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UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION MAR -4 A11:14

OFFICE OF SECRETARY
DOCKETING BOARD
Before the Atomic Safety and Licensing Board

In the Matter of)
LONG ISLAND LIGHTING COMPANY) Docket No. 50-322-OL-3
(Shoreham Nuclear Power Station,) (Emergency Planning
Unit 1)) Proceeding)

AFFIDAVIT OF JOHN A. WEISMANTLE

My name is John A. Weismantle. I am Manager of the Local Emergency Response Implementing Organization.

1. Based on discussions with planners involved in radiological emergency planning for the operating nuclear plants in New York State (Indian Point, FitzPatrick, Nine Mile Point, and Ginna), LERIO believes (1) that no monitoring and decontamination center designated in the emergency plans for any of those facilities has been required to apply for an SPDES permit and (2) that no such center has been the subject of a state environmental impact statement under the State Environmental Quality Review Act.

2. In order to protect Long Island's groundwater resources, a study entitled "The Long Island Comprehensive Waste Treatment Management Plan" (or "the 208 Study"), was completed by the Long Island Regional Planning Board under Section

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208 of the Clean Water Act Amendments of 1972. The 208 Study divides Long Island into eight hydrogeologic zones and makes specific recommendations pertaining to each zone. The 208 Study identified deep flow recharge areas on Long Island as consisting of hydrogeologic zones I, II, and III.

3. According to the 208 Study, Suffolk County Community College (Zone III), SUNY - Stony Brook (Zone I), and SUNY - Farmingdale (Zone II) are located in the primary groundwater recharge areas for Long Island, as shown on the map of hydrogeologic zones in the Nassau-Suffolk 208 Study Area (Figure 3-2 on page 45 of the 208 Study).

John A. Weismantle
John A. Weismantle

Subscribed and sworn to before me this 27th day of February, 1985.

My commission expires: March 1986.

GRACEMIN POWERS
Notary Public, State of New York
No. 80-1721100
Qualified in Nassau County
Commission expires Mar. 30, 1986

Gracemin Powers
Notary Public

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NUCLEAR REGULATORY COMMISSION

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LONG ISLAND LIGHTING COMPANY)	Docket No. 50-322-OL-3
)	(Emergency Planning Proceeding)
(Shoreham Nuclear Power Station,)	
Unit 1))	

AFFIDAVIT OF EDWARD B. LIEBERMAN ON NASSAU COLISEUM

1. My name is Edward B. Lieberman. My professional qualifications are at Tab 10 after page 4068 of the hearing transcript in this proceeding.
2. I have performed a variety of activities for LILCO relating to the traffic portions of the LILCO Transition Plan. As part of those efforts, I have surveyed the available parking facilities accessible to the Nassau Coliseum.
3. The results of my survey are described in the three-page letter which is attached to this affidavit. Briefly, I have concluded that the Coliseum parking facilities are adequate to accommodate the expected peak demand from an evacuation of the entire Shoreham EPA. In addition, nearby parking areas provide additional capacity should an unexpected surge in traffic demand occur.

Edward B. Lieberman

Subscribed and sworn to before me this 21st day of February 1985.

My commission expires:

2/28/85
Rochelle Landsman
 Notary Public

ROCHELLE LANDSMAN
 Notary Public, State of New York
 No. 52-4742519
 Qualified in Suffolk County
 Commission Expires March 30, 1985

KLD ASSOCIATES

INCORPORATED

300 Broadway
Huntington Station, NY 11746
(516) 549-9803

July 24, 1984

Mr. John Weismantle
LILCO
100 E. Old Country Road
Hicksville, NY 11801

Dear John:

On July 20, 1984, I undertook an on-site survey of the available parking facilities accessible to the Nassau County Veterans Memorial Coliseum.

There are three major parking facilities:

- On-site
- Hofstra University Campus
- Nassau County Community College Campus

The on-site parking is partitioned into several fields, separated by access roads or curbed medians. The aggregate number of parking slots, as counted during this survey, was estimated at 6900.

The Hofstra site is to the west, across Earle Ovington Blvd. There are several large paved areas at the eastern edge of this site (closest to the Coliseum) which are not presently delineated for parking. (This pavement was originally used for flight operations.) I estimate a total parking capacity of 1300 vehicles on the paved areas. There are also grassy areas at grade (i.e. no curbs) which could accommodate some 600 vehicles, weather permitting.

