

## Attachment C

SCA Text Changes Shown in Track Changes

## Levy Nuclear Plant Units 1 and 2 Florida Site Certification Application

- Electrical transmission corridors – see SCA Chapter 9

### 4.10.1 HEAVY HAUL ROAD

#### 4.10.1.1 Maps

The heavy haul road will provide a dedicated site access road for the delivery of major components of the LNP, including reactor vessels and major structural components. The road will be designed to accommodate the periodic delivery of particularly heavy and bulky components to the main reactor construction core area while minimizing impacts to existing area roads. The proposed route of the heavy haul road is shown on ER Figure 2.1-2, The proposed heavy haul road corridor, north of County Road (CR) 40, is collocated with the pipeline corridor as depicted in Figure 4.10.1-1.

#### 4.10.1.2 Corridor

##### 4.10.1.2.1 Description and Selection

The heavy haul road corridor was selected as the shortest direct route from the site construction area that avoids and/or minimizes wetland and ecological impacts. In addition, the heavy haul road was located to align with the electrical transmission corridor and connect to the Cross Florida Greenway Recreational Improvement Area (CFGRIA) access road located just south of ~~County Road (CR)~~ 40. The heavy haul road is collocated with the makeup and blowdown pipeline corridor. This collocation minimizes the total area of impact and is efficient for site access and egress. This corridor is shown on SCA Figure 4.10.1-1 and is described below.

The combined heavy haul road and pipeline corridor running from the plant site to ~~the CFGRIA~~ CR 40 is ~~0.5025~~ 1 mi. in width. The width of the haul road ROW that will be developed within that corridor will be approximately 150 ft., including side slopes. The proposed corridor is slightly higher in elevation and has fewer wetland areas than other potential routes considered. The heavy haul road will connect to the CFGRIA access road and bridge just south of CR 40.

##### 4.10.1.2.2 Social and Political Environment

The heavy haul road corridor is located entirely within Levy County. Information on governmental jurisdiction, zoning and land use, scenic cultural and natural landmarks, and archaeological sites in the site vicinity is provided in the following ER sections:

|            |                                                                                                        |
|------------|--------------------------------------------------------------------------------------------------------|
| ER 2.5.2.2 | Political Structure                                                                                    |
| ER 2.5.2.3 | Local Land Use and Zoning                                                                              |
| ER 2.5.2.4 | Social Structure                                                                                       |
| ER 2.5.2.7 | Recreation and Aesthetics                                                                              |
| ER 2.5.3   | Historic Properties                                                                                    |
| ER 2.5.3.2 | Cultural Resource Investigations for the Property South of the LNP Site and Blowdown Pipeline Corridor |
| ER 2.5.3.3 | Consultation                                                                                           |
| ER 2.5.3.4 | Previously Surveyed Properties                                                                         |

## Levy Nuclear Plant Units 1 and 2 Florida Site Certification Application

### 4.10.1.2.3 Biological and Physical Environment

Information describing vegetation, waters and wetlands, and current and proposed measurement and monitoring programs in the area of the proposed heavy haul road route is provided in the following ER sections:

|              |                                                                        |
|--------------|------------------------------------------------------------------------|
| ER 2.4.1.2   | Associated Facilities [Terrestrial Ecology]                            |
| ER 2.4.2     | Aquatic Ecology                                                        |
| ER 2.4.2.3.6 | Important Species and Habitats [Aquatic Ecology]                       |
| ER 2.4.1.1.6 | Preexisting Environmental Stresses [Terrestrial Ecology]               |
| ER 2.4.2.4   | Biological and Anthropogenic Stressors [Aquatic Ecology]               |
| ER 6.5.1     | Terrestrial Ecology and Land Use [Measurement and Monitoring Programs] |
| ER 6.5.2     | Aquatic Ecology [Measurement and Monitoring Programs]                  |

### 4.10.1.3 Effects of ROW Preparation and Construction

The heavy haul road will be constructed by excavating existing soils to a depth of up to 2 ft. to remove organic matter. The roadway will then be backfilled with engineered soil and capped with a geotextile mat. Approximately 3 ft. of compacted gravel aggregate will cover the mat and form the road surface. The clearing and grubbed vegetation will be burned. Anything that cannot be burned will be hauled off-site to an approved upland disposal area. A joint application for an ERP for the LNP project is included in SCA Appendix 10.4.

No on-site disposal is anticipated. Solid waste generated during construction will be disposed of in an approved upland disposal facility. Construction waste may be taken to a temporary on-site spoils area prior to off-site disposal.

Information on potential changes to vegetation, wildlife, and aquatic species, impact on human populations, socioeconomic impacts, and archaeological features is provided in the following ER sections:

|            |                                                |
|------------|------------------------------------------------|
| ER 4.3.1.2 | Associated Facilities [Terrestrial Ecosystems] |
| ER 4.3.2   | Aquatic Ecosystems                             |
| ER 4.4     | Socioeconomic Impacts                          |
| ER 4.1.2.2 | Off-Site Areas [Land Use Impacts]              |
| ER 4.1.3   | Historic Properties                            |

Modifications to the width of the heavy haul road corridor described in SCA Revision 3 do not change the overall impacts anticipated from construction as described in the ER, Chapter 4 sections noted above. Overall impacts will not increase since the ROW width and construction methods for the heavy haul road will remain the same.

