CONTROLLED
COPY # Tabletop File

LONG ISLAND LIGHTING COMPANY
LOCAL EMERGENCY RESPONSE ORGANIZATION
TRAFFIC CONTROL TABLETOP DRILL V
REV. 0

Prepared by:

LERIO Technical Support
May, 1986

ATTACHMENT 1

LERO EXERCISE/DRILL SCENARIO

Part 1	Objectives and Guidelines
Part 2	Date/Time/Locations/Participants
Part 3	Agenda - Summary - Topics of Discussion

Approved by: As Noted _____ 5/22/86
Emergency Planning Coordinator Date

APPROVALS:

CAUTION

APPROVALS MUST BE SIGNED AT LEAST 24 HOURS BEFORE ANY EXERCISE OR DRILL MAY BE PERFORMED.

_____ _____
Manager of LERO Date

1.0 OBJECTIVES AND GUIDELINES

A. Highlight major changes in the Offsite Emergency Plan and Implementing Procedures pertaining to Traffic Control and discuss any inquiries on these changes. Discuss the results and comments on the previous series of drills.

B. Discuss proper handling of impediments to traffic along evacuation routes. Emphasis is on information flow, timely response, equipment requirements response priorities and impact on the evacuation network.

C. Utilizing an escalating accident scenario, provide a detailed description and discussion on the responsibilities and activities of all Traffic Control group members per the latest revision of the Plan and Implementing Procedures for each event in the scenario.

2.0 DATE/TIME/LOCATIONS/PARTICIPANTS

Date/Time:

May 29, 1986	01:00 p.m. - 05:00 p.m.
June 3, 1986	08:00 a.m. - 12:00 noon
June 4, 1986	01:00 p.m. - 05:00 p.m.

Location:

Melville

Participants:

12	Evcacuation Coordinator
10A	Traffic Control Coordinator
10B	Traffic Control Point Coordinator
10C	Road Logistics Coordinator
10D	Evacuation Route Coordinator
22A	Lead Traffic Guide
27	Staging Area Coordinator
03E	Evacuation Support Communicators
39E	Traffic Engineer

3.0 AGENDA

- Summary

This tabletop provides an opportunity to inform the Traffic Control Group of the changes that have occurred in the applicable Offsite Emergency Plan and Implementing Procedures.

This tabletop will be conducted in a meeting room setting and will be coordinated by a Drill Controller leading a seminar-type session in which an escalating accident scenario is presented to the Traffic Control Group and a detailed review of their responsibilities and duties will ensue after each major event. The scenario will begin at the onset of an accident while all members are at home or work and escalate through all emergency classifications to the carrying out of an evacuation. The scenario will also introduce removable and non-removable road impediments which require both road crew response and rerouting. The review will cover all aspects of an emergency, from the initial notification of the Traffic Control Group to the deployment of staff members in support of an evacuation. Special attention will be given to the proper handling of road impediments. Applicable procedures should be brought to the tabletop by each drill member which they will be directed to use during the various scenario events. Revisions to these procedures will be discussed in detail as they affect their actions during the drill.

In addition, new LERO members will be paired with experienced LERO members (where possible) to assist the new members in understanding unfamiliar areas.

- Topics of Discussion

  o Introduction

    T = 0/00 - 0/15

    Have members introduce themselves and pair new members with those of the same title and with experience, if possible.

    Review progress to date on LERO activities.

    Reiterate the changes due to procedure revisions.

  o Review

    T = 0/15 - 1/00

    OPIP 3.6.3, "Traffic Control"

    Traffic Engineer

    - Responsible for evaluating the effects of road impediments and determining alternate routes as necessary.

    - As necessary, assists Transportation Support Coordinator to develop alternate bus routes for routes affected by road impediments.

    - As necessary, assists Traffic Control Coordinator to develop revised traffic routing instructions for traffic guides in the field.

    - Advises Evacuation Coordinator on all aspects of implementing the evacuation.

    Evacuation Coordinator

    - An immediate response is required for any impediment to the evacuation.

    - Upon identification of any non-removable road impediment, traffic rerouting is to be considered.

    - Review impediment with Traffic Engineer. If appropriate, Traffic Engineer is to develop a rerouting plan.

    - Rerouting plan must be approved by the Director or Manager of Local Response before it is implemented.

- The Traffic Engineer is to be instructed to work with Traffic Control Coordinator to modify traffic strategies at traffic control points to support rerouting. The Traffic Control Point Coordinator will speak directly to the Lead Traffic Guides when relaying modified rerouting directions to the staging areas. Lead Traffic Guides then contact affected traffic control points.

- Work with Coordinator of Public Information to develop an EBS message to support rerouting plan.

- The Traffic Engineer is to be instructed to assist the Transportation Support Coordinator in developing alternate bus routes for routes affected by road impediments.

- The Evacuation Coordinator no longer contacts the FAA. The FAA is notified by FEMA.

Traffic Control Coordinator

- Traffic Control Coordinator now reports any incident that effects the evacuation to the Evacuation Coordinator and Traffic Engineer.

- Traffic Control Coordinator must monitor the activities of his group to ensure that they are acting in a coordinated manner to respond to identified problems and that an appropriate response is being implemented.

Traffic Control Point Coordinator

- Communications should be conducted primarily through the Evacuation Support Communicator(s), but if they are back-logged, use your own phone to expedite communications.

- Traffic Control Point Coordinator must now periodically update the Traffic Control Coordinator on the status of traffic control activities and report all problems to him.

