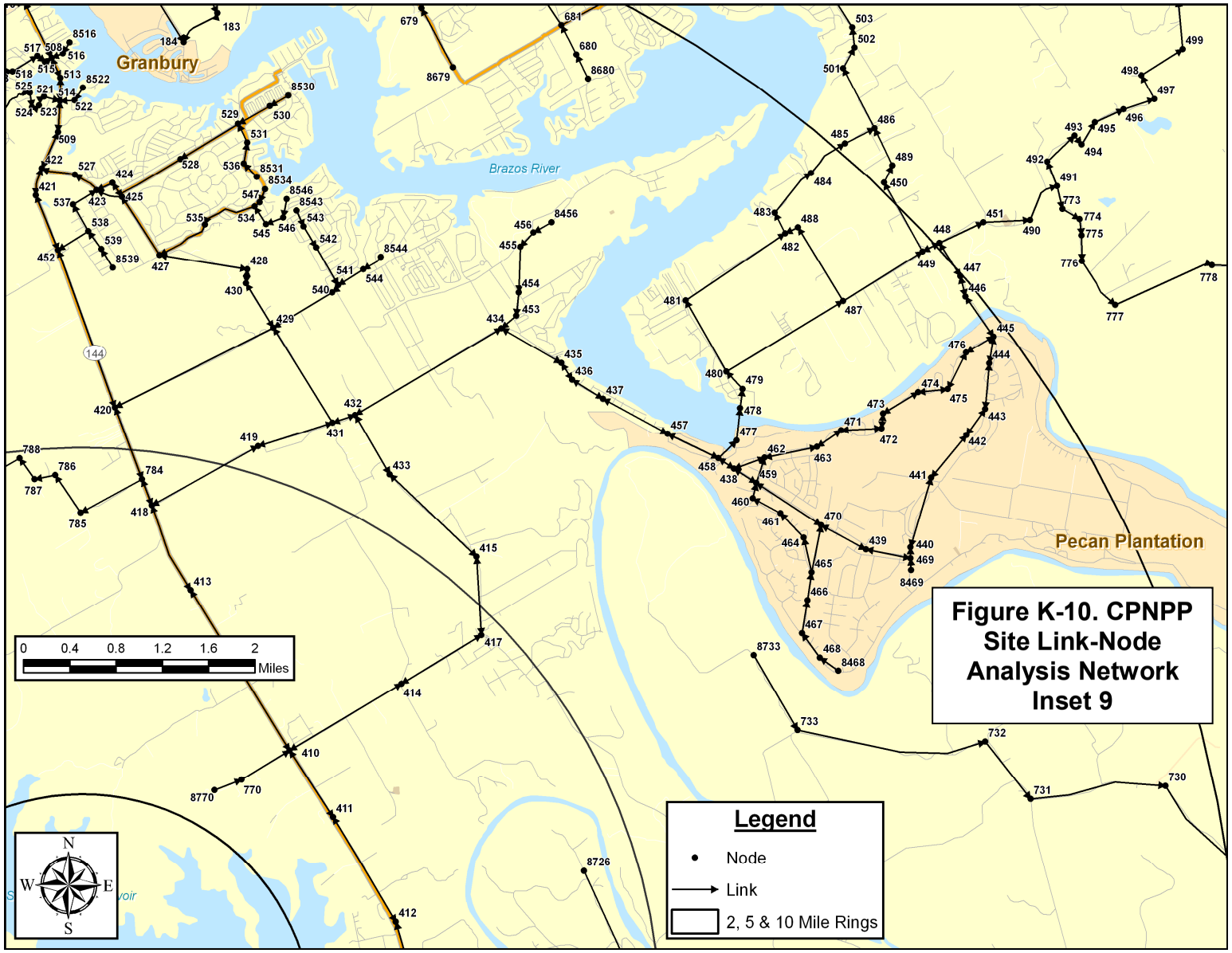



**Figure K-9. CPNPP Site Link-Node Analysis Network Inset 8**


Granbury
Brazos River
Pecan Plantation
144
0 0.4 0.8 1.2 1.6 2 Miles
N
W
E
S
Legend
Node
Link
2, 5 & 10 Mile Rings
Figure K-10. CPNPP Site Link-Node Analysis Network Inset 9

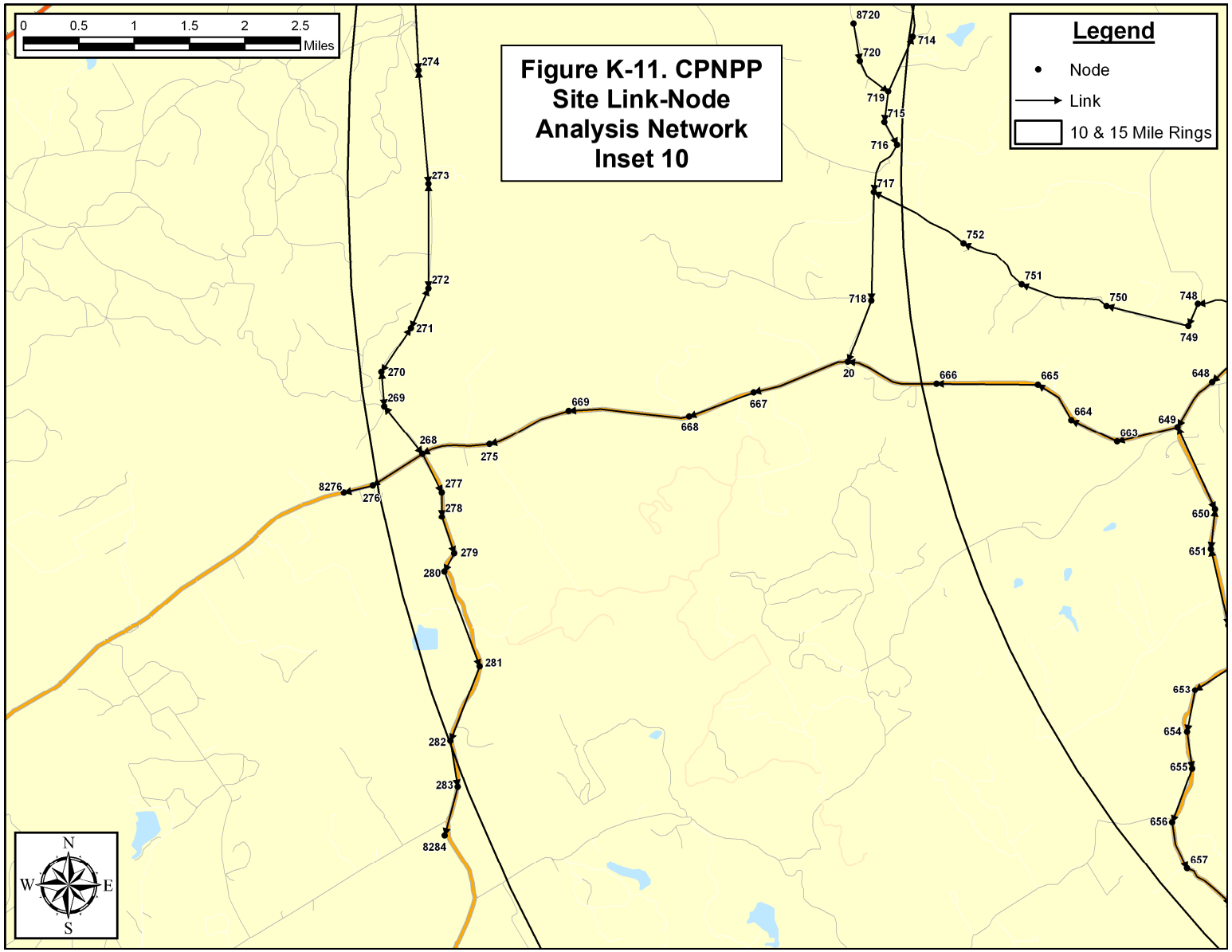
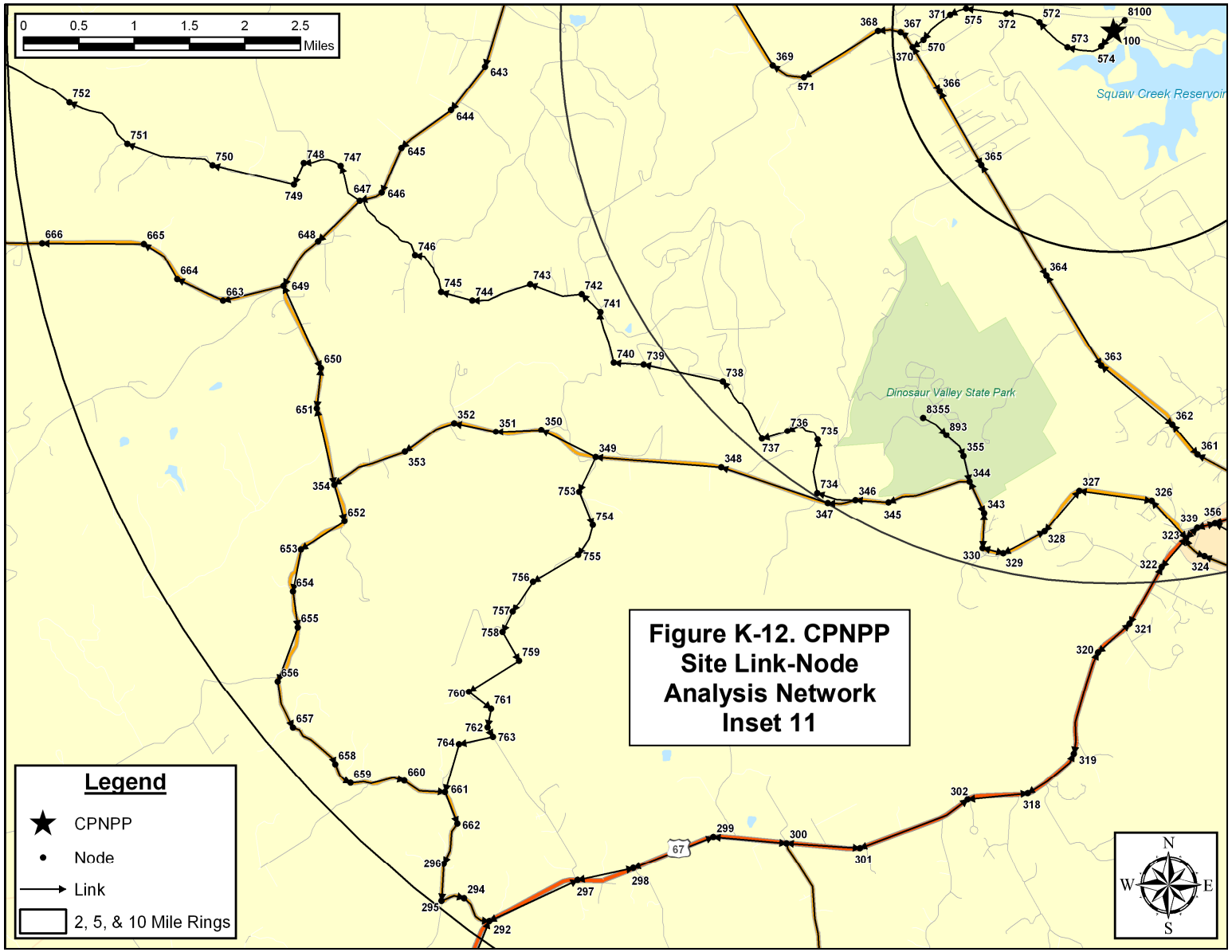
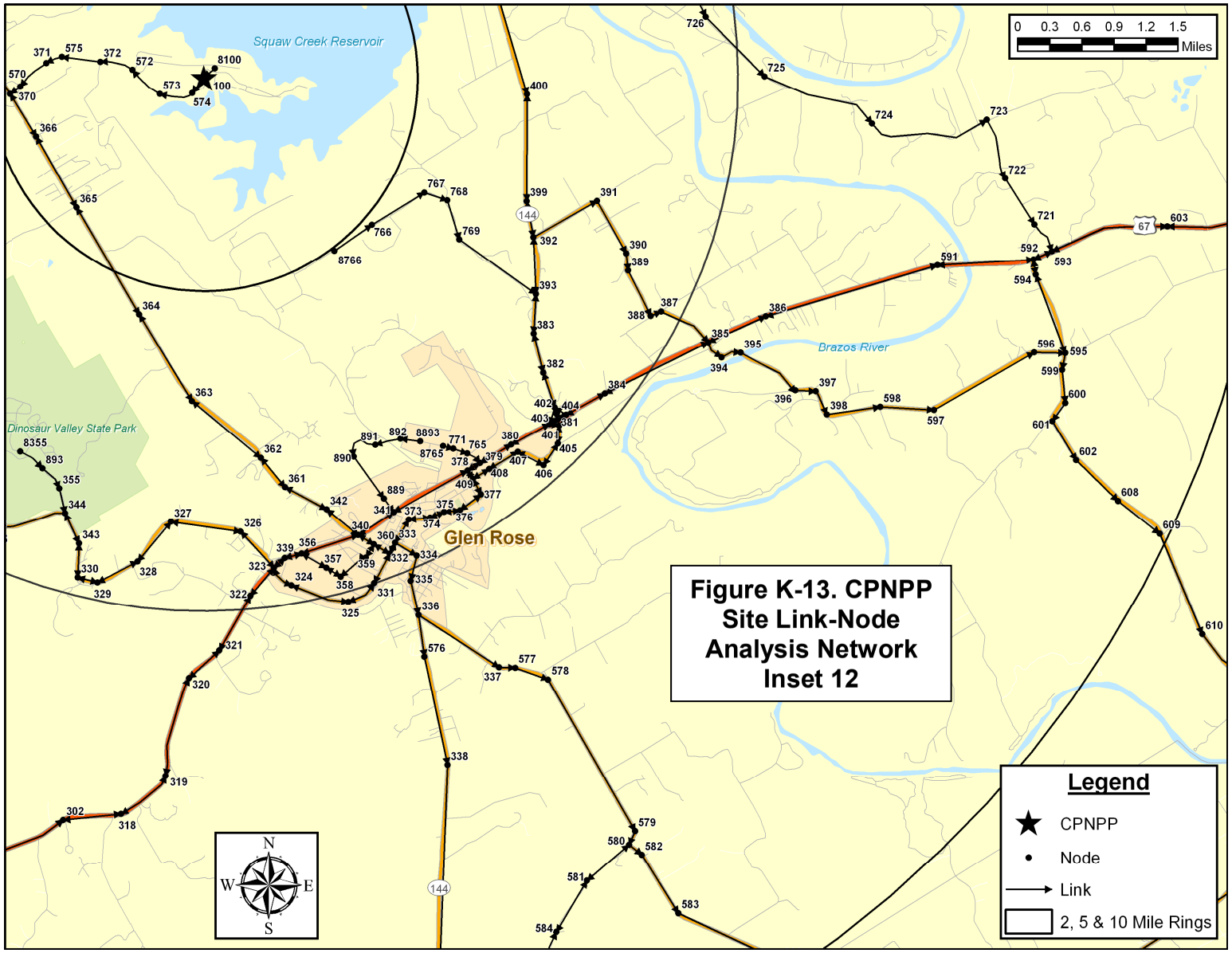


