

Attachment D

Replacement SCA Pages and Figures

Levy Nuclear Plant Units 1 and 2

Site Certification Application Revision Tracking Sheet

April 29, 2010

Page 1

Date	Pages Affected	Reason For Change
October 30, 2008	9-A1-9 thru 9-A1-12, 9-A1-23 thru 9-A1-26, 9-A3-11 thru 9-A3-12, 9-A3-37 thru 9-A3-40 Pages changed to "Rev. 1" Added pages 10.3-5 and following 23 pages directly behind page 10.3-5	Pursuant to PEF's Notice of Amendment of the Site Certification Application (SCA) filed October 6, 2008 in the Division of Administrative Hearings Docket No. 08-2727EPP, PEF is amending the SCA to revise or withdraw Sections 9-A1.3.1.7, 9-A1.3.6.2.4, 9-A3.3.1.7, and 9-A3.3.6.2.4 of the SCA, which sections address the proposed Citrus and Central Florida South substations. PEF will not be seeking certification for the proposed Citrus or Central Florida South substations in the above-mentioned proceeding. Any required approvals for these substations will be obtained separately. In addition, supplemental information was added to Volume 5 of the SCA regarding Levy County zoning descriptions, as described in the letter to FDEP Siting Office dated October 24, 2008.
November 6, 2008	9-A1-9 thru 9-A1-10, 9-A3-39 thru 9-A3-40 "Rev. 0" pages reinserted	In a cover letter dated October 30, 2008, Progress Energy Florida (PEF) provided instructions for replacing a set of substitute pages for Volume 2 of PEF's Site Certification Application. The instructions in that letter inadvertently requested holders of that document to remove pages 9-A1-9 and 9-A1-10, as well as 9-A3-39 and 9-A3-40. These pages, in fact, have not been revised and the "Rev. 0" version of these pages should remain in place as part of the document.
	Revision Tracking Sheet	Created a SCA Revision Tracking Sheet.

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Page 2

Date	Pages Affected	Reason For Change
January 8, 2009	As noted in the following table. (Table includes both Rev. 1 and Rev. 2 changes) Pages changed to "Rev. 2"	Pursuant to PEF's Notice of Amendment of the Site Certification Application (SCA) filed November 26, 2008 in the Division of Administrative Hearings Docket No. 08-2727EPP, PEF is amending the SCA to revise or withdraw pages of the SCA as noted below. These revisions address the removal of the previously proposed industrial rail spur corridor for the project.

Volume	Section/Chapter	Page/Figure/Exhibit	Revision
Volume 1	TOC	iv	2
Volume 1	TOC	xxviii	2
Volume 1	Section A	Page 1-4	2
Volume 1	Section B	Page 2-1	2
Volume 1	Section B	Page 3-22	2
Volume 1	Section B	Page 4-1	2
Volume 1	Section B	Page 4-10	2
Volume 1	Section B	Page 4-15	2
Volume 1	Section B	Page 4-16	2
Volume 1	Section B	Page 4-17	2
Volume 1	Section B	Page 4-18	2
Volume 1	Section B	Page 5-2	2
Volume 1	Section B	Figure 3.2.1-1	2
Volume 1	Section B	Figure 3.2.1-2	2
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Volume 1	Section B	Figure 3.3.5-1 Map 11 of 15	2