Lead Traffic Guides

- At a Site Area Emergency, Lead Traffic Guides are to assign Traffic Guides to 0-2 mile traffic control points from Attachment 7. Packets, radios and all equipment are to be issued to these Traffic Guides and they are to remain on standby at the staging area. Upon notification of an evacuation, these Traffic Guides are to be dispatched immediately.

- Field Crews are to be briefed on the status of the emergency and their emergency procedures. They are to be told to report any incident that has the potential for slowing the evacuation.

- Traffic Guides are to be pre-assigned to Traffic Control Points while at the staging area. They are also to be prebriefed and issued packets.

Road Logistics Coordinator

- Upon notification of a road impediment from the Evacuation Route Coordinator, the appropriate Road Crews are to be contacted and instructed to clear the impediment. An adequate number of suitable road crew vehicles are to be dispatched to respond to impediments. The Traffic Control Coordinator is to be informed of the impediment and response.

Evacuation Route Coordinator

- Reports problems or road impediments to the Traffic Control Coordinator and the Road Logistics Coordinator.

o Event Schedule

Time (Hrs.:Mins.)	Event Summary
T = 00:00	Conditions at SNPS warrant that an Unusual Event be declared. Control Room Communicator starts the notification process.
	ANTICIPATED RESULTS
	Supervising Service Operator
	- Upon notification of an NUE at Shoreham, begin notification of emergency response personnel in accordance with OPIP 3.3.5.
	- Activate the Group Tone 1 pagers - Code 991111.
	- Provide status to Manager and Director of LERO at they call in.
	Director of Local Response
	- Call into the Supervising Service Operator for a status report.
	- Discuss with Manager of LERO option of activating LERO at this time.
	Manager of Local Response
	- Call into the Supervising Service Operator for a status report.
	- Discuss plant conditions with the Director of LERO.
	Other Group 1 Personnel
	- Call into AVS and remain on standby.
	Traffic Control Group
	OPIP 3.3.2, Section 5-1
	- Not aware of occurrance.
T = 01:00	Plant conditions at SNPS warrant that an Alert be declared. Control Room Communicator starts the notification process.

Time (Hrs.:Mins.)	Event Summary
	ANTICIPATED RESULTS
	Supervising Service Operator
	- Carry out OPIP 3.3.5, SSO Procedure - Alert Notification.
	- Activate the Group Tone 1 pagers - Code 2222.
	- Activate the Group Tone 2 pagers - Code 2222.
	- Activate the Group Tone 3 pagers - Code 2255.
	- Inform Director and Manager of LERO of plant emergency and read RECS Data Form Part 1 to Director and Manager.
	Group I, II and III Personnel
	- Call in to Automatic Verification System.
	- Report to the EOC or Staging Area (Groups I and II only).
	Director of Local Response
	- Proceed to EOC and implement OPIP 4.1.1, "EOC Activation."
Approximately 01:30	EOC staff reports to and establishes the EOC facility. At EOC, staff signs in on sign-in board.
	ANTICIPATED RESULTS
	Director of Local Response
	- Assume direction of the EOC.
	- Carry out "Director of Local Response Action Checkoff List," Attachment 2 to OPIP 4.1.1.

Time (Hrs.:Mins.)	Event Summary

Evacuation Coordinator

OPIP 3.6.3, Section 5.1

- Notify U.S. Coast Guard.
- Report to EOC.
- Carry out "Evacuation Coordinator Action Checkoff List," Attachment 5 to OPIP 4.1.1.
- Keep Traffic Group informed and confer on radiological information with Radiological Health Coordinator.

LERO Emergency Callers

- Receive a 2255 notification and are on standby.

Traffic Control Group

OPIP 3.3.2

- Traffic Control Coordinator, Traffic Control Point Coordinator, Road Logistics Coordinator, Evacuation Route Coordinator, Traffic Engineer, Evacuation Support Communicators and Lead Traffic Guides.

  a. Pager indicates 2222.

  b. Call into Automatic Verification System.

     1. Phone number to call is listed on callout list.
     2. Verification number is also listed on callout list.
     3. If unable to respond, telephone another member on callout list and request their mobilization.

  c. Report to pre-designated location.

Time (Hrs.:Mins.)	Event Summary
	- Traffic Guides, Road Crews, Route Spotters. a. Selected Traffic Guides who have been given Group Tone III pagers are notified by a 2255. b. Call into the Automatic Verification System. c. Then standby, which means to stay near a telephone. d. Road Crews and Route Spotters are not notified. OPIP 4.1.1, Section 5.0 - Traffic Control Coordinator, Traffic Control Point Coordinator, Road Logistics Coordinator, Evacuation Route Coordinator, Traffic Engineer, Communicators a. Sign in on sign-in board. b. Obtain appropriate equipment and set up area. c. Traffic Control Coordintor obtains information on the status of the emergency. Evacuation Support Communicators establish contact with Staging Areas.
Approximately 02:00	Staging Area staff reports to their Staging Areas and activates these facilities. ANTICIPATED RESULTS Staging Area Coordinator OPIP 3.6.3, Section 5.7 - Assume control of the Staging Area.

Time (Hrs.:Mins.)	Event Summary

OPIP 4.5.1

- Establish communications with the EOC.
- Ensure dosimetry is being distributed as persons arrive via Dosimetry Record Keeper.
- Brief Bus Dispatcher and Lead Traffic Guide.
- Ensure material and equipment is available for distribution.
- Assign Staging Area staff to assist in communications and administrative functions as required. Ensure at least three people are assigned to equipment distribution.