Figure K-11. CPNPP
Site Link-Node
Analysis Network
Inset 10
Legend
Node
Link
10 & 15 Mile Rings
0
0.5
1
1.5
2
2.5
Miles
N
S
E
W
8720
714
720
719
715
716
717
752
751
750
748
749
718
20
666
665
664
663
648
649
650
651
653
654
655
656
657
667
668
669
275
274
273
272
271
270
269
268
277
278
279
280
281
282
283
8284
8276
276


0 0.5 1 1.5 2 2.5
Miles
Squaw Creek Reservoir
Dinosaur Valley State Park
Figure K-12. CPNPP Site Link-Node Analysis Network Inset 11
Legend
CPNPP
Node
Link
2, 5, & 10 Mile Rings
N
W
E
S


Squaw Creek Reservoir
Brazos River
Dinosaur Valley State Park
Glen Rose
0 0.3 0.6 0.9 1.2 1.5
Miles
Figure K-13. CPNPP Site Link-Node Analysis Network Inset 12
Legend
CPNPP
Node
Link
2, 5 & 10 Mile Rings
N
W
E
S

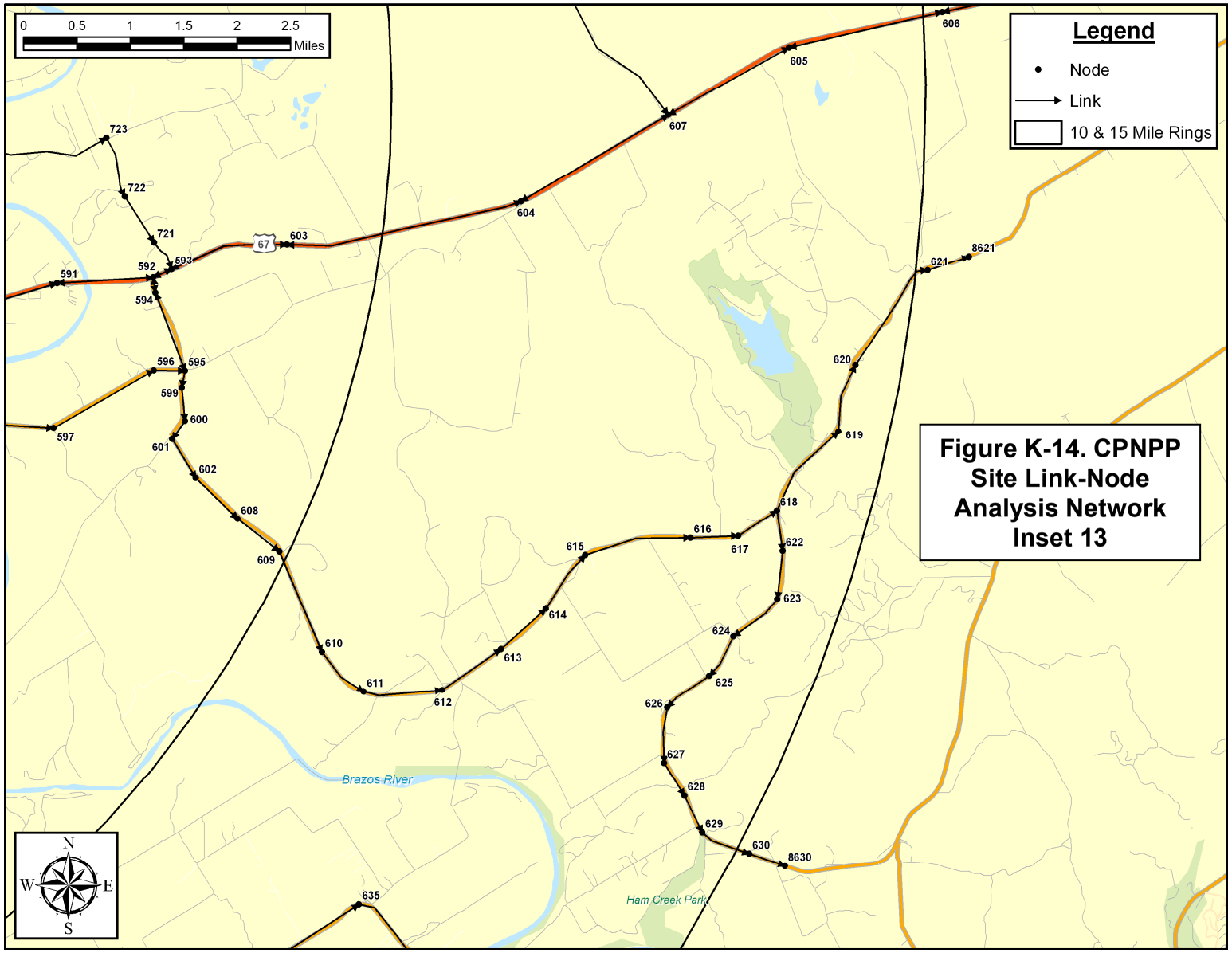



Figure K-14. CPNPP Site Link-Node Analysis Network Inset 13

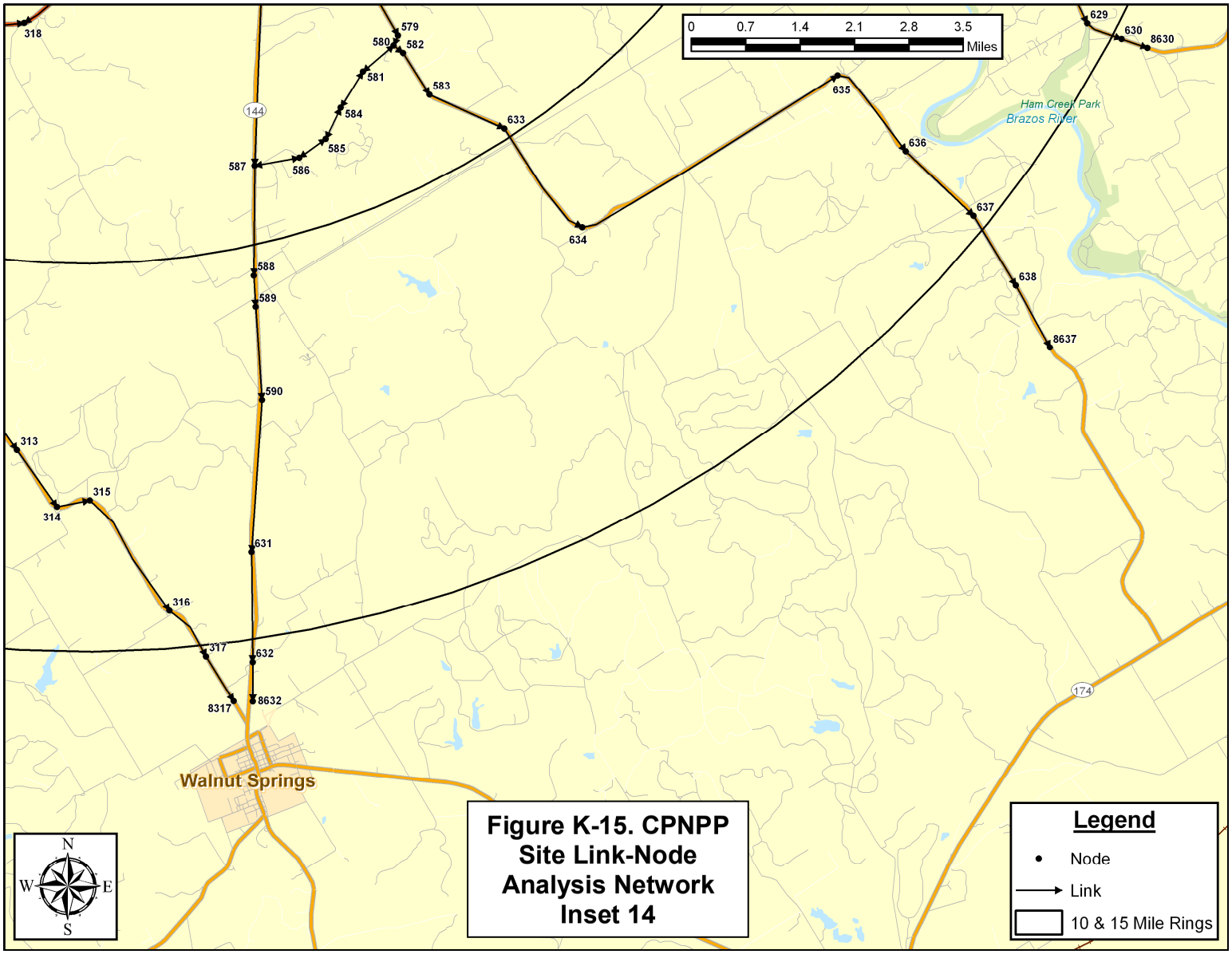



**Figure K-15. CPNPP Site Link-Node Analysis Network Inset 14**

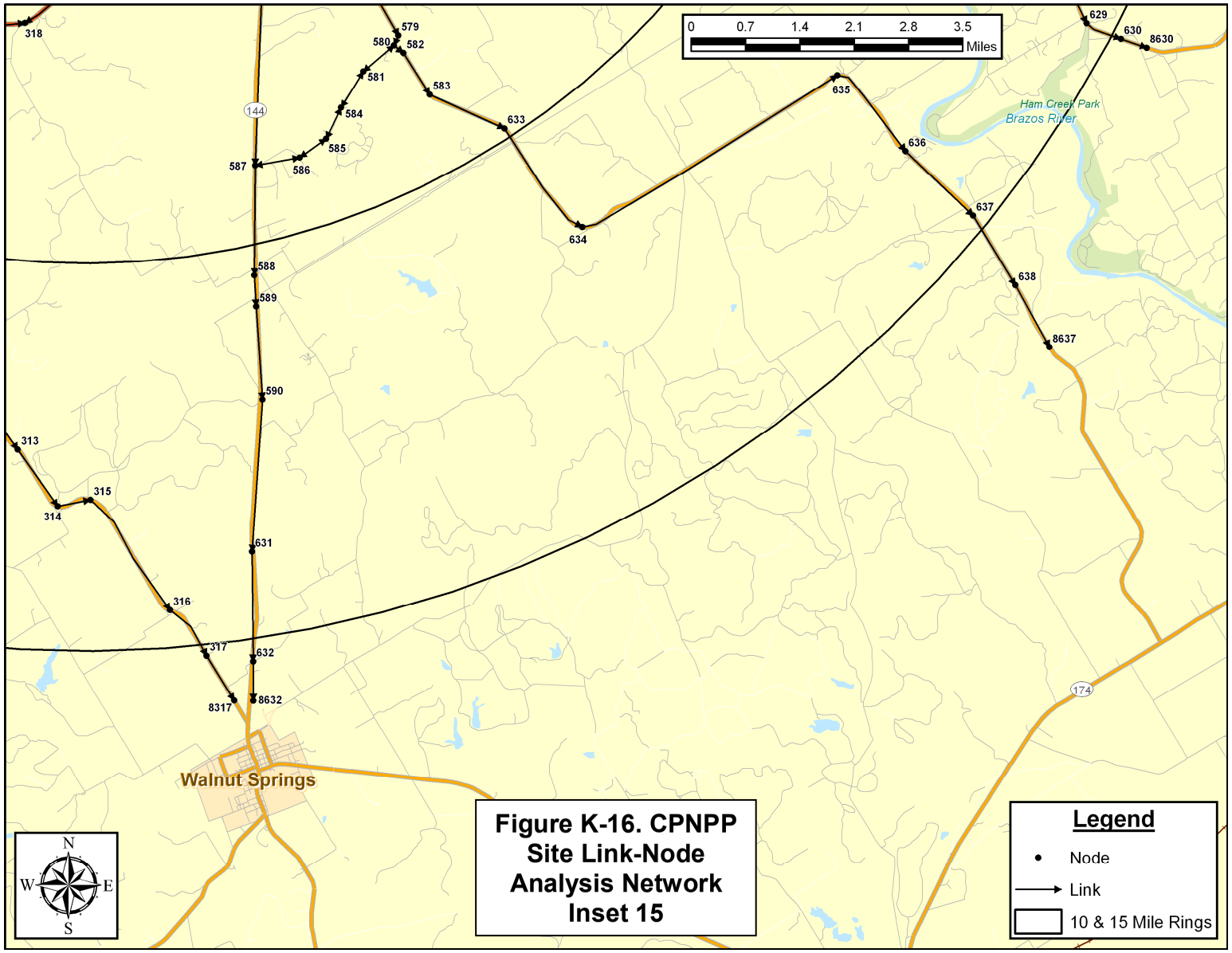



**Figure K-16. CPNPP Site Link-Node Analysis Network Inset 15**

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 20 | 667 | 89 | 1 | 1714 | 60 |
| 100 | 574 | 18 | 2 | 1714 | 40 |
| 101 | 102 | 110 | 2 | 1895 | 50 |
| 101 | 103 | 327 | 2 | 1895 | 65 |
| 101 | 104 | 150 | 1 | 1714 | 35 |
| 101 | 105 | 36 | 1 | 1714 | 30 |
| 102 | 107 | 146 | 2 | 1714 | 45 |
| 102 | 109 | 34 | 2 | 1895 | 50 |
| 102 | 101 | 110 | 2 | 1895 | 55 |
| 103 | 101 | 327 | 2 | 1895 | 55 |
| 104 | 101 | 150 | 1 | 1714 | 40 |
| 104 | 689 | 43 | 1 | 1714 | 35 |
| 105 | 101 | 36 | 1 | 1714 | 30 |
| 105 | 690 | 36 | 1 | 1714 | 35 |
| 106 | 107 | 95 | 2 | 1714 | 45 |
| 107 | 102 | 146 | 1 | 1714 | 50 |
| 107 | 108 | 145 | 1 | 1714 | 40 |
| 108 | 107 | 145 | 1 | 1714 | 45 |
| 108 | 707 | 92 | 1 | 1714 | 45 |
| 109 | 102 | 34 | 2 | 1895 | 50 |
| 109 | 111 | 48 | 1 | 1714 | 30 |
| 109 | 117 | 60 | 2 | 1895 | 50 |
| 110 | 117 | 49 | 2 | 1895 | 50 |
| 110 | 119 | 72 | 2 | 1895 | 30 |
| 110 | 116 | 83 | 1 | 1714 | 35 |
| 111 | 109 | 48 | 2 | 1714 | 45 |
| 112 | 113 | 27 | 2 | 1895 | 45 |
| 112 | 114 | 9 | 2 | 1714 | 30 |
| 112 | 119 | 75 | 2 | 1895 | 30 |
| 113 | 121 | 35 | 2 | 1714 | 45 |
| 113 | 122 | 16 | 1 | 1714 | 40 |
| 114 | 112 | 9 | 2 | 1714 | 45 |
| 114 | 115 | 15 | 2 | 1714 | 45 |
| 115 | 676 | 36 | 1 | 1714 | 45 |
| 115 | 114 | 15 | 2 | 1714 | 45 |
| 116 | 110 | 83 | 1 | 1714 | 40 |
| 116 | 118 | 50 | 1 | 1714 | 40 |
| 116 | 120 | 80 | 1 | 1714 | 35 |
| 117 | 109 | 60 | 2 | 1895 | 50 |
| 117 | 110 | 49 | 2 | 1895 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 117 | 118 | 105 | 2 | 1714 | 50 |
| 118 | 117 | 105 | 2 | 1714 | 45 |
| 118 | 689 | 175 | 1 | 1714 | 35 |
| 119 | 120 | 75 | 1 | 1714 | 30 |
| 119 | 110 | 72 | 2 | 1895 | 30 |
| 119 | 112 | 75 | 2 | 1895 | 45 |
| 120 | 116 | 80 | 1 | 1714 | 40 |
| 120 | 119 | 75 | 1 | 1714 | 30 |
| 120 | 678 | 22 | 1 | 1714 | 45 |
| 121 | 772 | 23 | 2 | 1714 | 45 |
| 121 | 188 | 7 | 2 | 1714 | 45 |
| 122 | 123 | 24 | 1 | 1714 | 40 |
| 122 | 124 | 13 | 1 | 1714 | 30 |
| 123 | 126 | 7 | 1 | 1714 | 40 |
| 123 | 124 | 15 | 1 | 1714 | 40 |
| 124 | 772 | 20 | 1 | 1714 | 45 |
| 124 | 121 | 20 | 1 | 1714 | 35 |
| 125 | 112 | 33 | 2 | 1895 | 45 |
| 126 | 128 | 16 | 1 | 1714 | 40 |
| 126 | 123 | 7 | 1 | 1714 | 40 |
| 127 | 188 | 48 | 2 | 1714 | 45 |
| 127 | 175 | 23 | 2 | 1714 | 45 |
| 128 | 126 | 16 | 1 | 1714 | 40 |
| 128 | 129 | 18 | 1 | 1565 | 30 |
| 129 | 130 | 35 | 1 | 1565 | 30 |
| 129 | 128 | 18 | 1 | 1714 | 40 |
| 130 | 129 | 35 | 1 | 1565 | 30 |
| 130 | 131 | 41 | 1 | 1565 | 30 |
| 131 | 130 | 41 | 1 | 1565 | 30 |
| 131 | 132 | 13 | 1 | 1565 | 30 |
| 131 | 135 | 7 | 1 | 1565 | 30 |
| 132 | 131 | 13 | 1 | 1565 | 30 |
| 132 | 136 | 7 | 1 | 1565 | 30 |
| 132 | 148 | 27 | 1 | 1714 | 30 |
| 133 | 131 | 13 | 1 | 1565 | 30 |
| 134 | 132 | 13 | 1 | 1565 | 30 |
| 135 | 136 | 12 | 1 | 1565 | 30 |
| 135 | 190 | 20 | 1 | 1565 | 30 |
| 135 | 131 | 7 | 1 | 1565 | 30 |
| 136 | 132 | 7 | 1 | 1565 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 136 | 135 | 12 | 1 | 1565 | 30 |
| 136 | 189 | 20 | 1 | 1565 | 30 |
| 136 | 192 | 9 | 1 | 1714 | 50 |
| 137 | 139 | 36 | 1 | 1714 | 45 |
| 137 | 675 | 24 | 1 | 1714 | 50 |
| 139 | 141 | 39 | 1 | 1714 | 45 |
| 140 | 137 | 11 | 1 | 1565 | 35 |
| 141 | 142 | 34 | 1 | 1714 | 55 |
| 142 | 194 | 42 | 1 | 1714 | 55 |
| 143 | 144 | 8 | 1 | 1565 | 30 |
| 143 | 145 | 24 | 2 | 1714 | 35 |
| 143 | 148 | 4 | 1 | 1714 | 30 |
| 143 | 146 | 22 | 1 | 1714 | 40 |
| 144 | 143 | 8 | 1 | 1714 | 30 |
| 144 | 192 | 22 | 1 | 1714 | 50 |
| 145 | 143 | 24 | 2 | 1714 | 30 |
| 145 | 149 | 13 | 2 | 1714 | 45 |
| 146 | 143 | 22 | 1 | 1714 | 30 |
| 146 | 147 | 26 | 1 | 1714 | 30 |
| 147 | 221 | 32 | 1 | 1714 | 40 |
| 147 | 146 | 26 | 1 | 1714 | 30 |
| 148 | 132 | 27 | 1 | 1565 | 30 |
| 148 | 143 | 4 | 2 | 1714 | 30 |
| 149 | 145 | 13 | 2 | 1714 | 35 |
| 149 | 150 | 18 | 1 | 1714 | 50 |
| 149 | 152 | 6 | 1 | 1714 | 40 |
| 149 | 160 | 15 | 2 | 1714 | 45 |
| 150 | 149 | 18 | 1 | 1714 | 45 |
| 150 | 512 | 42 | 1 | 1714 | 50 |
| 152 | 149 | 6 | 1 | 1714 | 45 |
| 153 | 159 | 3 | 2 | 1714 | 45 |
| 153 | 165 | 4 | 2 | 1714 | 40 |
| 154 | 156 | 25 | 2 | 1895 | 70 |
| 154 | 161 | 5 | 1 | 1714 | 30 |
| 155 | 154 | 3 | 2 | 1895 | 65 |
| 156 | 157 | 6 | 2 | 1895 | 70 |
| 157 | 167 | 6 | 2 | 1895 | 65 |
| 157 | 168 | 79 | 2 | 1800 | 55 |
| 159 | 153 | 3 | 2 | 1714 | 40 |
| 159 | 160 | 1 | 2 | 1714 | 45 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 159 | 164 | 5 | 1 | 1714 | 50 |
| 160 | 149 | 15 | 2 | 1714 | 45 |
| 160 | 159 | 1 | 2 | 1714 | 45 |
| 161 | 163 | 5 | 2 | 1714 | 25 |
| 161 | 162 | 4 | 1 | 1714 | 40 |
| 162 | 160 | 3 | 1 | 1714 | 45 |
| 163 | 159 | 1 | 2 | 1714 | 20 |
| 164 | 156 | 10 | 1 | 1895 | 60 |
| 165 | 153 | 4 | 2 | 1714 | 40 |
| 165 | 166 | 3 | 2 | 1714 | 40 |
| 166 | 505 | 12 | 2 | 1714 | 40 |
| 166 | 506 | 3 | 2 | 1714 | 50 |
| 166 | 165 | 3 | 2 | 1714 | 40 |
| 167 | 165 | 15 | 1 | 1714 | 40 |
| 167 | 170 | 25 | 2 | 1895 | 55 |
| 168 | 157 | 79 | 2 | 1895 | 70 |
| 168 | 169 | 10 | 1 | 1714 | 50 |
| 169 | 168 | 10 | 2 | 1800 | 55 |
| 169 | 224 | 14 | 1 | 1714 | 45 |
| 170 | 171 | 3 | 3 | 1714 | 55 |
| 171 | 173 | 16 | 3 | 1895 | 65 |
| 172 | 155 | 16 | 2 | 1714 | 50 |
| 173 | 174 | 5 | 2 | 1714 | 45 |
| 174 | 172 | 5 | 2 | 1714 | 65 |
| 174 | 176 | 13 | 2 | 1714 | 45 |
| 175 | 179 | 18 | 1 | 1565 | 30 |
| 175 | 127 | 23 | 2 | 1714 | 45 |
| 175 | 178 | 13 | 1 | 1565 | 25 |
| 175 | 176 | 45 | 2 | 1714 | 45 |
| 176 | 177 | 4 | 1 | 1565 | 25 |
| 176 | 175 | 45 | 2 | 1714 | 45 |
| 176 | 187 | 14 | 1 | 1565 | 30 |
| 176 | 174 | 13 | 2 | 1714 | 45 |
| 177 | 178 | 41 | 1 | 1565 | 25 |
| 177 | 176 | 4 | 2 | 1714 | 45 |
| 178 | 177 | 41 | 1 | 1565 | 25 |
| 178 | 175 | 13 | 1 | 1714 | 25 |
| 179 | 184 | 83 | 1 | 1565 | 30 |
| 179 | 175 | 18 | 1 | 1714 | 30 |
| 181 | 188 | 56 | 1 | 1565 | 25 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 181 | 182 | 27 | 1 | 1565 | 25 |
| 182 | 181 | 27 | 1 | 1565 | 25 |
| 182 | 183 | 24 | 1 | 1565 | 25 |
| 183 | 182 | 24 | 1 | 1565 | 25 |
| 183 | 184 | 37 | 1 | 1565 | 30 |
| 184 | 179 | 83 | 1 | 1565 | 30 |
| 184 | 183 | 37 | 1 | 1565 | 25 |
| 185 | 127 | 19 | 2 | 1565 | 25 |
| 186 | 127 | 16 | 2 | 1565 | 25 |
| 187 | 176 | 14 | 1 | 1714 | 45 |
| 188 | 181 | 56 | 1 | 1565 | 30 |
| 188 | 121 | 7 | 2 | 1714 | 45 |
| 188 | 127 | 48 | 2 | 1714 | 45 |
| 189 | 137 | 18 | 1 | 1714 | 35 |
| 189 | 190 | 12 | 1 | 1565 | 30 |
| 189 | 136 | 20 | 1 | 1565 | 30 |
| 189 | 191 | 9 | 1 | 1565 | 30 |
