

SUMMARY OF REVISIONS TO HARRIS ETE REPORT FROM REV. 2 TO REV. 3

Revision	Page #	Reason	Section
Change Rev 2 to Rev 3 in all footers	ALL	General Improvement	ALL
Update Table of Contents based on page changes and some title changes	TOC	Tables and Figures Renamed, page numbers changed	TOC
EXECUTIVE SUMMARY			
Added final bullet under "Selected Results" to reference newly added Table 8-8A.	ES-4	General Improvement	ES
Changed "Wind Direction" to "Wind Direction Towards" in Table 6-1	ES-7	General Improvement	ES
Replaced Table 7-1C	ES-9	ETE Reruns - See Section 7 below	ES
Replaced Table 7-1D	ES-10	ETE Reruns - See Section 7 below	ES
Replaced Table 8-5A	ES-11	New methodology - See Section 8 below	ES
Replaced Table 8-7A	ES-12	New methodology - See Section 8 below	ES
Replaced Table 8-8A	ES-13	New methodology - See Section 8 below	ES
SECTION 1			
Make item #4, item # 6, make items 5 and 6, 4 and 5 respectively.	1-2	General Improvement	1
Combine text with item number 8 from bullet above.	1-3	General Improvement	1
Remove step 4	1-3	General Improvement	1
Expanded discussion of road survey in Section 1.3	1-5,1-6	RAI 13.03-9	1
Added last paragraph which refers to large scale Figure 1-2 provided electronically	1-6	RAI 13.03-41	1
Added the EVAN model to the list of analytical models - used to create Figures 7-3 through 7-6.	1-7	General Improvement	1
Referenced NUREG/CR-4873 and 4874 which provide additional detail on the I-DYNEV system	1-7	RAI 13.03-9	1
Updated Table 1-1: resident vehicle occupancy, employee population vehicle occupancy, trip generation times, weather capacity reductions, Summer Weekend Midday ETE	1-10 through 1-12	RAI 13.03-10	1

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SECTION 2			
Updated data in assumption #5	2-1	RAI 13.03-10	2
Changed 1.02 to 1.08 for employee vehicles	2-1	RAI 13.03-10	2
Replace Figure 2-1	2-3	RAI 13.03-6	2
Add item #8 to section 2.2	2-4	General Improvement	2
Remove assumption 3a	2-4	RAI 13.03-7	2
Revised assumption 3b	2-4	RAI 13.03-5	2
changed 1-2 hours to 90 minutes	2-4	RAI 13.03-44	2
Change "85%" for ice to "80%"	2-5	Typographical error in Rev. 2	2
The last column of the table will be changed to "Mobilization Time for the General Population"	2-5	RAI 13.03-8	2
Changed "Reception Centers" to "relocation schools" in assumption 9a.	2-5	General Improvement	2
Inserted reference for capacity reduction under adverse weather conditions	2-5	General Improvement	2
SECTION 3			
3.12 changed to 3.05	3-2, 3-9, 3-10	RAI 13.03-10	3
1.39 changed to 1.33	3-2	RAI 13.03-10	3
Added footnote 1, which provides the yearly county population growth rates used to extrapolate to Year 2007	3-2	RAI 13.03-1	3
changed 1.02 to 1.08	3-2, 3-14	RAI 13.03-10	3
changed 3,432 to 3,241	3-2	RAI 13.03-10	3
Revised discussion of construction scenario to indicate that all vehicles were extrapolated to 2016, with the exception of external traffic.	3-2, 3-3	RAI 13.03-1	3
Added reference to the Traffic Impact Analysis (TIA) and to the newly created Appendix N which compares the ETE based on the assumptions stated on pages 3-2 and 3-3 with the ETE based on the TIA assumptions.	3-3	RAI 13.03-58	3