Traffic Control Personnel

- Lead Traffic Guides

  OPIP 4.5.1, Section 5.4

  a. Instruct personnel to log in.

  b. Report to Staging Area Coordinator for a briefing.

  c. Obtain necessary supplies and communication equipment.

  d. Establish communications with EOC.

  e. Keep Staging Area Coordinator advised of activation status.

- Route Alert Drivers

  OPIP 3.3.4, Section 5.3

  a. Report to Staging Area at Alert. Receive dosimetry, mount PA Systems and standby for route alerting.

Time (Hrs.:Mins.)	Event Summary
T = 03:00	Plant conditions warrant declaration of a Site Area Emergency.

ANTICIPATED RESULTS

RECS Communicator

- Receive RECS message from the TSC or EOF and distribute to key EOC staff.

Lead Communicator

- Contact the SSO in Hicksville to initiate the LERO notification system for the Site Area Emergency.

- Check on status of Automated Verification System as information becomes available. Call out additional people to support as necessary.

Special Facilities Evacuation Coordinator

- Route Alerting

  Read through OPIP 3.3.4, Sections 5.2, 5.3, 5.4 and 5.5.

  Section 5.2

  a. Coordinator of Public Information is informed of siren failures through contact with Marketing Evaluations.

  b. When notified of siren failure, the Manager of Local Response will direct Evacuation Coordinator to initiate route alerting.

  Section 5.3

  a. Evacuation Coordinator directs Special Facilities Evacuation Coordinator to initiate route alerting.

  b. Special Facilities Evacuation Coordinator notifies appropriate Staging Areas using Attachment 3. Contact is with Lead Traffic Guide.

Time (Hrs.:Mins.)	Event Summary
	c. Lead Traffic Guide obtains packets, briefs drivers, verifies proper dosimetry and deploys drivers.
	d. Route Alert Drivers use their procedure Attachment 1.
	e. Route Alert Driver(s) may be directed to report to EOC to be dispatched in helicopter which will assist Coast Guard in warning Long Island Sound boaters (5.3-e).
	Section 5.4
	a. If sheltering, notify both ambulatory and non-ambulatory.
	b. If evacuation, notify only ambulatory.
	c. Maps with location of deaf are in Staging Area.
	d. Lead Traffic Guides obtain proper deaf alerting packets and distributes them.
	e. Route Alert Drivers use procedure in packet specifically Step 8.
	Evacuation Coordinator
	OPIP 3.6.3, Section 5.1
	a. Again notifies Coast Guard on status of emergency.
	b. Ensure Staging Areas are being staffed.
	c. Make preliminary assessment of where field personnel should be dispatched from the Staging Areas.
	d. Oversee Special Facilities Evacuation Coordinator in dispatching Route Alert Drivers as appropriate.

Time (Hrs.:Mins.)	Event Summary

OPIP 3.3.4, Section 5.5

a. Directs notification to boaters on Long Island Sound.

Traffic Control Group

OPIP 3.6.3, Sections 5.2, 5.3, 5.5 and 5.6

- Traffic Control Coordinator, Traffic Control Point Coordinator, Road Logistics Coordinator, Evacuation Route Coordinator, Communicators.

  a. Obtain meteorological and radiological information. Prepare for possible evacuation.

  b. Remain advised as per the activation status of the Staging Areas.

  c. Communicators relay updating information. May relay information for activating Route Alert Drivers. OPIP 3.3.4, Sections 5.3 and 5.4.

Staging Areas Personnel

- Staging Area Coordinator

  OPIP 3.6.3, Section 5.7 and OPIP 4.5.1, Section 5.1

  a. Ensure availability of Bus Drivers and Traffic Guides.

  b. Ensure dosimetry is being issued.

  c. Brief Lead Traffic Guide on emergency status.

  d. Provides periodic updates to the Evacuation Coordinator.

- Lead Traffic Guides

  OPIP 3.6.3, Section 5.4.

  a. Keep Staging Area Coordinator briefed as to activation/arrival status.

Time (Hrs.:Mins.)	Event Summary

b. Brief and dispatch Route Alert Drivers. OPIP 3.3.4, Sections 5.3 and 5.4, Attachments 1, 2 and 3.

c. Obtain list of traffic control points to be activated for 0-2 mile area from Attachment 7 (OPIP 3.6.3). Assign arriving traffic guides to these points, issue them packets, instruct them to obtain all required equipment including radios and load it into their vehicles. They are to remain on standby at the staging area.

d. Brief all field personnel on the emergency and their specific procedures. Inform them to report any road impediments that they observe.

e. Pre-assign and pre-brief traffic guides to each traffic control point associated with your staging area.

f. Women are to be assigned to locations outside of the EPZ.

- Traffic Guides

OPIP 3.6.3, Section 5.8

a. Those with pagers get 3333 and call the Automated Verification System again. Then they begin to call those on their call out lists.

b. Traffic guides report to appropriate staging areas.

c. Receive dosimetry.

d. Receive briefings.

e. Some traffic guides will be assigned to 0-2 mile traffic control points. These guides will obtain all equipment, inventory packets and remain on standby.

f. The other traffic guides will be assigned to the balance of the traffic control points.