| 190 | 135 | 20 | 1 | 1565 | 30 |
| 190 | 140 | 17 | 1 | 1565 | 30 |
| 190 | 189 | 12 | 1 | 1565 | 30 |
| 191 | 189 | 9 | 1 | 1565 | 30 |
| 191 | 193 | 17 | 1 | 1714 | 45 |
| 192 | 191 | 20 | 1 | 1565 | 30 |
| 192 | 144 | 22 | 1 | 1565 | 30 |
| 192 | 136 | 9 | 1 | 1565 | 30 |
| 193 | 203 | 45 | 1 | 1714 | 45 |
| 194 | 195 | 27 | 1 | 1714 | 55 |
| 194 | 201 | 38 | 1 | 1714 | 40 |
| 195 | 196 | 51 | 1 | 1714 | 60 |
| 196 | 197 | 83 | 1 | 1714 | 60 |
| 197 | 198 | 83 | 1 | 1714 | 60 |
| 198 | 199 | 58 | 1 | 1714 | 60 |
| 199 | 200 | 58 | 1 | 1714 | 60 |
| 201 | 194 | 38 | 1 | 1714 | 45 |
| 201 | 202 | 104 | 1 | 1714 | 40 |
| 202 | 201 | 104 | 1 | 1714 | 40 |
| 202 | 205 | 43 | 1 | 1714 | 40 |
| 203 | 204 | 52 | 1 | 1714 | 40 |
| 204 | 202 | 50 | 1 | 1714 | 40 |
| 205 | 206 | 67 | 1 | 1714 | 40 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 206 | 219 | 40 | 1 | 1714 | 30 |
| 206 | 207 | 64 | 1 | 1714 | 45 |
| 207 | 208 | 94 | 1 | 1714 | 50 |
| 207 | 209 | 43 | 1 | 1714 | 50 |
| 208 | 670 | 75 | 1 | 1714 | 50 |
| 209 | 210 | 68 | 1 | 1714 | 50 |
| 210 | 220 | 42 | 1 | 1714 | 50 |
| 211 | 212 | 53 | 1 | 1714 | 50 |
| 212 | 213 | 78 | 1 | 1714 | 50 |
| 213 | 214 | 45 | 1 | 1714 | 50 |
| 215 | 216 | 22 | 1 | 1714 | 30 |
| 215 | 220 | 66 | 1 | 1714 | 30 |
| 216 | 215 | 22 | 1 | 1714 | 30 |
| 216 | 217 | 47 | 1 | 1714 | 30 |
| 217 | 218 | 28 | 1 | 1714 | 30 |
| 217 | 216 | 47 | 1 | 1714 | 30 |
| 218 | 219 | 77 | 1 | 1714 | 30 |
| 218 | 217 | 28 | 1 | 1714 | 30 |
| 219 | 206 | 40 | 1 | 1714 | 30 |
| 219 | 218 | 77 | 1 | 1714 | 30 |
| 220 | 211 | 41 | 1 | 1714 | 50 |
| 220 | 215 | 66 | 1 | 1714 | 30 |
| 221 | 147 | 32 | 1 | 1714 | 30 |
| 221 | 223 | 29 | 1 | 1714 | 35 |
| 222 | 228 | 25 | 2 | 1714 | 55 |
| 223 | 221 | 29 | 1 | 1714 | 40 |
| 223 | 225 | 10 | 1 | 1714 | 35 |
| 224 | 225 | 10 | 2 | 1714 | 35 |
| 224 | 226 | 6 | 1 | 1714 | 45 |
| 225 | 227 | 10 | 2 | 1714 | 35 |
| 225 | 223 | 10 | 1 | 1714 | 35 |
| 226 | 231 | 12 | 1 | 1714 | 45 |
| 227 | 226 | 5 | 1 | 1714 | 35 |
| 228 | 169 | 22 | 2 | 1714 | 55 |
| 228 | 224 | 10 | 1 | 1714 | 35 |
| 229 | 222 | 5 | 1 | 1714 | 20 |
| 229 | 230 | 12 | 1 | 1714 | 50 |
| 230 | 232 | 15 | 1 | 1714 | 55 |
| 230 | 222 | 11 | 1 | 1714 | 50 |
| 231 | 229 | 20 | 1 | 1714 | 45 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 232 | 238 | 187 | 1 | 1714 | 55 |
| 232 | 230 | 15 | 1 | 1714 | 50 |
| 233 | 223 | 10 | 1 | 1565 | 25 |
| 234 | 235 | 52 | 1 | 1714 | 50 |
| 234 | 247 | 9 | 1 | 1714 | 30 |
| 235 | 236 | 49 | 1 | 1714 | 55 |
| 235 | 234 | 52 | 1 | 1714 | 35 |
| 236 | 237 | 186 | 1 | 1714 | 55 |
| 236 | 235 | 49 | 1 | 1714 | 50 |
| 237 | 236 | 186 | 1 | 1714 | 55 |
| 237 | 238 | 143 | 1 | 1714 | 55 |
| 238 | 232 | 187 | 1 | 1714 | 55 |
| 238 | 237 | 143 | 1 | 1714 | 55 |
| 239 | 234 | 29 | 1 | 1714 | 30 |
| 240 | 239 | 57 | 1 | 1714 | 50 |
| 241 | 240 | 16 | 1 | 1714 | 50 |
| 242 | 241 | 85 | 1 | 1714 | 50 |
| 243 | 242 | 32 | 1 | 1714 | 50 |
| 244 | 247 | 22 | 1 | 1714 | 30 |
| 244 | 255 | 74 | 1 | 1714 | 45 |
| 244 | 245 | 19 | 1 | 1565 | 30 |
| 245 | 244 | 19 | 1 | 1565 | 30 |
| 245 | 248 | 51 | 1 | 1714 | 40 |
| 246 | 245 | 21 | 1 | 1565 | 30 |
| 247 | 234 | 9 | 1 | 1714 | 35 |
| 247 | 244 | 22 | 1 | 1714 | 30 |
| 248 | 249 | 82 | 1 | 1714 | 50 |
| 249 | 254 | 15 | 1 | 1714 | 50 |
| 250 | 251 | 172 | 1 | 1714 | 50 |
| 251 | 252 | 156 | 1 | 1714 | 50 |
| 252 | 253 | 70 | 1 | 1714 | 50 |
| 254 | 250 | 83 | 1 | 1714 | 50 |
| 255 | 256 | 231 | 1 | 1714 | 70 |
| 256 | 257 | 179 | 1 | 1714 | 70 |
| 257 | 258 | 92 | 1 | 1714 | 55 |
| 258 | 259 | 88 | 1 | 1714 | 40 |
| 259 | 260 | 19 | 1 | 1714 | 30 |
| 260 | 261 | 19 | 1 | 1714 | 40 |
| 260 | 265 | 33 | 1 | 1714 | 40 |
| 261 | 264 | 72 | 1 | 1714 | 50 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 262 | 255 | 78 | 1 | 1714 | 35 |
| 263 | 262 | 65 | 1 | 1714 | 40 |
| 265 | 260 | 33 | 1 | 1714 | 40 |
| 265 | 266 | 31 | 1 | 1714 | 50 |
| 266 | 265 | 31 | 1 | 1714 | 40 |
| 266 | 267 | 84 | 1 | 1714 | 50 |
| 267 | 266 | 84 | 1 | 1714 | 50 |
| 267 | 274 | 138 | 1 | 1714 | 50 |
| 268 | 269 | 56 | 1 | 1714 | 50 |
| 268 | 276 | 51 | 1 | 1714 | 60 |
| 268 | 277 | 37 | 1 | 1714 | 50 |
| 269 | 268 | 56 | 1 | 1714 | 40 |
| 269 | 270 | 32 | 1 | 1714 | 50 |
| 270 | 269 | 32 | 1 | 1714 | 50 |
| 270 | 271 | 48 | 1 | 1714 | 50 |
| 271 | 272 | 39 | 1 | 1714 | 50 |
| 271 | 270 | 48 | 1 | 1714 | 50 |
| 272 | 271 | 39 | 1 | 1714 | 50 |
| 272 | 273 | 94 | 1 | 1714 | 50 |
| 273 | 272 | 94 | 1 | 1714 | 50 |
| 273 | 274 | 104 | 1 | 1714 | 50 |
| 274 | 267 | 138 | 1 | 1714 | 50 |
| 274 | 273 | 104 | 1 | 1714 | 50 |
| 275 | 268 | 62 | 1 | 1714 | 55 |
| 277 | 278 | 22 | 1 | 1714 | 50 |
| 278 | 279 | 35 | 1 | 1714 | 50 |
| 279 | 280 | 19 | 1 | 1714 | 50 |
| 280 | 281 | 91 | 1 | 1714 | 50 |
| 281 | 282 | 72 | 1 | 1714 | 50 |
| 282 | 283 | 42 | 1 | 1714 | 50 |
| 284 | 285 | 89 | 1 | 1714 | 60 |
| 284 | 286 | 105 | 1 | 1714 | 60 |
| 285 | 284 | 89 | 1 | 1714 | 60 |
| 286 | 284 | 105 | 1 | 1714 | 60 |
| 286 | 287 | 123 | 1 | 1714 | 50 |
| 287 | 286 | 123 | 1 | 1714 | 60 |
| 287 | 288 | 68 | 1 | 1714 | 55 |
| 287 | 293 | 227 | 1 | 1714 | 50 |
| 288 | 287 | 68 | 1 | 1714 | 60 |
| 288 | 289 | 52 | 1 | 1714 | 60 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 289 | 288 | 52 | 1 | 1714 | 60 |
| 289 | 290 | 70 | 1 | 1714 | 60 |
| 290 | 289 | 70 | 1 | 1714 | 60 |
| 290 | 291 | 66 | 1 | 1714 | 60 |
| 291 | 290 | 66 | 1 | 1714 | 60 |
| 291 | 292 | 75 | 1 | 1714 | 60 |
| 292 | 291 | 75 | 1 | 1714 | 60 |
| 292 | 297 | 91 | 1 | 1714 | 60 |
| 294 | 292 | 31 | 1 | 1714 | 45 |
| 295 | 294 | 20 | 1 | 1714 | 45 |
| 296 | 295 | 35 | 1 | 1714 | 50 |
| 297 | 292 | 91 | 1 | 1714 | 60 |
| 297 | 298 | 52 | 1 | 1714 | 60 |
| 298 | 299 | 77 | 1 | 1714 | 60 |
| 298 | 297 | 52 | 1 | 1714 | 60 |
| 299 | 298 | 77 | 1 | 1714 | 60 |
| 299 | 300 | 73 | 1 | 1714 | 60 |
| 300 | 299 | 73 | 1 | 1714 | 60 |
| 300 | 301 | 61 | 1 | 1714 | 60 |
| 300 | 303 | 105 | 1 | 1714 | 50 |
| 301 | 300 | 61 | 1 | 1714 | 60 |
| 301 | 302 | 108 | 1 | 1714 | 60 |
| 302 | 318 | 55 | 1 | 1714 | 55 |
| 302 | 301 | 108 | 1 | 1714 | 60 |
| 303 | 304 | 21 | 1 | 1714 | 50 |
| 304 | 305 | 48 | 1 | 1714 | 50 |
| 305 | 306 | 27 | 1 | 1714 | 50 |
| 306 | 307 | 18 | 1 | 1714 | 50 |
| 307 | 308 | 42 | 1 | 1714 | 50 |
| 308 | 309 | 71 | 1 | 1714 | 50 |
| 309 | 310 | 74 | 1 | 1714 | 50 |
| 310 | 311 | 52 | 1 | 1714 | 40 |
| 311 | 312 | 68 | 1 | 1714 | 40 |
| 312 | 313 | 96 | 1 | 1714 | 50 |
| 313 | 314 | 102 | 1 | 1714 | 40 |
| 314 | 315 | 42 | 1 | 1714 | 40 |
| 315 | 316 | 182 | 1 | 1714 | 50 |
| 316 | 317 | 64 | 1 | 1714 | 50 |
| 318 | 302 | 55 | 1 | 1714 | 60 |
| 318 | 319 | 62 | 1 | 1714 | 50 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 319 | 318 | 62 | 1 | 1714 | 55 |
| 319 | 320 | 93 | 1 | 1714 | 50 |
| 320 | 321 | 39 | 1 | 1714 | 50 |
| 320 | 319 | 93 | 1 | 1714 | 50 |
| 321 | 322 | 60 | 1 | 1714 | 50 |
| 321 | 320 | 39 | 1 | 1714 | 50 |
| 322 | 323 | 30 | 1 | 1714 | 45 |
| 322 | 321 | 60 | 1 | 1714 | 50 |
| 323 | 339 | 17 | 1 | 1714 | 45 |
| 323 | 324 | 21 | 1 | 1714 | 40 |
| 323 | 322 | 30 | 1 | 1714 | 50 |
| 323 | 326 | 44 | 1 | 1714 | 50 |
| 324 | 323 | 21 | 1 | 1714 | 45 |
| 324 | 325 | 59 | 1 | 1714 | 40 |
| 325 | 331 | 35 | 1 | 1714 | 40 |
| 325 | 324 | 59 | 1 | 1714 | 40 |
| 326 | 323 | 44 | 1 | 1714 | 45 |
| 326 | 327 | 66 | 1 | 1714 | 50 |
| 327 | 328 | 49 | 1 | 1714 | 50 |
| 327 | 326 | 66 | 1 | 1714 | 50 |
| 328 | 327 | 49 | 1 | 1714 | 50 |
| 328 | 329 | 45 | 1 | 1714 | 45 |
| 329 | 328 | 45 | 1 | 1714 | 50 |