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Revision	Page #	Reason	Section
Updated Resident Vehicle Column in Table 3-2 based on changes in average household size (3.05) and average number of evacuating vehicles per household (1.33)	3-6	RAI 13.03-10	3
Updated Resident Vehicle Rose - Figure 3-3	3-8	RAI 13.03-10	3
Avg. HH size used to estimate transient pop has changed. Transient population updated accordingly	3-9	RAI 13.03-10	3
Removed discussion of boat ramp parking info from poplar point description - only those at the campsite can use this lot; therefore, they have already been counted	3-9	General Improvement	3
Revised final sentence of number 8	3-10	General Improvement	3
Changed "200 vehicles" to "100 vehicles with trailers (200 PCEs)" for number 10.	3-10	General Improvement	3
Inserted "There is parking for 150 vehicles with trailers (300 PCEs) at each of the boat ramps and parking for 100 vehicles at the County Park;" to the 4th sentence under the "Harris Lake" description	3-10	General Improvement	3
Updated transients column in Table 3-3 based on changes to transient population noted above	3-11	RAI 13.03-10	3
Updated Figure 3-4 based on changes to transient population noted above	3-12	RAI 13.03-10	3
Changed "60%" to "64%"	3-14	Employee estimates in Section 3 and Appendix E of Rev. 2 were inconsistent. Employee estimates were reviewed and revised accordingly	3
Updated Table 3-4	3-15		3
Updated Employee Rose - Figure 3-6	3-16		3
Updated Employee Vehicle Rose - Figure 3-7	3-17		3
Revised the final sentence of the "Medical Facilities" section to match the capacities provided in Section 8.3 of the report	3-18	General Improvement	3
Changed the name of last section to "External Traffic", previously "Pass Through Demand"	3-18	General Improvement	3

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Revision	Page #	Reason	Section
"first 60 minutes" changed to 90 minutes	3-18	RAI 13.03-44	3
8,100 vehicles changed to 12,150 vehicles	3-18	RAI 13.03-44	3
Added "External traffic is 40% less for evening scenarios." to the "External Traffic" section	3-18	General Improvement	3
SECTION 4			
Added last 4 paragraphs	4-1	Section 4 has been expanded to further discuss capacity estimation and the use of the HCM 2000. See RAI 13.03-42, 43	4
Added 3rd paragraph	4-2		4
Added last paragraph	4-3		4
Added 3rd and 4th paragraph	4-5	Section 4 has been expanded to further discuss capacity estimation and the use of the HCM 2000. See RAI 13.03-42, 43	4
Added 1st paragraph	4-6		4
Added Chapter 12 of HCM to the references for two-lane road and multi-lane highways	4-7		4
Added Chapter 13 of HCM to the references for freeways	4-7		4
Added Chapter 10 of HCM to the references for intersections	4-8		4
Added new section discussion simulation models and capacity estimates	4-9		4
SECTION 5			
Deleted letter d, "Schools will be evacuated prior to the Order to Evacuate; if circumstances permit."	5-1	RAI 13.03-7	5
Revised the peak EPZ population in the 3rd paragraph to include residents, employees and transients	5-2	General Improvement	5
Revise the last paragraph to match the revised Figure 5-1.	5-3	RAI 13.03-50	5
Replaced Figure 5-1	5-5	RAI 13.03-50	5
Added discussion of "Don't Know" response	5-6	RAI 13.03-51	5
Revised distribution number 4	5-8	RAI 13.03-48	5
Updated Figure 5-2 based on changes to distribution number 4	5-9	RAI 13.03-48	5

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Revision	Page #	Reason	Section
Added first 3 paragraphs and referred to new Appendix O which details the trip generation "chopping" procedure	5-11	RAI 13.03-48	5
Added last paragraph to discuss the long final time period	5-11	General Improvement	5
Updated Figure 5-3 based on changes to Table 5-1	5-12	RAI 13.03-48	5
Revised Table 5-1 to match the inputs to the DYNEV model	5-13	RAI 13.03-48	5
SECTION 6			
Changed "Wind Direction" to "Wind Direction Towards" in Table 6-1	6-2	General Improvement	6
Changed 75% to 68% for Residents with Commuters in HH and 25% to 32% for Residents without Commuters	6-5	RAI 13.03-11	6
Change "1-2 hours" to "90 minutes"	6-5	RAI 13.03-44	6
Update Table 6-4 based on changes to vehicle estimates discussed in Section 3	6-6	RAI 13.03-10	6
Revise footnote to Table 6-4 to indicate that all vehicles (except external traffic) have been extrapolated to 2016 for construction scenario.	6-6	RAI 13.03-1	6
Add footnote to Table 6-4 indicating that the values presented are for an evacuation of Region R03 - the entire EPZ	6-6	RAI 13.03-10	6
SECTION 7			
Add "...apply to the general population (those not evacuated use transit vehicles) and..." to the 4th line after ETE in the second paragraph	7-1	RAI 13.03-2	7
Add "The ETE of persons evacuated by transit vehicles (schools, special facilities, transit-dependent) are presented in section 8." to the end of paragraph 2.	7-1	RAI 13.03-2	7