Time (Hrs.:Mins.)	Event Summary
	- Road Crews OPIP 3.6.3, Section 5.9 a. Receive call and report to appropriate staging area. Some road crews will be directed to pick up road crew vehicles before reporting to staging area. b. Receive dosimetry. c. Receive briefing. - Evacuation Route Spotters OPIP 3.6.3, Section 5.10 a. Receive call and report to appropriate staging area. b. Receive dosimetry. c. Receive briefing.
T = 05:00	Plant status warrants the delcaration of a General Emergency. ANTICIPATED RESULTS RECS Communicator - Receive RECS message from the EOF and distribute to the key EOC staff. Lead Communicator - Contacts the SSO in Hicksville to initiate the LERO notification system. Radiation Health Coordinator - Evaluate RECS information and projected doses.

Time (Hrs.:Mins.)	Event Summary

- Perform independent dose assessment and protective action recommendations.

- Recommend appropriate protective actions to Director of Local Response.

- Dispatch DOE/RAP survey teams in the down wind direction.

- Evaluate field monitoring data and compare with projected.

Director of Local Response

- Recommend protective actions to the public.

- Approve EBS message and press release.

- Activate the Prompt Notification System.

- Confer with LILCO Response Manager periodically relative to plant status.

Coordinator of Public Information

- Write EBS message and press release for approval by the Director of Local Response.

- Maintain communications with the ENC.

Evacuation Coordinator

OPIP 3.6.3, Section 5.1

- Ensure that Traffic Guides and Bus Drivers are dispatched to implement the recommended protective actions.

- Ensure that Road Crews, Route Spotters and Transfer Point Coordinators are dispatched to implement the recommended protective actions.

Traffic Control Coordinator

OPIP 3.6.3, Section 5.2

a. Coordinate overall activities of Traffic Control Group and issue orders to dispatch required field personnel.

Time (Hrs.:Mins.)	Event Summary

Traffic Control Point Coordinator

OPIP 3.6.3, Section 5.3, Attachments 4 and 7

Section 5.3

a. Verifies zones.

b. Determines posts and contacts appropriate Staging Area, Attachment 7.

c. Keeps Traffic Guides posted on emergency status - releases, etc.

d. Notifies Radiation Health Coordinator of high field doses.

Road Logistics Coordinator

OPIP 3.6.3, Section 5.5, Attachments 5, 8, 12, 13 and 14

a. Verifies zones.

b. Determines site evacuation routes and clears roads if impediments exist.

c. Uses Attachment 8 to dispatch tow and tank trucks.

d. Informs Lead Traffic Guide to dispatch Road Crews.

e. Keeps Road Crews posted on emergency status - releases, etc.

f. Notifies Radiation Health Coordinator of high field doses.

g. Uses Attachment 12 to record dispatching of Road Crew trucks.

h. Call transportation department if there is difficulty in obtaining trucks. If off hours, Road Crews will go to storage areas to get needed trucks.

Time (Hrs.:Mins.)	Event Summary
	Evacuation Route Coordinator
	OPIP 3.6.3, Section 5.6, Attachment 6
	a. Verify zones.
	b. Determine patrol routes, Attachment 6.
	c. Contact Lead Traffic Guides to dispatch Route Spotters.
	d. Contact Support Services Coordinator to send out dispatch call for helicopter. Contact Patchogue to send Route Spotter to Brentwood.
	e. Maintain contact with spotters in field and relay data on emergency situation.
	Staging Area Coordinator
	OPIP 4.5.1, Section 5.1 and OPIP 3.6.3, Section 5.7
	OPIP 4.5.1 discussed in Staging Area Management Tabletop.
	a. Verifies and oversees Staging Area activities.
	b. Obtains rosters. Reports status to Evacuation Coordinator.
	c. Ensures dosimetry distributed, briefs on protective measures.
	Lead Traffic Guides
	OPIP 3.6.3, Section 5.4, Attachments 9, 10, 11, 12 and 13.
	a. Upon notification of an evacuation, dispatch 0-2 mile traffic guides previously on standby.
	b. Breif field groups and issue emergency kits and equipment.

Time (Hrs.:Mins.)	Event Summary
	c. After receiving dispatching information from the EOC, assign packets to all field groups as required.
	NOTE: Traffic Guides have already been assigned packets and TCPs. Dispatch Traffic Guides to TCPs as indicated from the Traffic Control Point Coordinator.
	e. Assign Road Crews to vehicles. Assign crew at Port Jefferson to one-way flow.
	f. Deploy groups. Use dispatch logs, Attachments 9, 10 and 11. Instruct them to follow their procedures.
	g. Remain in contact with field teams to relay evacuation and emergency status.
	h. Inform EOC of 200 mR and 3.5 R doses.
	Traffic Guides
	OPIP 3.6.3, Section 5.8, Attachment 1
	a. Receive assignments and packets.
	b. Inventory packets and obtain required equipment.
	c. Proceed to deployment locations when instructed by Lead Traffic Guides.
	Road Crews
	OPIP 3.6.3, Section 5.9, Attachments 2, 8 and 13
	a. Receive assignments and packets.
	b. Inventory packets and obtain required equipment and vehicles.
	c. Proceed to deployment locations when instructed by Lead Traffic Guides.

Time (Hrs.:Mins.)	Event Summary
	Route Spotters
	OPIP 3.6.3, Section 5.10, Attachments 3 and 6
	a. Receive assignments and packets.
	b. Inventory packets and obtain required equipment including Evacuation Route Spotter/ Road Crew radio.
	c. Proceed to assigned routes when instructed by the Lead Traffic Guides.
T = 06:00	Evacuation Route Spotter reports disabled cement truck with a broken axle on William Floyd Parkway between Route 25 and Whiskey Road.
	ANTICIPATED RESULTS
	Evacuation Route Coordinator
	- Receive impediment information from Evacuation Support Communicator.
	- Report impediment to Traffic Control Coordinator and Road Logistics Coordinator.
	Road Logistics Coordinator
	- Receive impediment information from Evacuation Route Coordinator.
	- Evaluate impediment. Determine the number of road crew vehicles required to respond to the situation. Dispatch a vehicle(s) that is capable of removing the impediment.
	- Inform the Traffic Control Coordinator of the situation and your response.
	Traffic Control Coordinator
	- Receive information on impediment and response from Evacuation Route Coordinator and Road Logistics Coordinator.
	- Monitor response to impediment to ensure it is removed expeditiously.