| 329 | 330 | 19 | 1 | 1714 | 45 |
| 330 | 329 | 19 | 1 | 1714 | 45 |
| 330 | 343 | 31 | 1 | 1714 | 45 |
| 331 | 332 | 29 | 1 | 1714 | 30 |
| 331 | 325 | 35 | 1 | 1714 | 40 |
| 332 | 360 | 18 | 1 | 1714 | 30 |
| 332 | 333 | 11 | 1 | 1714 | 30 |
| 332 | 331 | 29 | 1 | 1714 | 40 |
| 333 | 334 | 21 | 1 | 1714 | 25 |
| 333 | 373 | 24 | 1 | 1714 | 30 |
| 333 | 332 | 11 | 1 | 1714 | 30 |
| 334 | 335 | 20 | 1 | 1714 | 40 |
| 335 | 336 | 39 | 1 | 1714 | 40 |
| 336 | 576 | 33 | 1 | 1714 | 40 |
| 336 | 337 | 88 | 1 | 1714 | 50 |
| 337 | 577 | 15 | 1 | 1714 | 50 |
| 338 | 587 | 242 | 1 | 1714 | 60 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 339 | 356 | 15 | 2 | 1714 | 45 |
| 339 | 323 | 17 | 1 | 1714 | 45 |
| 340 | 360 | 19 | 1 | 1714 | 30 |
| 340 | 341 | 44 | 2 | 1714 | 45 |
| 340 | 342 | 38 | 1 | 1714 | 50 |
| 340 | 356 | 54 | 2 | 1714 | 45 |
| 341 | 378 | 75 | 2 | 1714 | 45 |
| 341 | 340 | 44 | 2 | 1714 | 45 |
| 342 | 361 | 43 | 1 | 1714 | 45 |
| 342 | 340 | 38 | 1 | 1714 | 45 |
| 343 | 330 | 31 | 1 | 1714 | 45 |
| 343 | 344 | 34 | 1 | 1714 | 45 |
| 344 | 345 | 75 | 1 | 1714 | 50 |
| 344 | 343 | 34 | 1 | 1714 | 45 |
| 345 | 346 | 27 | 1 | 1714 | 50 |
| 346 | 347 | 25 | 1 | 1714 | 50 |
| 346 | 734 | 35 | 1 | 1636 | 35 |
| 347 | 348 | 103 | 1 | 1714 | 50 |
| 348 | 349 | 114 | 1 | 1714 | 50 |
| 349 | 753 | 29 | 1 | 1636 | 30 |
| 349 | 350 | 57 | 1 | 1714 | 50 |
| 350 | 351 | 40 | 1 | 1714 | 50 |
| 351 | 352 | 39 | 1 | 1714 | 50 |
| 352 | 353 | 51 | 1 | 1714 | 50 |
| 353 | 354 | 70 | 1 | 1714 | 45 |
| 354 | 651 | 71 | 1 | 1714 | 60 |
| 354 | 652 | 40 | 1 | 1714 | 50 |
| 355 | 344 | 28 | 1 | 1714 | 45 |
| 356 | 339 | 15 | 2 | 1714 | 45 |
| 356 | 340 | 54 | 2 | 1714 | 45 |
| 356 | 357 | 25 | 1 | 1565 | 30 |
| 357 | 358 | 19 | 1 | 1565 | 30 |
| 357 | 356 | 25 | 1 | 1714 | 45 |
| 358 | 359 | 29 | 1 | 1565 | 30 |
| 358 | 357 | 19 | 1 | 1565 | 30 |
| 359 | 360 | 15 | 1 | 1714 | 30 |
| 359 | 358 | 29 | 1 | 1565 | 30 |
| 360 | 359 | 15 | 1 | 1565 | 30 |
| 360 | 340 | 19 | 1 | 1714 | 45 |
| 360 | 332 | 18 | 1 | 1714 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 361 | 362 | 38 | 1 | 1714 | 50 |
| 361 | 342 | 43 | 1 | 1714 | 50 |
| 362 | 363 | 84 | 1 | 1714 | 50 |
| 362 | 361 | 38 | 1 | 1714 | 50 |
| 363 | 364 | 95 | 1 | 1714 | 55 |
| 363 | 362 | 84 | 1 | 1714 | 50 |
| 364 | 363 | 95 | 1 | 1714 | 50 |
| 364 | 365 | 116 | 1 | 1714 | 60 |
| 365 | 366 | 76 | 2 | 1714 | 60 |
| 365 | 364 | 116 | 1 | 1714 | 55 |
| 366 | 370 | 49 | 2 | 1714 | 60 |
| 366 | 365 | 76 | 2 | 1714 | 60 |
| 367 | 368 | 15 | 2 | 1714 | 60 |
| 368 | 571 | 91 | 2 | 1714 | 60 |
| 369 | 569 | 242 | 1 | 1714 | 60 |
| 370 | 367 | 14 | 2 | 1714 | 60 |
| 370 | 366 | 49 | 2 | 1714 | 60 |
| 371 | 570 | 32 | 2 | 1714 | 40 |
| 372 | 575 | 37 | 2 | 1714 | 40 |
| 373 | 333 | 24 | 1 | 1714 | 30 |
| 373 | 374 | 21 | 1 | 1714 | 30 |
| 374 | 373 | 21 | 1 | 1714 | 30 |
| 374 | 375 | 15 | 1 | 1714 | 30 |
| 375 | 376 | 15 | 1 | 1714 | 30 |
| 375 | 374 | 15 | 1 | 1714 | 30 |
| 376 | 377 | 22 | 1 | 1714 | 25 |
| 376 | 375 | 15 | 1 | 1714 | 30 |
| 377 | 376 | 22 | 1 | 1714 | 30 |
| 377 | 409 | 17 | 1 | 1714 | 30 |
| 378 | 341 | 75 | 2 | 1714 | 45 |
| 378 | 379 | 17 | 2 | 1714 | 45 |
| 378 | 409 | 10 | 1 | 1714 | 30 |
| 379 | 378 | 17 | 2 | 1714 | 45 |
| 379 | 380 | 33 | 2 | 1714 | 45 |
| 380 | 379 | 33 | 2 | 1714 | 45 |
| 380 | 403 | 41 | 2 | 1714 | 45 |
| 381 | 403 | 9 | 2 | 1714 | 45 |
| 381 | 404 | 9 | 2 | 1714 | 45 |
| 381 | 401 | 6 | 1 | 1714 | 45 |
| 381 | 402 | 11 | 1 | 1714 | 45 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 382 | 402 | 37 | 1 | 1714 | 45 |
| 382 | 383 | 36 | 1 | 1714 | 60 |
| 383 | 382 | 36 | 1 | 1714 | 60 |
| 383 | 393 | 38 | 1 | 1714 | 60 |
| 384 | 404 | 42 | 2 | 1714 | 45 |
| 384 | 385 | 108 | 1 | 1714 | 60 |
| 385 | 394 | 19 | 1 | 1714 | 40 |
| 385 | 384 | 108 | 1 | 1714 | 55 |
| 385 | 386 | 59 | 1 | 1714 | 60 |
| 386 | 385 | 59 | 1 | 1714 | 60 |
| 386 | 591 | 169 | 1 | 1714 | 60 |
| 387 | 385 | 52 | 1 | 1714 | 40 |
| 388 | 387 | 11 | 1 | 1714 | 40 |
| 389 | 388 | 47 | 1 | 1714 | 40 |
| 390 | 389 | 16 | 1 | 1714 | 50 |
| 391 | 390 | 56 | 1 | 1714 | 50 |
| 392 | 391 | 69 | 1 | 1714 | 40 |
| 392 | 393 | 55 | 1 | 1714 | 60 |
| 392 | 399 | 34 | 1 | 1714 | 60 |
| 393 | 383 | 38 | 1 | 1714 | 60 |
| 393 | 392 | 55 | 1 | 1714 | 60 |
| 394 | 395 | 19 | 1 | 1714 | 40 |
| 395 | 396 | 63 | 1 | 1714 | 50 |
| 396 | 397 | 21 | 1 | 1714 | 40 |
| 397 | 398 | 27 | 1 | 1714 | 40 |
| 398 | 598 | 50 | 1 | 1714 | 50 |
| 399 | 392 | 34 | 1 | 1714 | 60 |
| 399 | 400 | 100 | 1 | 1714 | 60 |
| 400 | 412 | 111 | 1 | 1714 | 60 |
| 400 | 399 | 100 | 1 | 1714 | 60 |
| 401 | 381 | 6 | 1 | 1714 | 45 |
| 401 | 404 | 12 | 1 | 1714 | 30 |
| 401 | 405 | 16 | 1 | 1714 | 40 |
| 402 | 382 | 37 | 1 | 1714 | 60 |
| 402 | 403 | 16 | 1 | 1714 | 45 |
| 402 | 381 | 11 | 1 | 1714 | 45 |
| 403 | 401 | 9 | 1 | 1714 | 45 |
| 403 | 381 | 9 | 2 | 1714 | 45 |
| 403 | 380 | 41 | 2 | 1714 | 45 |
| 404 | 381 | 9 | 2 | 1714 | 45 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 404 | 384 | 42 | 2 | 1714 | 55 |
| 404 | 402 | 13 | 1 | 1714 | 45 |
| 405 | 401 | 16 | 1 | 1714 | 45 |
| 405 | 406 | 24 | 1 | 1714 | 45 |
| 406 | 407 | 24 | 1 | 1714 | 45 |
| 406 | 405 | 24 | 1 | 1714 | 40 |
| 407 | 408 | 33 | 1 | 1714 | 45 |
| 407 | 406 | 24 | 1 | 1714 | 45 |
| 408 | 407 | 33 | 1 | 1714 | 45 |
| 408 | 409 | 18 | 1 | 1714 | 30 |
| 409 | 377 | 17 | 1 | 1714 | 30 |
| 409 | 378 | 10 | 1 | 1714 | 30 |
| 409 | 408 | 18 | 1 | 1714 | 45 |
| 410 | 414 | 112 | 1 | 1714 | 50 |
| 410 | 411 | 72 | 1 | 1714 | 60 |
| 410 | 413 | 160 | 1 | 1714 | 55 |
| 411 | 410 | 72 | 1 | 1714 | 50 |
| 411 | 412 | 105 | 1 | 1714 | 60 |
| 412 | 400 | 111 | 1 | 1714 | 60 |
| 412 | 411 | 105 | 1 | 1714 | 60 |
| 413 | 410 | 160 | 1 | 1714 | 50 |
| 413 | 418 | 88 | 1 | 1714 | 55 |
| 414 | 410 | 112 | 1 | 1714 | 45 |
| 414 | 417 | 81 | 1 | 1714 | 50 |
| 415 | 417 | 62 | 1 | 1714 | 50 |
| 415 | 433 | 108 | 1 | 1714 | 50 |
| 417 | 414 | 81 | 1 | 1714 | 50 |
| 417 | 415 | 62 | 1 | 1714 | 50 |
| 418 | 784 | 25 | 1 | 1714 | 55 |
| 418 | 413 | 88 | 1 | 1714 | 55 |
| 418 | 419 | 106 | 1 | 1714 | 55 |
| 419 | 431 | 67 | 1 | 1714 | 55 |
| 419 | 418 | 106 | 2 | 1714 | 45 |
| 420 | 784 | 68 | 1 | 1714 | 55 |
| 420 | 452 | 150 | 2 | 1714 | 50 |
| 421 | 452 | 53 | 2 | 1714 | 50 |
| 421 | 422 | 24 | 2 | 1714 | 50 |
| 422 | 421 | 24 | 2 | 1714 | 50 |
| 422 | 509 | 32 | 2 | 1714 | 45 |
| 423 | 527 | 24 | 1 | 1565 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 424 | 423 | 14 | 1 | 1565 | 30 |
| 425 | 423 | 19 | 1 | 1565 | 30 |
| 425 | 424 | 15 | 1 | 1565 | 25 |
| 427 | 425 | 62 | 1 | 1565 | 25 |
| 427 | 428 | 77 | 1 | 1565 | 25 |
| 428 | 427 | 77 | 1 | 1565 | 25 |
| 428 | 430 | 19 | 1 | 1565 | 25 |
| 429 | 430 | 39 | 1 | 1565 | 25 |
| 429 | 420 | 152 | 1 | 1714 | 40 |
| 430 | 429 | 39 | 1 | 1565 | 25 |
| 430 | 428 | 19 | 1 | 1565 | 25 |
| 431 | 419 | 67 | 1 | 1714 | 55 |
| 431 | 429 | 104 | 1 | 1565 | 25 |
| 431 | 432 | 21 | 1 | 1714 | 55 |
| 432 | 433 | 68 | 1 | 1714 | 50 |
| 432 | 431 | 21 | 1 | 1714 | 55 |
| 432 | 434 | 149 | 1 | 1714 | 45 |
| 433 | 432 | 68 | 1 | 1714 | 50 |
| 433 | 415 | 108 | 1 | 1714 | 50 |
| 434 | 435 | 64 | 1 | 1714 | 50 |
| 434 | 432 | 149 | 1 | 1714 | 55 |
| 435 | 434 | 64 | 1 | 1714 | 45 |
| 435 | 436 | 18 | 1 | 1714 | 45 |
| 436 | 435 | 18 | 1 | 1714 | 45 |
| 436 | 437 | 29 | 1 | 1714 | 40 |
| 437 | 457 | 65 | 1 | 1714 | 20 |
| 437 | 436 | 29 | 1 | 1714 | 45 |
| 438 | 462 | 27 | 1 | 1565 | 25 |
| 438 | 458 | 16 | 1 | 1565 | 25 |