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Revision	Page #	Reason	Section
Added the 2007 permanent resident population estimate within the Shadow Region to section 7.1	7-1	RAI 13.03-45	7
Added 2nd paragraph to discuss revised Figures 7-3 through 7-6 and new Table 7-2 which provide descriptions of congestion points and estimates of average delay per vehicle	7-3	Although not specifically addressed in the Harris RAI, the issue of delay maps and delay estimates has come up in several other COLA ETE RAI	7
Changed "2:45" to "2:40" to reflect the results of the reruns of all ETE cases	7-6	All ETE cases were rerun as a result of the changes in evacuating vehicles noted above for Section 3. A separate spreadsheet summarizing the changes in ETE is provided. In general, ETE dropped for the construction scenario and for those Regions which involve the evacuation of Apex (sub-zone E) due to improvements in routing within Apex.	7
Added Section 7.5 "Discussion of ETE Results"	7-6	General Improvement	7
Update Tables 7-1A through D	7-7 through 7-10	ETE Reruns	7
Added new Table 7-2	7-11	Although not specifically addressed in the Harris RAI, the issue of delay maps and delay estimates has come up in several other COLA ETE RAI	7
Previous Table 7-2 was changed to Table 7-3. "Wind Direction" changed to "Wind Direction Towards:"	7-12	General Improvement	7
Replaced Figure 7-1	7-13	RAI 13.03-6	7
Updated Figures 7-3 through 7-6 based on the results of the ETE reruns. Also, added labels for major roadways, identified major congestion points and added a reference to Table 7-2.	7-15 through 7-18	Although not specifically addressed in the Harris RAI, the issue of delay maps and delay estimates has come up in several other COLA ETE RAI	7
Updated Figure 7-7 based on the results of the ETE reruns	7-19	All ETE cases were rerun as a result of the changes in evacuating vehicles noted above for Section 3.	7

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Revision	Page #	Reason	Section
SECTION 8			
1st paragraph, item 1, eliminate ", employees and transients" from the sentence	8-1	RAI 13.03-23	8
Add "It is assumed that children at day-care centers are picked up by parents or guardians and that the time to perform this activity is captured in the trip generation times discussed in Section 5." to the end of the final paragraph	8-1	RAI 13.03-3	8
Added formula to the bottom of page to clarify that a 50% increase in demand could be accommodated by the available bus capacity	8-2	RAI 13.03-19	8
Modified estimate of transit-dependent population to match the telephone survey results.	8-3	RAI 13.03-16	8
Added final paragraph of Section 8.2	8-4	RAI 13.03-3	8
Approximately 597 people changed to "Approximately 686 people" based on changes to Table 8-4.	8-4	RAI 13.03-31	8
Revised Section 8.4 to clarify that buses used to evacuate school children may have to return to the EPZ to evacuate other transit-dependent people in a "second-wave" evacuation.	8-5	RAI 13.03-11	8
Change "Page 27-27" to "Exhibit 27-9"	8-5	Typographical error in Rev. 2	8
Expanded discussion of transit boarding time under Activity: Board Passengers"	8-5, 8-6	RAI 13.03-12	8
Revised School Evacuation discussion - travel time is now computed along specific bus routes input to DYNEV from each school to the EPZ boundary	8-6	RAI 13.03-30	8
Revised Transit-Dependent Evacuation discussion - travel time is now computed along specific bus routes input to DYNEV	8-7	RAI 13.03-30	8