Time (Hrs.:Mins.)	Event Summary
	Traffic Engineer - Receive information on impediment from Traffic Control Coordinator. - Consider impact of impediment on evacuation network. - Support Road Logistics Coordinator as required.
T = 06:30	Cement truck impediment removed. ANTICIPATED RESULTS Road Logistics Coordinator - Receive information on removal of impediment from responding road crew. - Inform traffic control group of impediment removal.
T = 07:00	Lead Traffic Guide at Patchogue calls the Traffic Control Point Coordinator and informs him that the Traffic Guide at TCP 54 saw a truck hit a large utility pole just north of his location. The pole fell over blocking both lanes of the road and caused a large pile up of cars. The wires that came down are still live. ANTICIPATED RESULTS Traffic Control Point Coordinator - Inform Traffic Control Coordinator of impediment. - Inform rest of traffic group of impediment. Traffic Control Coordinator - Receive information on impediment. - Inform Evacuation Coordinator and Traffic Engineer of impediment.

Time (Hrs.:Mins.)	Event Summary
	- Inform them of its magnitude and high probability of it taking a long time to remove (consult with Road Logistics Coordinator as required). - Instruct Road Logistics Coordinator to dispatch available road crews to impediment. Road Logistics Coordinator - Receive information on impediment from Traffic Control Coordinator or Traffic Control Point Coordinator. - Disptach Road Crews to location as requested by Traffic Control Coordinator. Evacuation Coordinator - Receive information on impediment from Traffic Control Coordinator. - Review impediment with Traffic Engineer and discuss rerouting option (traffic to be rerouted). - Instruct Traffic Engineer to develop rerouting plan. - Obtain approval of rerouting plan with the Manager or Director of Local Response. - Instruct Traffic Engineer to work with Traffic Control Coordinator to modify TCP directions to support rerouting. - Work with Coordinator of Public Information to develop an EBS message to support rerouting. - Instruct Traffic Engineer to assist Transportation Support Coordinator in assessing impediments impact on bus route operations and to develop alternate bus routes as required. - Ensure information on alternate bus routes is given to appropriate Transfer Point Coordinators through the Bus Dispatchers.

Time (Hrs.:Mins.)	Event Summary

Traffic Engineer

- Receive information on impediment from Traffic Control Coordinator and Evacuation Coordinator.

- Assess impediment, location, expected traffic volumes, evacuation zones effected, and roads available for rerouting. Confer with Evacuation Coordinator and make decision on rerouting.

- Develop rerouting plan.

- If rerouting is approved by Manager or Director, work with Traffic Control Coordinator to develop new traffic strategies and turn movements for associated TCPs to support the rerouting plan.

- Work with Transportation Support Coordinator to determine impact of impediment on bus route operations. Develop alternate bus routes if required.

Traffic Control Coordinator

- Work with Traffic Engineer to develop new TCP traffic strategies to support rerouting plan.

- Utilize assistance of Traffic Control Coordinator to relay new TCP directions to appropriate Lead Traffic Guides.

Traffic Control Point Coordinator

- When new TCP turn movements have been determined, contact the Lead Traffic Guides at the appropriate staging areas and relay rerouting instructions. Ensure they clearly understand instructions.

Lead Traffic Guides

- Receive rerouting instructions for TCPs from Traffic Control Point Coordinator.

- Relay rerouting instructions to Traffic Guides at the appropriate TCPs.

Time (Hrs.:Mins.)	Event Summary
Approximately 08:00	Release from the SNPS is isolated. Conditions warrant that the emergency be downgraded to a Site Area Emergency. General - Per OPIP 3.10.1, "Recovery/Re-Entry," a committee of Senior LERO members is formed to perform the tasks assigned in this procedure. Transportation Support Group - Continue with evacuation until completed and inform the Evacuation Coordinator when the evacuation is completed.

DISPATCH OF GENERAL POPULATION BUSES FROM THE PATCHOGUE STAGING AREA DURING THE FEBRUARY 13 EXERCISE

In the Post Exercise Assessment issued by the Federal Emergency Management Agency (FEMA) on April 17, 1986, FEMA graded as deficient LERO's dispatching of general population bus drivers from the Patchogue Staging Area. This deficiency was based on FEMA's perception that the dispatching of these drivers was not fully completed until two hours after receipt of the Site Area Emergency Classification Level declaration and that this dispatch time exceeded the timetables presented in OPIP 3.6.4 of the Shoreham Emergency Plan. While FEMA is factually correct that the last general population bus drivers were dispatched from the Patchogue Staging Area approximately two hours after the Site Area declaration, the wrong standard has been applied in judging whether that dispatch time was of concern to public health and safety. Had FEMA applied the proper tests, it would have concluded that the bus drivers were dispatched in a timely manner.

An analysis of the dispatch times at Patchogue must begin with a chronology of pertinent events.