| 438 | 459 | 23 | 1 | 1565 | 25 |
| 439 | 470 | 44 | 1 | 1565 | 30 |
| 439 | 440 | 38 | 1 | 1565 | 25 |
| 440 | 439 | 38 | 1 | 1565 | 25 |
| 440 | 441 | 64 | 1 | 1565 | 30 |
| 441 | 442 | 48 | 1 | 1565 | 30 |
| 441 | 440 | 64 | 1 | 1565 | 30 |
| 442 | 443 | 28 | 1 | 1565 | 30 |
| 442 | 441 | 48 | 1 | 1565 | 30 |
| 443 | 444 | 40 | 1 | 1565 | 30 |
| 443 | 442 | 28 | 1 | 1565 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 444 | 445 | 38 | 1 | 1565 | 25 |
| 444 | 443 | 40 | 1 | 1565 | 30 |
| 445 | 446 | 40 | 1 | 1714 | 30 |
| 445 | 444 | 38 | 1 | 1565 | 30 |
| 445 | 476 | 28 | 1 | 1565 | 25 |
| 446 | 445 | 40 | 1 | 1565 | 25 |
| 446 | 447 | 23 | 1 | 1714 | 30 |
| 447 | 446 | 23 | 1 | 1714 | 30 |
| 447 | 448 | 33 | 1 | 1714 | 40 |
| 448 | 447 | 33 | 1 | 1714 | 30 |
| 448 | 449 | 16 | 1 | 1714 | 45 |
| 448 | 451 | 36 | 1 | 1714 | 45 |
| 449 | 448 | 16 | 1 | 1714 | 40 |
| 449 | 450 | 66 | 1 | 1714 | 45 |
| 450 | 489 | 20 | 1 | 1714 | 50 |
| 451 | 490 | 45 | 1 | 1714 | 45 |
| 452 | 421 | 53 | 2 | 1714 | 50 |
| 452 | 420 | 150 | 2 | 1714 | 55 |
| 453 | 434 | 14 | 1 | 1714 | 40 |
| 454 | 453 | 23 | 1 | 1800 | 45 |
| 455 | 454 | 38 | 1 | 1565 | 30 |
| 456 | 455 | 19 | 1 | 1565 | 30 |
| 457 | 437 | 65 | 1 | 1714 | 40 |
| 457 | 458 | 49 | 1 | 1565 | 25 |
| 458 | 477 | 15 | 1 | 1565 | 25 |
| 458 | 438 | 16 | 1 | 1565 | 25 |
| 458 | 457 | 49 | 1 | 1714 | 30 |
| 459 | 438 | 23 | 1 | 1565 | 25 |
| 459 | 470 | 67 | 1 | 1565 | 30 |
| 459 | 462 | 24 | 1 | 1565 | 25 |
| 460 | 459 | 16 | 1 | 1565 | 25 |
| 461 | 460 | 27 | 1 | 1565 | 25 |
| 462 | 463 | 46 | 1 | 1565 | 25 |
| 462 | 438 | 27 | 1 | 1565 | 25 |
| 463 | 471 | 25 | 1 | 1565 | 25 |
| 463 | 462 | 46 | 1 | 1565 | 25 |
| 464 | 461 | 29 | 1 | 1565 | 25 |
| 465 | 464 | 31 | 1 | 1565 | 25 |
| 465 | 470 | 44 | 1 | 1565 | 30 |
| 466 | 465 | 24 | 1 | 1565 | 25 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 467 | 466 | 29 | 1 | 1565 | 25 |
| 468 | 467 | 27 | 1 | 1565 | 25 |
| 469 | 440 | 10 | 1 | 1565 | 30 |
| 470 | 459 | 67 | 1 | 1565 | 25 |
| 470 | 439 | 44 | 1 | 1565 | 25 |
| 471 | 463 | 25 | 1 | 1565 | 25 |
| 471 | 472 | 31 | 1 | 1565 | 25 |
| 472 | 471 | 31 | 1 | 1565 | 25 |
| 472 | 473 | 19 | 1 | 1565 | 25 |
| 473 | 474 | 32 | 1 | 1565 | 25 |
| 473 | 472 | 19 | 1 | 1565 | 25 |
| 474 | 475 | 26 | 1 | 1565 | 25 |
| 474 | 473 | 32 | 1 | 1565 | 25 |
| 475 | 474 | 26 | 1 | 1565 | 25 |
| 475 | 476 | 35 | 1 | 1565 | 25 |
| 476 | 445 | 28 | 1 | 1565 | 25 |
| 476 | 475 | 35 | 1 | 1565 | 25 |
| 477 | 478 | 28 | 1 | 1565 | 30 |
| 478 | 479 | 17 | 1 | 1565 | 25 |
| 479 | 480 | 30 | 1 | 1565 | 30 |
| 480 | 481 | 72 | 1 | 1565 | 30 |
| 480 | 487 | 122 | 1 | 1565 | 30 |
| 481 | 482 | 106 | 1 | 1565 | 30 |
| 482 | 483 | 18 | 1 | 1714 | 30 |
| 483 | 484 | 41 | 1 | 1565 | 30 |
| 484 | 485 | 38 | 1 | 1565 | 30 |
| 485 | 486 | 38 | 1 | 1714 | 40 |
| 486 | 501 | 59 | 1 | 1714 | 50 |
| 487 | 449 | 83 | 1 | 1714 | 40 |
| 487 | 488 | 76 | 1 | 1565 | 25 |
| 488 | 482 | 13 | 1 | 1565 | 30 |
| 489 | 486 | 38 | 1 | 1714 | 50 |
| 490 | 491 | 38 | 1 | 1714 | 30 |
| 491 | 773 | 20 | 1 | 1714 | 40 |
| 491 | 492 | 25 | 1 | 1714 | 40 |
| 492 | 493 | 34 | 1 | 1714 | 40 |
| 493 | 494 | 13 | 1 | 1714 | 30 |
| 494 | 495 | 23 | 1 | 1714 | 40 |
| 495 | 496 | 27 | 1 | 1714 | 40 |
| 496 | 497 | 28 | 1 | 1714 | 35 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 497 | 498 | 23 | 1 | 1714 | 30 |
| 498 | 499 | 43 | 1 | 1714 | 30 |
| 499 | 500 | 46 | 1 | 1714 | 30 |
| 500 | 698 | 44 | 1 | 1714 | 50 |
| 501 | 502 | 20 | 1 | 1714 | 50 |
| 502 | 503 | 17 | 1 | 1714 | 50 |
| 503 | 504 | 52 | 1 | 1714 | 50 |
| 504 | 692 | 90 | 1 | 1714 | 50 |
| 505 | 507 | 30 | 2 | 1714 | 35 |
| 505 | 166 | 12 | 2 | 1714 | 40 |
| 506 | 170 | 10 | 1 | 1800 | 55 |
| 507 | 508 | 59 | 2 | 1714 | 45 |
| 507 | 510 | 23 | 1 | 1714 | 35 |
| 507 | 505 | 30 | 2 | 1714 | 40 |
| 508 | 513 | 16 | 2 | 1714 | 35 |
| 508 | 507 | 59 | 2 | 1714 | 35 |
| 509 | 514 | 28 | 2 | 1714 | 35 |
| 509 | 422 | 32 | 2 | 1714 | 50 |
| 510 | 511 | 14 | 1 | 1565 | 40 |
| 510 | 507 | 23 | 1 | 1714 | 35 |
| 511 | 510 | 14 | 1 | 1714 | 35 |
| 511 | 512 | 40 | 1 | 1714 | 40 |
| 512 | 548 | 61 | 1 | 1714 | 55 |
| 512 | 511 | 40 | 1 | 1565 | 40 |
| 512 | 150 | 42 | 1 | 1714 | 50 |
| 513 | 508 | 16 | 2 | 1714 | 45 |
| 513 | 514 | 22 | 2 | 1714 | 35 |
| 514 | 513 | 22 | 2 | 1714 | 35 |
| 514 | 509 | 28 | 2 | 1714 | 45 |
| 515 | 508 | 8 | 1 | 1565 | 30 |
| 516 | 508 | 10 | 1 | 1565 | 30 |
| 517 | 515 | 9 | 1 | 1565 | 30 |
| 518 | 517 | 26 | 1 | 1565 | 30 |
| 519 | 511 | 21 | 1 | 1565 | 40 |
| 520 | 519 | 21 | 1 | 1565 | 30 |
| 521 | 514 | 14 | 1 | 1565 | 30 |
| 522 | 514 | 12 | 1 | 1565 | 30 |
| 523 | 521 | 9 | 1 | 1565 | 30 |
| 524 | 523 | 7 | 1 | 1565 | 30 |
| 525 | 524 | 15 | 1 | 1565 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 526 | 525 | 43 | 1 | 1565 | 30 |
| 527 | 422 | 28 | 1 | 1565 | 50 |
| 528 | 425 | 54 | 1 | 1565 | 25 |
| 529 | 528 | 66 | 1 | 1565 | 25 |
| 530 | 529 | 23 | 1 | 1565 | 25 |
| 531 | 529 | 18 | 1 | 1565 | 25 |
| 534 | 535 | 42 | 1 | 1565 | 25 |
| 535 | 427 | 50 | 1 | 1565 | 25 |
| 536 | 531 | 18 | 1 | 1565 | 25 |
| 537 | 423 | 28 | 1 | 1565 | 30 |
| 538 | 537 | 27 | 1 | 1565 | 25 |
| 538 | 452 | 33 | 1 | 1565 | 25 |
| 539 | 538 | 21 | 1 | 1565 | 25 |
| 540 | 429 | 61 | 1 | 1565 | 25 |
| 541 | 540 | 9 | 1 | 1565 | 25 |
| 542 | 541 | 36 | 1 | 1565 | 25 |
| 543 | 542 | 22 | 1 | 1565 | 25 |
| 544 | 541 | 22 | 1 | 1565 | 25 |
| 545 | 534 | 19 | 1 | 1565 | 25 |
| 546 | 545 | 16 | 1 | 1565 | 25 |
| 547 | 534 | 10 | 1 | 1565 | 25 |
| 548 | 512 | 61 | 1 | 1714 | 50 |
| 548 | 549 | 21 | 1 | 1714 | 55 |
| 549 | 552 | 19 | 1 | 1714 | 55 |
| 549 | 548 | 21 | 1 | 1714 | 55 |
| 550 | 553 | 18 | 1 | 1714 | 65 |
| 550 | 551 | 73 | 1 | 1714 | 65 |
| 551 | 550 | 73 | 1 | 1714 | 65 |
| 551 | 554 | 49 | 1 | 1714 | 65 |
| 552 | 553 | 32 | 1 | 1714 | 65 |
| 552 | 549 | 19 | 1 | 1714 | 55 |
| 553 | 552 | 32 | 1 | 1714 | 55 |
| 553 | 550 | 18 | 1 | 1714 | 65 |
| 554 | 551 | 49 | 1 | 1714 | 65 |
| 554 | 555 | 96 | 1 | 1714 | 65 |
| 555 | 554 | 96 | 1 | 1714 | 65 |
| 555 | 556 | 100 | 1 | 1714 | 65 |
| 556 | 794 | 19 | 1 | 1714 | 65 |
| 556 | 555 | 100 | 1 | 1714 | 65 |
| 557 | 794 | 146 | 1 | 1714 | 65 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 557 | 558 | 117 | 1 | 1714 | 65 |
| 558 | 559 | 92 | 1 | 1714 | 60 |
| 558 | 557 | 117 | 1 | 1714 | 65 |
| 559 | 566 | 14 | 1 | 1714 | 45 |
| 559 | 558 | 92 | 1 | 1714 | 65 |
| 559 | 567 | 10 | 1 | 1714 | 60 |
| 561 | 565 | 45 | 1 | 1714 | 55 |
| 561 | 639 | 27 | 1 | 1714 | 55 |
| 561 | 563 | 30 | 1 | 1714 | 50 |
| 562 | 243 | 146 | 1 | 1714 | 60 |
| 563 | 564 | 39 | 1 | 1714 | 50 |
| 564 | 562 | 141 | 1 | 1714 | 60 |
| 565 | 561 | 45 | 1 | 1714 | 50 |
| 565 | 566 | 26 | 1 | 1714 | 45 |
| 566 | 565 | 26 | 1 | 1714 | 55 |
| 566 | 567 | 8 | 1 | 1714 | 40 |
| 567 | 566 | 8 | 1 | 1714 | 45 |
| 567 | 559 | 10 | 1 | 1714 | 60 |
| 568 | 567 | 9 | 1 | 1714 | 60 |
| 569 | 568 | 36 | 1 | 1714 | 60 |
| 570 | 370 | 12 | 2 | 1714 | 40 |
| 571 | 369 | 28 | 2 | 1714 | 50 |
| 572 | 372 | 31 | 2 | 1714 | 40 |
| 573 | 572 | 35 | 2 | 1714 | 40 |
| 574 | 573 | 30 | 2 | 1714 | 40 |
| 575 | 371 | 17 | 2 | 1714 | 40 |
| 576 | 338 | 103 | 1 | 1714 | 50 |
| 577 | 578 | 31 | 1 | 1714 | 50 |
| 578 | 579 | 170 | 1 | 1714 | 45 |
| 579 | 580 | 16 | 1 | 1714 | 40 |
| 580 | 581 | 45 | 1 | 1714 | 50 |
| 580 | 582 | 14 | 1 | 1714 | 50 |
| 581 | 580 | 45 | 1 | 1714 | 40 |
| 581 | 584 | 51 | 1 | 1714 | 50 |
| 582 | 583 | 65 | 1 | 1714 | 50 |