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Revision	Page #	Reason	Section
Added 2nd paragraph to Transit-Dependent Evacuation discussion which details how the number of buses for each route was computed	8-7	RAI 13.03-20	8
Added the last sentence to "Activity: Passengers Leave Bus"	8-8	General Improvement	8
Added the last sentence to "Activity: Bus Returns to Route for Second Wave Evacuation"	8-8	General Improvement	8
Revised discussion of bus routes to reflect the changes to Tables 8-6 and 8-7 based on the change in methodology detailed on page 8-7.	8-8, 8-9	RAI 13.03-30	8
Revised second paragraph based on the changes to Table 8-5 - school ETE.	8-10	RAI 13.03-30	8
Revised discussion on evacuation of ambulatory persons from special facilities - travel time is now computed along specific bus routes input to DYNEV. Referenced newly added Table 8-8.	8-10	RAI 13.03-30	8
Added final paragraph which provides an estimate of the additional time needed to evacuate wheelchair bound persons from medical facilities during rain.	8-10	RAI 13.03-33	8
Added last sentence to 1st paragraph to reference newly added Table 8-12.	8-11	RAI 13.03-15	8
Add a new subheading "Special Needs Population" which discusses the evacuation of homebound special needs persons	8-11 through 8-14	RAI 13.03-15	8
Updated Table 8-1 to reflect the changes on page 8-3.	8-17	RAI 13.03-16	8
Updated bus computations in Table 8-2 to round up to the nearest whole number. Total buses needed changed from 302 to 309	8-18	RAI 13.03-28	8
Changed title of Table 8-3 to "Relocation Schools"	8-19	General Improvement	8

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Revision	Page #	Reason	Section
Average percentages based on the facilities with data available were applied to those facilities who did not provide detailed data. Added footnote to table discussing this.	8-20	RAI 13.03-31	8
Revised Table 8-5A. Added route length and average speed along route. Updated travel times and ETE based on these changes.	8-21	RAI 13.03-30	8
Revised Table 8-5B. Added route length and average speed along route. Updated travel times and ETE based on these changes.	8-22	RAI 13.03-30	8
Revised Table 8-6 to show how the number of buses per route was computed	8-23	RAI 13.03-20	8
Revised Table 8-7A. Added route length and average speed along route. Updated travel times and ETE based on these changes.	8-24	RAI 13.03-30	8
Revised Table 8-7B. Added route length and average speed along route. Updated travel times and ETE based on these changes.	8-25	RAI 13.03-30	8
Table 8-7B. Changed pick-up time to 15 minutes	8-25	RAI 13.03-12	8
Added Table 8-8A - ETE for Ambulatory Persons at Medical Facilities - Good Weather	8-26	General Improvement	8
Added Table 8-8B - ETE for Ambulatory Persons at Medical Facilities - Rain	8-27	General Improvement	8
Added Table 8-9 which documents the bus routes input to DYNEV for each school, medical facility, and transit dependent route.	8-28	General Improvement	8
Added Table 8-10 which shows the number of registered homebound special needs persons in the Harris EPZ	8-29	RAI 13.03-15	8
Added Table 8-11 which shows the transportation assets needed to evacuate the registered homebound special needs persons in the Harris EPZ	8-29	RAI 13.03-15	8

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Revision	Page #	Reason	Section
Added Table 8-12 which shows the transportation assets available in each of the EPZ Counties	8-30	RAI 13.03-15	8
SECTION 9			
"by 30 minutes" changed to "by at most 20 minutes" based on ETE reruns of sensitivity studies in Appendix I	9-2	All sensitivity studies were rerun as a result of the changes in evacuating vehicles noted above for Section 3.	9
Added last 2 paragraphs	9-3	RAI 13.03-12	9
SECTION 10			
No Changes			
SECTION 11			
Revised first sentence in "Tow Vehicles" section to be grammatically correct.	11-1	General Improvement	11
SECTION 12			
3rd paragraph - 1st sentence, added reference to Table 5-1	12-1	General Improvement	12
4th paragraph - last sentence - deleted "auto"	12-1	General Improvement	12
Added 5th paragraph to discuss call lists and time to mobilize phone operators	12-1	RAI 13.03-53	12
Changed number of households (24,000) to 24,500 based on the change in average household size	12-2	RAI 13.03-10	12
SECTION 13			
Removed recommendation #1 as the counties and law enforcement representatives have reviewed the traffic management plan extensively.	13-1	General Improvement	13
APPENDIX A			
No Changes			
APPENDIX B			
No Changes			
APPENDIX C			
No Changes			