	Time	Event	Reference
1)	08:10	EOC Activated	FEMA Report, Table 1.1
2)	08:24	Site Area Notification in EOC	FEMA Report, Table 1.1
3)	09:45	Prestage Decision in EOC (Zones A-G)	Document 1
4)	09:46	General Emer. Notif. in EOC	FEMA Report, Table 1.1
5)	10:10	EOC Decides to Evacuate	FEMA Report, Table 1.2
6)	10:24	EBS Evacuation Message (Zones A-M, Q, R)	FEMA Report, Table 1.2
7)	10:45	General Pop. Buses Dispatched Per Prestage Directive	FEMA Report, p. 62
8)	11:10	General Pop. Buses Not Prestaged Are Dispatched Per Evacuation Directive	Exercise File[1/]
9)	11:23-11:31	First Scheduled Buses Leave Brookhaven T.P.	Document 2
10)	11:36-11:40	First Scheduled Buses Leave Middle Island T.P.	Document 3
11)	11:45-12:07	First Scheduled Buses Leave Coram T.P.	Document 4
12)	12:02-12:16	First Scheduled Buses Leave	Document 5

[1/] Exercise files contain all staging area dispatch forms. These forms show the dispatch times of buses from Patchogue for Coram Transfer Point (Zone K) and Expressway Plaza Transfer Point (Zone R).

The Shoreham Plan does not require any particular time following the declaration of a Site Area Emergency or General Emergency within which the dispatching of bus drivers from staging areas must be completed. Instead, the Plan states that "the dispatching of the first bus from each transfer point is to occur no sooner than one hour after the recommendation to evacuate was made to the public." OPIP 3.6.4, Step 5.3.4. The reason the plan is set up this way is straightforward. People need to be given time to prepare to evacuate and to arrive at street corners on bus routes; to send buses on their routes prior to the arrival of meaningful numbers of passengers would be pointless.

Thus, under this standard, the first scheduled buses should not have left their transfer points any sooner than 11:24.[2/] At the Brookhaven Transfer Point, which serves residents in Zones A-E --the five zones which contain the entire 0-2 mile EPZ area -- the six buses that were scheduled to begin their routes at 11:24 were dispatched within seven minutes after that time. At the other three transfer points served by the Patchogue Staging area-- Middle Island Shopping Center, Coram Plaza Shopping Center and Expressway Plaza Shopping Center, which respectively serve Zones G, K, and R-- the initial routes were begun anywhere from 10 to 50 minutes after 11:24. This timing of bus dispatching to the outer zones of the EPZ would not have impacted public health and safety during an actual emergency.

The important consideration in determining whether public health and safety would have been affected in an actual emergency is whether the bus schedules, in their entirety, were executed in a timely manner. A review of the transfer point dispatch forms reveals that they were. (See Documents 2-5). For the Brookhaven and Middle Island Transfer Points, compliance with the dispatching schedule was virtually exact. For the Coram Plaza and Expressway Plaza Transfer Points, while there were some early delays in dispatching buses, the later buses were again able to catch up with the schedule. As a result, the evacuation of the transit dependent population would have been completed at the same time as the population evacuating in private vehicles. Thus, public health and safety would not have been adversely affected.

Finally, the two hours needed to dispatch the bus drivers following their initial notification (which coincides with the declaration of a Site Area Emergency) is entirely consistent with LILCO's testimony on mobilization times. That testimony was expressly

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[2/] The bus schedules which appear in OPIP 3.6.4 are based in part on the criterion that "the first buses will arrive at the transfer points no later than 135 minutes (2 hours. 15 min.) following public notification." LERO Plan, Appendix A, p. IV-74b. Accordingly, on the day of the exercise the first buses should have arrived at the transfer point no later than 12:39 (10:24 plus 2 hours, 15 minutes). Since all of the first scheduled wave of buses had left their transfer points by 12:16 (10:24 + 1 hr., 52 min.), this criterion was met.

accepted by the Licensing Board when it stated "thus, the Board finds that LILCO's estimate of approximately two hours to substantially complete staging area activities is reasonable." Long Island Lighting Company (Shoreham Nuclear Power Station, Unit 1), LBP-85-12, 21 NRC 644 723 (1985). Indeed, the Board went on to find "that LILCO could substantially complete its mobilization in about three hours." Id. LERO clearly demonstrated that it could meet these mobilization times during the February 13 exercise. Thus, no deficiency should have been found at the Patchogue Staging Area.

2/13/86 DRILL 1

JAW ~~ensemble~~ Mgr Local Response

0705 Arrived

0723 ~~E~~stablished contact with EPA #1

0727 Brief. by D of LR
John Eubick - SC Exec.
Not take legal auth
Cooper
Jim Thomas - ?
SC Rep. will be dispatched
Vern Wingert - NYS Dept Health
Cooper
Not declar. S of E

0730 Per NE 529. power normal
shutdown
tip probe stuck
room in secondary contain
12 rem/hr.

0730-? Discussions with leads on actin. status

0750 Announcement
Lead Coord Meeting in Conf Rm in 5 min

0755 Called Hyatt Reg. 794-9321 / 794-9300
Mr. Leyton not arrived yet

DRILL

first phase of where may similar zones A-G
before wind shift — CFM
recommending prestaging A-G
" KI for ingestion to all
workers

exec

Announcement to EOC
0945 prestage A-G buses
General public & special needs

provide KI to all field workers &
ask them to ingest them.

0946 0939
* General Emergency Declared

0947 Announcement to EOC

General Em. Declared.