| 583 | 633 | 109 | 1 | 1714 | 50 |
| 584 | 585 | 52 | 1 | 1714 | 50 |
| 584 | 581 | 51 | 1 | 1714 | 50 |
| 585 | 584 | 52 | 1 | 1714 | 50 |
| 585 | 586 | 45 | 1 | 1714 | 50 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 586 | 585 | 45 | 1 | 1714 | 50 |
| 586 | 587 | 61 | 1 | 1714 | 40 |
| 587 | 586 | 61 | 1 | 1714 | 50 |
| 587 | 588 | 129 | 1 | 1714 | 60 |
| 588 | 589 | 41 | 1 | 1714 | 60 |
| 589 | 590 | 120 | 1 | 1714 | 60 |
| 590 | 631 | 197 | 1 | 1714 | 60 |
| 591 | 592 | 90 | 1 | 1714 | 60 |
| 591 | 386 | 169 | 1 | 1714 | 60 |
| 592 | 591 | 90 | 1 | 1714 | 60 |
| 592 | 594 | 14 | 1 | 1714 | 45 |
| 592 | 593 | 35 | 1 | 1714 | 60 |
| 593 | 592 | 35 | 1 | 1714 | 60 |
| 593 | 603 | 95 | 1 | 1714 | 65 |
| 594 | 592 | 14 | 1 | 1714 | 45 |
| 594 | 595 | 79 | 1 | 1714 | 50 |
| 595 | 594 | 79 | 1 | 1714 | 45 |
| 595 | 599 | 16 | 1 | 1714 | 50 |
| 596 | 595 | 29 | 1 | 1714 | 45 |
| 597 | 596 | 108 | 1 | 1714 | 45 |
| 598 | 597 | 49 | 1 | 1714 | 50 |
| 599 | 600 | 31 | 1 | 1714 | 50 |
| 600 | 601 | 21 | 1 | 1714 | 50 |
| 601 | 602 | 43 | 1 | 1714 | 50 |
| 602 | 608 | 55 | 1 | 1714 | 50 |
| 603 | 593 | 95 | 1 | 1714 | 60 |
| 603 | 604 | 219 | 1 | 1714 | 65 |
| 604 | 603 | 219 | 1 | 1714 | 60 |
| 604 | 607 | 163 | 1 | 1714 | 65 |
| 605 | 607 | 129 | 1 | 1714 | 60 |
| 605 | 606 | 148 | 1 | 1714 | 65 |
| 606 | 605 | 148 | 1 | 1714 | 60 |
| 607 | 604 | 163 | 1 | 1714 | 60 |
| 607 | 605 | 129 | 1 | 1714 | 65 |
| 608 | 609 | 50 | 1 | 1714 | 50 |
| 609 | 610 | 102 | 1 | 1714 | 50 |
| 610 | 611 | 59 | 1 | 1714 | 50 |
| 611 | 612 | 75 | 1 | 1714 | 50 |
| 612 | 613 | 71 | 1 | 1714 | 50 |
| 613 | 614 | 58 | 1 | 1714 | 50 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 614 | 615 | 63 | 1 | 1714 | 50 |
| 615 | 616 | 100 | 1 | 1714 | 50 |
| 616 | 617 | 45 | 1 | 1714 | 50 |
| 617 | 618 | 45 | 1 | 1714 | 40 |
| 618 | 622 | 33 | 1 | 1714 | 50 |
| 618 | 619 | 96 | 1 | 1714 | 50 |
| 619 | 620 | 64 | 1 | 1714 | 50 |
| 620 | 621 | 112 | 1 | 1714 | 50 |
| 622 | 623 | 51 | 1 | 1714 | 50 |
| 623 | 624 | 50 | 1 | 1714 | 50 |
| 624 | 625 | 42 | 1 | 1714 | 50 |
| 625 | 626 | 50 | 1 | 1714 | 50 |
| 626 | 627 | 49 | 1 | 1714 | 50 |
| 627 | 628 | 36 | 1 | 1714 | 50 |
| 628 | 629 | 49 | 1 | 1714 | 50 |
| 629 | 630 | 46 | 1 | 1714 | 50 |
| 631 | 632 | 141 | 1 | 1714 | 60 |
| 633 | 634 | 158 | 1 | 1714 | 50 |
| 634 | 635 | 385 | 1 | 1714 | 50 |
| 635 | 636 | 128 | 1 | 1714 | 50 |
| 636 | 637 | 120 | 1 | 1714 | 50 |
| 637 | 638 | 106 | 1 | 1714 | 50 |
| 639 | 640 | 34 | 1 | 1714 | 60 |
| 640 | 641 | 34 | 1 | 1714 | 65 |
| 641 | 642 | 49 | 1 | 1714 | 65 |
| 642 | 643 | 63 | 1 | 1714 | 65 |
| 643 | 644 | 53 | 1 | 1714 | 65 |
| 644 | 645 | 56 | 1 | 1714 | 50 |
| 645 | 646 | 44 | 1 | 1714 | 65 |
| 646 | 647 | 26 | 1 | 1714 | 60 |
| 647 | 648 | 49 | 1 | 1714 | 60 |
| 647 | 747 | 43 | 1 | 1636 | 40 |
| 648 | 649 | 52 | 1 | 1714 | 55 |
| 649 | 650 | 77 | 1 | 1714 | 60 |
| 649 | 663 | 59 | 1 | 1714 | 55 |
| 650 | 651 | 38 | 1 | 1714 | 60 |
| 650 | 649 | 77 | 1 | 1714 | 45 |
| 651 | 354 | 71 | 1 | 1714 | 60 |
| 651 | 650 | 38 | 1 | 1714 | 50 |
| 652 | 653 | 44 | 1 | 1714 | 50 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 653 | 654 | 39 | 1 | 1714 | 55 |
| 654 | 655 | 34 | 1 | 1714 | 55 |
| 655 | 656 | 50 | 1 | 1714 | 60 |
| 656 | 657 | 50 | 1 | 1714 | 60 |
| 657 | 658 | 47 | 1 | 1714 | 60 |
| 658 | 659 | 27 | 1 | 1714 | 60 |
| 659 | 660 | 52 | 1 | 1714 | 60 |
| 660 | 661 | 42 | 1 | 1714 | 50 |
| 661 | 662 | 29 | 1 | 1714 | 60 |
| 662 | 296 | 32 | 1 | 1714 | 55 |
| 663 | 664 | 46 | 1 | 1714 | 55 |
| 664 | 665 | 44 | 1 | 1714 | 60 |
| 665 | 666 | 92 | 1 | 1714 | 60 |
| 666 | 20 | 82 | 1 | 1714 | 60 |
| 667 | 668 | 63 | 1 | 1714 | 60 |
| 668 | 669 | 109 | 1 | 1714 | 60 |
| 669 | 275 | 79 | 1 | 1714 | 55 |
| 670 | 671 | 195 | 1 | 1714 | 50 |
| 671 | 672 | 171 | 1 | 1714 | 50 |
| 672 | 673 | 30 | 1 | 1714 | 50 |
| 673 | 674 | 60 | 1 | 1714 | 50 |
| 675 | 203 | 31 | 1 | 1714 | 50 |
| 676 | 115 | 36 | 1 | 1714 | 45 |
| 676 | 678 | 43 | 1 | 1714 | 45 |
| 677 | 120 | 54 | 1 | 1714 | 30 |
| 678 | 120 | 22 | 1 | 1714 | 35 |
| 678 | 676 | 43 | 1 | 1714 | 45 |
| 679 | 677 | 43 | 1 | 1714 | 40 |
| 680 | 681 | 31 | 1 | 1714 | 35 |
| 681 | 683 | 55 | 1 | 1714 | 45 |
| 681 | 688 | 77 | 1 | 1714 | 45 |
| 683 | 684 | 37 | 1 | 1714 | 45 |
| 684 | 685 | 26 | 1 | 1714 | 45 |
| 685 | 686 | 47 | 1 | 1714 | 45 |
| 686 | 687 | 34 | 1 | 1714 | 40 |
| 687 | 697 | 48 | 1 | 1714 | 35 |
| 688 | 116 | 80 | 1 | 1714 | 35 |
| 689 | 104 | 43 | 1 | 1714 | 40 |
| 689 | 697 | 5 | 1 | 1714 | 35 |
| 690 | 105 | 36 | 1 | 1714 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 691 | 692 | 14 | 1 | 1714 | 50 |
| 691 | 697 | 49 | 1 | 1714 | 35 |
| 691 | 888 | 34 | 1 | 1714 | 35 |
| 692 | 693 | 89 | 1 | 1714 | 50 |
| 692 | 691 | 14 | 1 | 1714 | 50 |
| 693 | 694 | 78 | 1 | 1714 | 50 |
| 694 | 695 | 107 | 1 | 1714 | 50 |
| 695 | 696 | 70 | 1 | 1714 | 50 |
| 696 | 500 | 49 | 1 | 1714 | 50 |
| 697 | 691 | 49 | 1 | 1714 | 50 |
| 697 | 689 | 5 | 1 | 1714 | 35 |
| 698 | 699 | 27 | 1 | 1714 | 50 |
| 699 | 700 | 42 | 1 | 1714 | 50 |
| 700 | 701 | 66 | 1 | 1714 | 55 |
| 701 | 702 | 93 | 1 | 1714 | 50 |
| 702 | 703 | 37 | 1 | 1714 | 50 |
| 703 | 704 | 107 | 1 | 1714 | 50 |
| 704 | 705 | 52 | 1 | 1714 | 50 |
| 705 | 706 | 81 | 1 | 1714 | 50 |
| 707 | 108 | 92 | 1 | 1714 | 40 |
| 708 | 244 | 18 | 1 | 1565 | 30 |
| 709 | 708 | 33 | 1 | 1565 | 30 |
| 710 | 263 | 107 | 1 | 1714 | 45 |
| 711 | 710 | 28 | 1 | 1714 | 50 |
| 712 | 711 | 117 | 1 | 1714 | 50 |
| 713 | 712 | 67 | 1 | 1714 | 50 |
| 714 | 713 | 103 | 1 | 1714 | 50 |
| 715 | 716 | 30 | 1 | 1714 | 50 |
| 716 | 717 | 43 | 1 | 1714 | 50 |
| 717 | 718 | 102 | 1 | 1714 | 45 |
| 718 | 20 | 59 | 1 | 1714 | 40 |
| 719 | 714 | 52 | 1 | 1714 | 50 |
| 719 | 715 | 24 | 1 | 1714 | 50 |
| 720 | 719 | 35 | 1 | 1714 | 40 |
| 721 | 593 | 33 | 1 | 1714 | 40 |
| 722 | 721 | 49 | 1 | 1714 | 45 |
| 723 | 722 | 57 | 1 | 1714 | 45 |
| 724 | 723 | 105 | 1 | 1714 | 40 |
| 725 | 724 | 111 | 1 | 1714 | 40 |
| 726 | 725 | 78 | 1 | 1714 | 50 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 727 | 607 | 144 | 1 | 1714 | 45 |
| 728 | 727 | 74 | 1 | 1714 | 40 |
| 729 | 728 | 98 | 1 | 1714 | 45 |
| 730 | 729 | 103 | 1 | 1714 | 45 |
| 731 | 730 | 115 | 1 | 1714 | 45 |
| 732 | 731 | 68 | 1 | 1714 | 45 |
| 733 | 732 | 159 | 1 | 1714 | 45 |
| 734 | 735 | 47 | 1 | 1636 | 45 |
| 735 | 736 | 28 | 1 | 1636 | 45 |
| 736 | 737 | 28 | 1 | 1636 | 45 |
| 737 | 738 | 62 | 1 | 1636 | 45 |
| 738 | 739 | 74 | 1 | 1636 | 45 |
| 739 | 740 | 30 | 1 | 1636 | 40 |
| 740 | 741 | 53 | 1 | 1636 | 40 |
| 741 | 742 | 17 | 1 | 1636 | 45 |
| 742 | 743 | 47 | 1 | 1636 | 45 |
| 743 | 744 | 54 | 1 | 1636 | 45 |
| 744 | 745 | 27 | 1 | 1636 | 45 |
| 745 | 746 | 43 | 1 | 1636 | 40 |
| 746 | 647 | 72 | 1 | 1636 | 40 |
| 747 | 748 | 33 | 1 | 1636 | 40 |
| 748 | 749 | 25 | 1 | 1636 | 40 |
| 749 | 750 | 72 | 1 | 1636 | 45 |
| 750 | 751 | 74 | 1 | 1636 | 45 |
| 751 | 752 | 68 | 1 | 1636 | 45 |
| 752 | 717 | 94 | 1 | 1636 | 40 |
| 753 | 754 | 34 | 1 | 1636 | 35 |
| 754 | 755 | 32 | 1 | 1636 | 45 |
| 755 | 756 | 45 | 1 | 1636 | 45 |
| 756 | 757 | 35 | 1 | 1636 | 40 |
| 757 | 758 | 24 | 1 | 1636 | 30 |
| 758 | 759 | 31 | 1 | 1636 | 30 |
| 759 | 760 | 57 | 1 | 1636 | 35 |
| 760 | 761 | 24 | 1 | 1636 | 30 |
| 761 | 762 | 18 | 1 | 1636 | 30 |
| 762 | 763 | 13 | 1 | 1636 | 30 |
| 763 | 764 | 29 | 1 | 1636 | 35 |
| 764 | 661 | 50 | 1 | 1636 | 35 |
| 765 | 379 | 19 | 1 | 1636 | 30 |
| 766 | 767 | 58 | 1 | 1636 | 30 |