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Revision	Page #	Reason	Section
APPENDIX D			
Removed reference to Census Journey-to-Work Data under Step 1. Employee data was gathered from data provided by county.	D-1	General Improvement	D
APPENDIX E			
Added Figure E-1 - EPZ Schools	E-3	RAI 13.03-32	E
Deleted St. Mary Magdalene School - This is a school, not a daycare	E-4	General Improvement	E
Delete New School Montessori Center - This is a school, not a daycare	E-5	General Improvement	E
Added Figure E-2 - EPZ Day Care Centers	E-6	RAI 13.03-32	E
Added Figure E-3 - EPZ Medical Facilities	E-8	RAI 13.03-32	E
Replaced "Major Employer" Table based on changes to employees noted above in Section 3	E-10 through E-12	Employee estimates in Section 3 and Appendix E of Rev. 2 were inconsistent. Employee estimates were reviewed and revised accordingly	E
Replaced previous Figure E-1 with new Figures E-4 and E-5 - EPZ Major Employers	E-13, E-14		E
Revised Recreational Areas table based on changes to transients noted above in Section 3	E-15	RAI 13.03-10	E
Previous Figure E-2 renumbered Figure E-6	E-16	Figures shifted due to new figures added in response to RAI 13.03-32	E
Previous Figure E-3 renumbered Figure E-7	E-18		E
APPENDIX F			
Added discussion of "Don't Know" response.	F-3	RAI 13.03-51	F
Added reference to Figure F-3 in final sentence of the paragraph	F-4	General Improvement	F
Revised final sentence of 2nd paragraph to match the data presented in Figure F-12	F-10	General Improvement	F
APPENDIX G			
No Changes			
APPENDIX H			
Changed title of Appendix H to "Evacuation Regions" based on the addition of Table H-1	App. H Cover	RAI 13.03-47	H
Revised text to reference Table H-1.	H-1	RAI 13.03-47	H

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Revision	Page #	Reason	Section
Added Table H-1 to document the voluntary evacuation percentages used for each region	H-2	RAI 13.03-47	H
APPENDIX I			
Revised sensitivity studies based on ETE reruns	I-1 through I-4	All sensitivity studies were rerun as a result of the changes in evacuating vehicles noted above for Section 3.	I
Added Peak Fest ETE Sensitivity Study	I-5	RAI 13.03-21	I
APPENDIX J			
Changed "Plots of Evacuating Population" to "Plots of Evacuating Vehicles" in 2nd paragraph	J-1	General Improvement	J
Changed "Wind Direction" to "Wind Direction Towards" in Item 2	J-3	General Improvement	J
Changed "2:45" to "2:40" to reflect the results of the reruns of all ETE cases	J-3	All ETE cases were rerun as a result of the changes in evacuating vehicles noted above for Section 3. A separate spreadsheet summarizing the changes in ETE is provided. In general, ETE dropped for the construction scenario and for those Regions which involve the evacuation of Apex (sub-zone E) due to improvements in routing within Apex.	J
Update Tables J-1A through D	J-4 through J-7	ETE Reruns	J
Changed "Wind Direction" to "Wind Direction Towards" in Table J-2	J-8	General Improvement	J
Updated Figures J-1 through J-12 based on the results of the ETE reruns	J-9 through J-20	ETE Reruns	J
APPENDIX K			
Added text discussing the road survey and the large scale electronic version of Figure 1-2.	K-1	RAI 13.03-9	K
Labeled the table, "Table K-1. Evacuation Roadway Network Characteristics"	K-2	General Improvement	K
Number of Full Lanes changed from 1 to 2 for Link from Upstream Node 582 to downstream Node 71	K-23	Error found in network during QC/QA review	K

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Revision	Page #	Reason	Section
APPENDIX L			
No Changes			
APPENDIX M			
Revised Table M-1 based on the changes noted above for Section 3 and Section 8	M-2	RAI 13.03-10	M
Changed report date in footnote from "May 2007" to "February 2009"	M-2	General Improvement	M
Replaced Table M-2 with the revised version of Table 7-1D	M-5	ETE Reruns	M
Replaced Tables M-4 and M-5 with the revised versions of Tables 3-3 and 3-4	M-7	RAI 13.03-10	M
Revised Table M-12 based on the changes noted above for Section 3	M-14	RAI 13.03-10	M
APPENDIX N			
Added Appendix N, which compares the ETE for the construction scenario using the assumptions presented on pages 3-2 and 3-3 with the ETE based on the assumptions in the TIA.	Appendix N	RAI 13.03-58	N
APPENDIX O			
Added Appendix O, which describes the statistical analysis used to truncate trip generation times	Appendix O	RAI 13.03-48	O