0948 Rad Health.

0951 Calling EPA #1
not avail will call back

0955 Al Goode State Health Dept
arrived

0955 Called Pyatt - Mt. informed of
general em.

0957 Rad health evaluation of area for staging
& sheltering

1000 Called EPA #1

Meeting
1001 Sirens sent out EBS msg

~~[struck]~~ nuc eng. status of plant.   103
estimating core uncovered in 2-3 hrs

concurr with recom. evac 5 m rad
A-M Q R   10 m keyhole.

1032

1004 Announcement to EOC
no decision yet on protective action   1035

1010 decision by Director of LR
evac A-M Q.R.

1036

~~[struck]~~ EBS msg being formulated
1012- Coast Guard Clear 10 miles zones

1015 Announcement to EOC
Al Gooden State Health Dept   104
arrived

1016 Decontam - discussed outside calls - harrassment   1043

1016 Dosim OK

1024 Sirens & EBS msg
1025 Announcement to EOC
evac A M Q, R.
EOF is activated trailer in place

1025 Msg from Security

DOCUMENT 1
PAGE 3 of 3

TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Name:
Transfer Point: Brookhaven National Lab
Page 1 of 3

Route Buses: 25 (Zones A, B, C, D, E)
Transfer Buses: 11 (x-1 thru x-11)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
A1-1	0	80	2	1123	1211	1217	1318	NC				
A1-2	10	80	2	1137	1240	1041	→	NC				
A1-3	20	80	2	1147	1228	1255	NC					
A1-4	30	80	2	1156	1254	1255	NC					
A1-5	40	80	2	1212	1300	1301	NC					
A1-6	50	80	1	1222	NC							
B1-1	0	80	2	1124	1320	1322	NC					
b1-2	10	80	2	1141	1214	1214	NC					
b1-3	20	80	2	1157	1230	1231	1330	NC				
B1-4	30	80	2	1206	1245	1246	1331	NC				
b1-5	40	80	2	1220	1256	1257	1345	NC				
C1-1	0	90	1	1125	1203	1203	1355	NC				

* Normal (not adverse) weather time.

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TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Name:
Transfer Point: Brookhaven National Lab
Page 2 of 3

Route Buses: 25 (Zones A, B, C, D, E)
Transfer Buses: 11 (x-1 thru x-11)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
C1-2	30	90	2	1155	1237	1238	NC					
C1-3	60	90	1	1230	1300	NC						
C2-1	0	100	2	1126	1210	1210	1244					
C2-2	20	100	1	1146	1220	NC						
C2-3	40	100	1	1217	1251	NC						
D1-1	0	120	1	1130	1230	NC						
D1-2	40	120	1	1210	1320	NC						
E1-1	0	100	2	1131	1218	1219	NC					
E1-2	10	100	2	1141	1228	1229	NC					
E1-3	20	100	2	1153	1258	1259	1357					
E1-4	30	100	1	1203	→	NC						

* Normal (not adverse) weather time.

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DOCUMENT 2
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TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Name:
Transfer Point: Brookhaven National Lab
Page 3 of 3

Route Buses: 25 (Zones A, B, C, D, E)
Transfer Buses: 11 (x-1 thru x-11)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
E1-5	40	100	1	1213	1315	NC						
E1-6	50	100	1	1225	1340	NC						
X-1	80		1	1214								
X-2	90		1	1227								
X-3	90		1	1218								
X-4	100		1	1230								
X-5	100		1	1237								
X-6	100		1	1256								
X-7	110		1	1330								
X-8	110		1	1250								
X-9	120		1	1358								
X-10	120		1	1416								
X-11	120		1	1510								

* Normal (not adverse) weather time.

DOCUMENT 2
pg 3 of 3

TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Route Buses: 6 (Zone G)
Transfer Buses: 4 (x-1 thru x-4)

Name:
Transfer Point: Middle Island Shopping Center
Page 1 of 1

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
G1-1	0	100	1	1136	1210	←	←				→	
G1-2	10	100	2	1146	1215	1219	1243	←			→	
G1-3	20	100	2	1156	1228	1230	1301	←			→	
				1328	1403	←					→	
G2-1	0	50	2	1140	1206	1208	1235	←			→	
G2-2	40	50	1	1216	1246	←					→	
G2-3	80	50	2	1256	1326	1328	1358	←			→	
X-1	50		1	1226								
X-2	110		1	1336								
X-3	120		1	1406								
X-4	130		1									

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* Normal (not adverse) weather time.

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TRANS. PT READY @ 11:25

TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Name: _____
Transfer Point: Coram Plaza Shopping Center
Page 1 of 5

Route Buses: 52 (Zone K)
Transfer Buses: 7 (x-1 thru x-7)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
(K1-1)-1A	0	130	1	1145	1231							
(K1-1)-1B	0	130	1	1200	1238							
(K1-1)-2A	10	130	1	1208	1240							
(K1-1)-2B	10	130	1	1216	1313							
(K1-1)-3A	20	130	1	1222	1313							
(K1-1)-3B	20	130	1	1228	1312							
(K1-1)-4A	30	130	1	1243	1336							
(K1-1)-4B	30	130	1	1245	1338							
(K1-1)-5A	40	130	1	1247	1326							
(K1-1)-5B	40	130	1	1252	1342							
(K1-1)-6A	50	130	1	1254	1355							
(K1-1)-6B	50	130	1	1302	1347							
(K1-1)-7A	60	130	1	1306	1403							
(K1-1)-7B	60	130	1	1308	1403							

* Normal (not adverse) weather time.