| Table K-1. Evacuation Roadway Network Characteristics | | | | | |
|---|---|---|---|---|---|
| **Upstream Node Number** | **Downstream Node Number** | **Length (miles * 100)** | **Full Lanes** | **Saturation Flow Rate (Veh/hr/ln)** | **Free Flow Speed (MPH)** |
| 767 | 768 | 23 | 1 | 1636 | 45 |
| 768 | 769 | 38 | 1 | 1636 | 40 |
| 769 | 393 | 91 | 1 | 1636 | 35 |
| 770 | 410 | 52 | 1 | 1636 | 40 |
| 771 | 765 | 15 | 1 | 1636 | 30 |
| 772 | 125 | 5 | 3 | 1714 | 45 |
| 773 | 774 | 17 | 1 | 1714 | 40 |
| 774 | 775 | 14 | 1 | 1714 | 40 |
| 775 | 776 | 22 | 1 | 1714 | 40 |
| 776 | 777 | 49 | 1 | 1714 | 40 |
| 777 | 778 | 93 | 1 | 1714 | 45 |
| 778 | 779 | 36 | 1 | 1714 | 45 |
| 779 | 780 | 21 | 1 | 1714 | 40 |
| 780 | 781 | 89 | 1 | 1714 | 45 |
| 781 | 782 | 26 | 1 | 1714 | 40 |
| 782 | 783 | 62 | 1 | 1714 | 40 |
| 783 | 703 | 12 | 1 | 1714 | 35 |
| 784 | 420 | 68 | 1 | 1714 | 55 |
| 784 | 785 | 57 | 1 | 1714 | 45 |
| 784 | 418 | 25 | 1 | 1714 | 55 |
| 785 | 786 | 39 | 1 | 1714 | 45 |
| 786 | 787 | 20 | 1 | 1714 | 45 |
| 787 | 788 | 26 | 1 | 1714 | 45 |
| 788 | 789 | 80 | 1 | 1714 | 45 |
| 789 | 790 | 31 | 1 | 1714 | 45 |
| 790 | 791 | 70 | 1 | 1714 | 45 |
| 791 | 792 | 31 | 1 | 1714 | 45 |
| 792 | 793 | 27 | 1 | 1714 | 45 |
| 793 | 794 | 55 | 1 | 1714 | 45 |
| 794 | 556 | 19 | 1 | 1714 | 65 |
| 794 | 557 | 146 | 1 | 1714 | 65 |
| 888 | 104 | 59 | 1 | 1714 | 35 |
| 889 | 341 | 18 | 1 | 1714 | 25 |
| 890 | 889 | 55 | 1 | 1714 | 25 |
| 891 | 890 | 19 | 1 | 1714 | 25 |
| 892 | 891 | 27 | 1 | 1714 | 25 |
| 893 | 355 | 26 | 1 | 1714 | 25 |