### 4.10.1.4 Post-Construction Impacts and Effects of Maintenance

The heavy haul roadway and associated stormwater systems will be maintained using established best management practices (BMPs). While the corridor will be collocated

## Levy Nuclear Plant Units 1 and 2 Florida Site Certification Application

within a segment of the makeup and blowdown pipeline corridor, the ROW will be distinct, and multiple combined uses of the ROW are not under consideration.

### 4.10.2 COOLING SYSTEM INTAKE AND BLOWDOWN PIPELINES

#### 4.10.2.1 Maps

The proposed cooling water makeup pipeline corridor will be adjacent to the heavy haul road corridor as described in SCA Section 4.10.1. The cooling tower blowdown pipeline from the LNP site to CREC is shown on SCA Figure 4.10.2-1. The portion of the makeup and blowdown pipeline corridor between the LNP and the CFBC is also shown on [ER Figure 2.1-2](#). The proposed pipeline corridor is located in Levy and Citrus counties. The proposed pipeline corridor, north of County Road (CR) 40, is collocated with the heavy haul road corridor as depicted in Figure 4.10.1-1.

#### 4.10.2.2 Corridor

##### 4.10.2.2.1 Description and Selection

The cooling water makeup and blowdown corridor was selected as the preferred alternative after an evaluation of several potential pipeline routes. This route provides direct access to the CFBC as a water source, as well as a partial route to the CREC discharge canal for the discharge of cooling tower blowdown water to the Gulf of Mexico. This routing of the makeup and blowdown pipelines was considered most favorable based on an assessment of both environmental and cost factors. In addition, portions of the pipeline corridor align with the electrical transmission corridor and heavy haul road, minimizing the area impacted and serving as an efficient method of combining various aspects of site access.

The makeup and blowdown corridor will contain four 54 in. diameter high-density polyethylene (HDPE) intake pipelines (two each for LNP 1 and LNP 2). The pipelines will run from the intake pumphouse at the CFBC to the cooling system pumps in the vicinity of the cooling towers. The corridor will also contain two 54 in. diameter HDPE blowdown lines (one each for LNP 1 and LNP 2) that will run from the cooling tower blowdown pumps to the discharge structure that will be located at the CREC discharge canal. The width of the pipeline ROW required to accommodate the six pipelines from the plant site to the CFBC will be about 150 ft. The width of the pipeline ROW (including an access roadway) between the CFBC pumphouse and the CREC discharge canal will be about 120 ft.

The proposed makeup and blowdown corridor is approximately 13 mi. in length and [up to 10-5025](#) mi. wide. It will extend south from the LNP site to the CFBC pumphouse, crossing the Inglis Lock Bypass Channel on an approximately 33-ft.-wide bridge about 8 ft. above the water surface, then in a westerly direction along the CFBC for 6 mi., then turning to the south along the western side of an existing PEF 230 kV transmission corridor, making westerly and then southerly turns near its southern terminus to enter the CREC and ultimately connect with the CREC discharge canal.

## Levy Nuclear Plant Units 1 and 2 Florida Site Certification Application

For the subaqueous crossing of the CFBC, excavation and backfill will also be used, with the pipeline to be buried a minimum of 3 ft. below the depth of the canal bottom. Construction techniques and mitigative measures are identified further in the ERP application that has been prepared for the LNP project (see SCA Appendix 10.4).

Solid waste generated during construction will be disposed of in an approved upland disposal facility. Construction waste may be taken to a temporary on-site spoils area prior to off-site disposal.

Information on potential changes to vegetation, wildlife and aquatic species, impact on human populations, socioeconomic impacts, and archaeological features is addressed in the following ER sections:

|            |                                                                 |
|------------|-----------------------------------------------------------------|
| ER 4.1.2.2 | Off-Site Areas                                                  |
| ER 4.1.3   | Historic Properties                                             |
| ER 4.3.1.2 | Associated Facilities [Terrestrial Ecosystems]                  |
| ER 4.3.2.3 | Cooling System Blowdown Discharge Pipeline [Aquatic Ecosystems] |
| ER 4.4     | Socioeconomic Impacts                                           |
| ER 4.4.2.6 | Recreation                                                      |

Modifications to the width of the pipeline corridor described in SCA Revision 3 do not change the overall impacts anticipated from construction as described in the ER, Chapter 4 sections noted above. Overall impacts will not increase since the ROW width and construction methods for the pipelines will remain the same.

### 4.10.2.4 Post-Construction Impacts and Effects of Maintenance

Most of the proposed pipeline corridor is currently covered by sparse grasses with some low shrubs. The ROW area will be cleared prior to construction. Following construction, the ROW will be restored and maintained in a grassed condition to limit erosion.

There will be no public access to segments of the pipeline located on the site or along controlled corridors from the plant to the CFBC intake structure. Portions of the pipeline will be buried on land owned by the Florida Office of Greenways and Trails, and there will be minimal disruption of public access in these areas. Commercial fencing will be erected along the pipeline crossing of the Inglis Lock Bypass Channel and around the CFBC intake structure.

### 4.10.3 [THIS SECTION NOT USED]

#### 4.10.3.1