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DOCUMENT 4
P. 1 of 5

TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Route Buses: 53 (Zone K)
Transfer Buses: 7 (x-1 thru x-7)

me:
ansfer Point: Coram Plaza Shopping Center
ge 2 of 5

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
(K1-1)8A	70	130	1	1314	1451							
(K1-1)8B	70	130	1	1315	1432							
(K1-1)9A	80	130	1	1316	1433							
(K1-1)9B	80	130	1	1317	1422							
(K1-1)10A	90	130	1	1320	1407							
(K1-1)10B	90	130	1	1323	1405							
(K1-1)11A	100	130	1	1324	1401							
(K1-1)11B	100	130	1	1325	1406							
(K1-2)1A	0	80	2	1148	1230	1231	1319					
(K1-2)1B	0	80	1	1205	1236							
(K1-2)2A	10	80	2	1209	1236	1236	1307					
(K1-2)2B	10	80	2	1217	1257	1257	1325					

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* Normal (not adverse) weather time.

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TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

ame:
ransfer Point: Coram Plaza Shopping Center
age 3 of 5

Route Buses: 53 (Zone K)
Transfer Buses: 7 (x-1 thru x-7)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
(K1-2)3A	20	80	2	1223	1258	1258	1338					
(K1-2)3B	20	80	1	1230	1301							
(K1-2)4A	30	80	2	1244	1326	1326	1403					
(K1-2)4B	30	80	1	1246	1342							
(K1-2)5A	40	80	2	1255	1334	1342	1415					
(K1-2)5B	40	80	1	1257	1325							
(K1-2)6A	50	80	2	1300	1334	1334	1404					
(K1-2)6B	50	80	1	1303	1335							
(K1-2)7A	60	80	2	1305	1342	1342	1413					
(K1-2)7B	60	80	1	1311	1358							
(K2-3)1A	0	90	2	1158	1233	1233	1424					
(K2-3)1B	0	90	1	1207	1227							
(K2-3)2A	10	90	2	1215	1250	1250	1331					
(K2-3)2B	10	90	1	1221	1247							

* Normal (not adverse) weather time.

v. 5

DOCUMENT 4

TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

ame:
ransfer Point: Coram Plaza Shopping Center
age 4 of 5

Route Buses: 53 (Zone K)
Transfer Buses: 7 (x-1 thru x-7)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
(K2-3)3A	20	90	2	1224	1254	1254	1322					
(K2-3)3B	20	90	1	1238	1317							
(K2-3)4A	30	90	2	1244	1344	1344	1406					
(K2-3)4B	30	90	1	1246	1418							
(K2-3)5A	40	90	2	1256	1338	1358	1413					
(K2-3)5B	40	90	1	1258	1405							
(K2-3)6A	50	90	1	1301	1330							
(K2-3)6B	50	90	1	1306	1339							
(K2-3)7A	60	90	1	1308	1404							
(K2-3)7B	60	90	1	1312	1358							
(K2-3)8A	70	90	1	1315	1430							
(K2-3)8B	70	90	1	1316	1358							
(K2-3)9A	80	90	1	1317	1423							

* Normal (not adverse) weather time.

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TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

ame:
ransfer Point: Coram Plaza Shopping Center
age 5 of 5

Route Buses: 53 (Zone K)
Transfer Buses: 7 (x-1 thru x-7)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
X-1	80		1	1241								4
X-2	90		1	1305								
X-3	90		1	1313								
X-4	100		1	1345								
X-5	110		1	1357								
X-6	120		1	1407								
X-7	130		1	1423								

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* Normal (not adverse) weather time.

DOCUMENT 4
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arrived at Transfer Point 1030 9396 [illegible] 634-0444

(Start Evacuation) 1122

First bus arrived 1202 & dispatched

[illegible] Transfer Point

Police arrived AT 1346

Completed all [illegible] 1430

DOCUMENT 5 pg 1 of 2

TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Name:
Transfer Point: Expressway Plaza Shopping Center
Page 1 of 2

Route Buses: 11 (Zone R)
Transfer Buses: 8 (x-1 thru x-8)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip #2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
R1-1	0	70	2	1202	1305	1305	1359					
R1-2	10	70	2	1218	1317	1317	1414					
R1-3	20	70	2	1222	1334	1334	1418					
R1-4	30	70	2	1232	1336	1336	1405					
R1-5	40	70	2	1242	1306	1306	1340					
R2-1A	0	50	3	1214	1241	1241	1305	1305	1327			
R2-1B	0	50	1	1216	1243							
R2-2A	20	50	3	1222	1242	1242	1317	1317	1419			
R2-2B	20	50	1	1222	1249							
R2-3	40	50	1	1242	1303							
R2-4	60	50	1	1302	1330							
X-1	50		1	1257								

* Normal (not adverse) weather time.

TRANSFER POINT COORDINATOR DISPATCH FORM
(PATCHOGUE STAGING AREA)

Name:
Transfer Point: Expressway Plaza Shopping Center
Page 2 of 2

Route Buses: 11 (Zone R)
Transfer Buses: 8 (x-1 thru x-8)

Bus Number	Dispatch Interval (Minutes)	Estimated Route Time (Minutes)*	No. of Trips Per Bus	Trip #1		Trip # 2		Trip #3		Trip #4		Name of Driver
				Start	Return	Start	Return	Start	Return	Start	Return	
X-2	70		1	1312								
X-3	80		1	1322								
X-4	90		1	1332								
X-5	100		1	1342								
X-6	110		1	1352								
X-7	120		1	1402								
X-8	120		1	1402								

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* Normal (not adverse) weather time.

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