# APPENDIX L

Zone Boundaries

# APPENDIX L: ZONE BOUNDARIES

| | | |
|---|---|---|
| **Zone 1A** | North: | FM 2425 and River Country Lane |
| Hood and Somervell Counties | East: | Brazos River |
| | South: | Brazos River and Hood/Somervell County Line |
| | West: | Highway 144 |
| **Zone 1B** | North: | FM 2425 |
| Hood County | East: | FM 2425 |
| | South: | FM 2425 |
| | West: | Highway 144 |
| **Zone 1C** | North: | FM 3210, Power Plant Ct, and Lake Granbury |
| Hood County | East: | Brazos River and FM 167 |
| | South: | River Country Lane and Brazos River |
| | West: | FM 2425 and Brazos River |
| **Zone 1D** Hood County | North: | Highway 377, 10-mile limit and north boundary of Descordova Bend development |
| | East: | 10-mile limit, FM 167 |
| | South: | Mambrino Highway |
| | West: | Highway 144 |
| **Zone 2A** | North: | CPNPP boundary |
| Somervell County | East: | County Road 302 |
| | South: | County Road 318 and 313 |
| | West: | FM 56 |
| **Zone 2B** | North: | Somervell /Hood County Line |
| Somervell County | East: | Highway 144 |
| | South: | County Road 302 |
| | West: | County Road 303 and CPNPP boundary |
| **Zone 2C** | North: | County Road 318 and 313 |
| Somervell County | East: | County Road 302 and Highway 144 |
| | South: | Glen Rose northern city limits |
| | West: | FM 56 |
| **Zone 2D** | North: | Somervell /Hood County Line |
| Somervell County | East: | Brazos River |
| | South: | Brazos River and Highway 67 |
| | West: | Highway 144 |
| **Zone 2E** | North: | Brazos River |
| Hood and Somervell Counties | East: | FM 199 |
| | South: | Highway 67 |
| | West: | Brazos River |
| **Zone 2F** | North: | Somervell /Hood County Line |
| Somervell County | East: | Johnson County Line |
| | South: | Highway 67 |
| | West: | FM 199 |

| | | |
|---|---|---|
| **Zone 2G** | North: | Brazos River |
| Hood County | East: | Johnson County Line |
| | South: | Hood County Line |
| | West: | Brazos River |
| **Zone 2H** | North: | Highway 67 and Brazos River |
| Somervell County | East: | 10-mile limit |
| | South: | Brazos River and 10-mile limit |
| | West: | Brazos River |
| **Zone 2J** | North: | Glen Rose southern city limits and Highway 67 |
| Somervell County | East: | Brazos River |
| | South: | 10-mile limit |
| | West: | Highway 144 |
| **Zone 3A** | North: | Somervell/Hood County Line |
| Somervell County | East: | FM 56 |
| | South: | County Road 1007 |
| | West: | County Road 1008 |
| **Zone 3B** | North: | County Road 1007 |
| Somervell County | East: | FM 56 |
| | South: | FM 205 and Glen Rose northern city limits |
| | West: | County Road 1007 |
| **Zone 3C** | North: | Glen Rose southern city limits |
| Somervell County | East: | Highway 144 |
| | South: | 10-mile limit |
| | West: | County Road 1008 and Highway 67 |
| **Zone 3D** | North: | FM 205 |
| Somervell County | East: | Highway 67 |
| | South: | Highway 67 |
| | West: | County Road 1004 and FM 51 |
| **Zone 3E** | North: | Somervell /Hood County Line and County Road 1008 |
| Somervell County | East: | County Road 1004 and FM 51 |
| | South: | County Road 1004 and 10-mile limit |
| | West: | Somervell /Hood County Line and 10-mile limit |
| **Zone 3F** | North: | Highway 67 |
| Somervell County | East: | County Road 2008 |
| | South: | 10-mile limit |
| | West: | Highway 67 and 10-mile limit |
| **Zone 4A** | North: | Coates Road |
| Hood County | East: | Highway 144 |
| | South: | CPNPP boundary and Hood/Somervell County Line |
| | West: | CPNPP boundary |
| **Zone 4B** | North: | Cripple Creek Court and Neri Road |
| Hood County | East: | Highway 144 |
| | South: | Coates Road |
| | West: | CPNPP boundary and Cripple Creek Court |

| | | |
|---|---|---|
| **Zone 4C** | North: | FM 51 and Neri Road |
| Hood County | East: | CPNPP western boundary |
| | South: | Hood/Somervell County Line |
| | West: | Highway 56 and FM 51 |
| **Zone 4D** | North: | FM 51 |
| Hood County | East: | FM 56 |
| | South: | Hood/Somervell County Line |
| | West: | FM 51 and Edwards Road |
| **Zone 4E** | North: | Granbury southern city limits |
| Hood County | East: | Highway 144 |
| | South: | Neri Road |
| | West: | FM 51 |
| **Zone 4F** | North: | 10-mile limit |
| Hood County | East: | FM 51 and Granbury western city limits |
| | South: | FM 51 |
| | West: | FM 56 |
| **Zone 4G** | North: | Tolar southern city limits, 10-mile ring |
| Hood County | East: | FM 56 |
| | South: | FM 51, Bakers Crossing Road |
| | West: | 10-mile limit |
| **Zone 4H** | North: | FM 51, Bakers Crossing Road |
| Hood County | East: | Edwards Road |
| | South: | Hood/Somervell County Line |
| | West: | 10-mile limit |
| **Glen Rose** | North: | City Limits |
| Somervell County | East: | City Limits |
| | South: | City Limits |
| | West: | City Limits |
| **Granbury** | North: | Pearl Street and 10-mile limit |
| Hood County | East: | Highway 377 and 10-mile limit |
| | South: | Highway 377 |
| | West: | Pearl Street |
| **Tolar** | North: | City Limits |
| Hood County | East: | City Limits |
| | South: | City Limits |
| | West: | City Limits |
| **CPNPP** | North: | CPNPP boundary |
| Hood and Somervell Counties | East: | CPNPP boundary |
| | South: | CPNPP boundary |
| | West: | CPNPP boundary |