The Nassau County Community College (NCCC) campus to the north of the Coliseum, has a large parking field at its southern edge (closest to the Coliseum). This parking field, which is behind (i.e. south of) the College Union building can accommodate approximately 1800 vehicles.

Both the Hofstra and NCCC parking areas are within one-half mile of the Coliseum building and are accessible to the Coliseum property via paved roads and paths. Thus, the total number of vehicles that can be accommodated at any time is approximately:

$$6900 + 1300 + 1800 = 10,000$$

Estimate of Parking Demand

This estimate addresses the worst-case scenario wherein the entire EPZ must be evacuated during the summer. We will adopt the assumption that 20 percent of all evacuating vehicles will travel to this Coliseum. Thus, the total demand will approximate:

$$0.2 \times 53000 = 10,600 \text{ vehicles}$$

The arrival rate must be estimated. It is well-known that traffic exhibits a natural tendency to disperse as it travels over a system of highways. Thus, if these vehicles leave the EPZ over a period of 4.6 hours, then they can be expected to arrive in the neighborhood of the Coliseum over a period of say, 6 hours, after travelling a distance of some 45 miles. The average arrival rate will then be approximately:

$$10,600 \div 6 = 1770 \text{ vehicles per hour}$$

The departure rate must be estimated. This departure rate depends on the rate at which people are processed and then assigned to a nearby shelter.

At this time, we have not developed the detailed procedures for processing these people. If we assume that all people will be processed in 12 hours, then the departure rate will approximate 880 vehicles per hour. If we assume a one-hour time lag, then the maximum number of vehicles requiring parking at a point in time that occurs at the end of 6 hours, is:

$$1770 + (1770 - 880) \times 5 = 6220 \text{ vehicles}$$

It thus appears that the Coliseum parking facilities are adequate to accommodate this peak demand ($6220 < 6900$). The adjoining parking areas can be used to accommodate surges in demand. In all, the estimated peak demand for parking is less than two-thirds the available capacity.*

*NCCC has an additional 3800 parking slots available which are within one mile from the Coliseum. Hofstra University has additional parking capacity within one mile of the Coliseum. The Marriott Hotel, to the immediate east of the Coliseum property, can probably provide about 100-200 parking areas.

Accessibility

The Coliseum parking areas are accessible from the east via Meadowbrook Parkway (a total of 3 lanes on the ramps - 2 from the N.B. direction, 1 from the S.B. direction) and from Merrick Avenue, onto the westbound Charles Lindbergh Blvd. access road (3 lanes in each direction). Also, access from the south via Hempstead Turnpike (3 lanes in each direction), from the west via Earle Covington Road. Direct access to the Coliseum parking lot is provided by more than 12 entry lanes.

It is my opinion that the aggregate capacity of all access roads to these parking facilities exceeds 4000 vehicles per hour in each direction (i.e. inflow and outflow).

Personnel

It will be necessary to assign personnel to assist the public in gaining access to the parking areas. This personnel should consist of:

- Nassau County Police along all public roads
- Parking guides within all parking areas.

Approximately a dozen personnel of each category would be desirable plus supervisory personnel.

Yours truly,



Edward Lieberman

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CERTIFICATE OF SERVICE

In the Matter of
LONG ISLAND LIGHTING COMPANY
(Shoreham Nuclear Power Station, Unit 1)
(Emergency Planning Proceeding)
Docket No. 50-322-OL-3

I hereby certify that signed copies of the Affidavits of John A. Weismantle and Edward B. Lieberman, unsigned copies of which were served on the Board and parties as attachments to LILCO'S RESPONSE TO INTERVENORS' PROFFERED TESTIMONY ON THE DESIGNATION OF NASSAU COLISEUM AS A RECEPTION CENTER, dated February 26, 1985, were served this date upon the following by first-class mail, postage prepaid:

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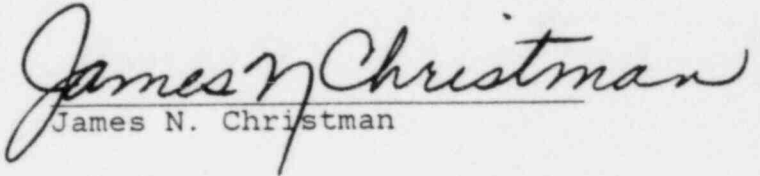
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DATED: February 26, 1985