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Volume	Section/Chapter	Page/Figure/Exhibit	Revision
Volume 1	Section B	Figure 3.3.5-1 Map 12 of 15	2
Volume 1	Section B	Figure 3.3.5-1 Map 13 of 15	2
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Volume 1	Section B	Figure 3.3.5-1 Map 15 of 15	2
Volume 1	Section B	Figure 4.8-1	2
Volume 1	Section B	Figure 4.10.1-1	2
Volume 1	Section B	Figure 4.10.2-1	2
Volume 1	Section B	Figure 4.10.3-1	2
Volume 2	Section C	Page 9-A1-11	1
Volume 2	Section C	Page 9-A1-12	1
Volume 2	Section C	Page 9-A1-23	1
Volume 2	Section C	Page 9-A1-24	1
Volume 2	Section C	Page 9-A1-25	1
Volume 2	Section C	Page 9-A1-26	1
Volume 2	Section C	Page 9-A3-11	1
Volume 2	Section C	Page 9-A3-12	1
Volume 2	Section C	Page 9-A3-37	1
Volume 2	Section C	Page 9-A3-38	1
Volume 5	Section D Appendix 10.2.2	Page 7 (Stormwater Management Section)	2
Volume 5	Section D Appendix 10.2.2	Figure 1	2
Volume 5	Section D Appendix 10.2.2	Figure 1-3	2
Volume 5	Section D Appendix 10.2.5	Figure 2-1	2
Volume 5	Section D Appendix 10.2.5	Figure 2-2	2
Volume 5	Section D Appendix 10.3	Add 25-page Land Use Supplement email	1
Volume 6	Section D Appendix 10.4	Entirety (excludes Attachment A)	2
Volume 6	Section D Appendix 10.4 Attachment A.1	Figure 1	2
Volume 6	Section D Appendix 10.4 Attachment A.1	Figure 3, Sheet 3 of 3	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Page 1	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Page 14	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 1	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 2	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 3	2

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Volume 6	Section D Appendix 10.4 Attachment A.2	Map 6	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 7	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 8	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 9	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 10	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 11	2
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Volume 6	Section D Appendix 10.4 Attachment A.2	Map 21	2
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Volume 6	Section D Appendix 10.4 Attachment A.2	Map 23	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 24	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 25	2
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 26	2

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Volume 6	Section D Appendix 10.4 Attachment A.10	Entirety	2
Volume 8	Chapter 1	Page 1-vii	2
Volume 8	Chapter 1	Page 1-viii	2
Volume 8	Chapter 2	Page 2-2	2
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Volume 8	Chapter 2	Figure 2.5-11	2
Volume 8	Chapter 2	Figure 2.5-14	2
Volume 8	Chapter 2	Figure 2.5-15	2
Volume 9	Chapter 3	Page 3-1	2
Volume 9	Chapter 4	Page 4-2	2
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Volume 9	Chapter 4	Page 4-39	2
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Volume 9	Chapter 4	Page 4-58	2
Volume 9	Chapter 4	Page 4-69	2
Volume 9	Chapter 4	Page 4-87	2
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Volume 9	Chapter 5	Page 5-8	2
Volume 9	Chapter 5	Page 5-9	2
Volume 9	Chapter 5	Page 5-120	2
Volume 9	Chapter 5	Page 5-154	2
Volume 9	Chapter 6	Page 6-62	2
Volume 9	Chapter 6	Page 6-104	2
Volume 9	Chapter 6	Page 6-105	2
Volume 9	Chapter 6	Figure 6.1-4	2
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Volume 9	Chapter 10	Page 10-8	2
Volume 9	Chapter 10	Page 10-32	2
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Volume 9	Chapter 10	Page 10-90	2

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Date	Pages Affected	Reason For Change
April 29, 2010	As noted in the following table. (Table includes Rev. 3 changes) Pages changed to "Rev. 3"	Pursuant to PEF's Petition for Modification of the Site Certification Order submitted April 29, 2010 to the Florida Department of Environmental Protection (FDEP), PEF is revising the Site Certification Application (SCA) to address the modifications to the corridor for the pipelines and heavy haul road.

Volume	Section/Chapter	Page/Figure/Exhibit	Revision
Volume 1	Section B	Page 4-11	3
Volume 1	Section B	Page 4-12	3
Volume 1	Section B	Page 4-13	3
Volume 1	Section B	Page 4-15	3
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Volume 1	Section B	Figure 3.3.5-1 Map 1 of 15	3
Volume 1	Section B	Figure 3.3.5-1 Map 2 of 15	3
Volume 1	Section B	Figure 3.3.5-1 Map 7 of 15	3
Volume 1	Section B	Figure 3.3.5-1 Map 10 of 15	3
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Volume 1	Section B	Figure 4.10.1-1	3
Volume 1	Section B	Figure 4.10.2-1	3
Volume 6	Section D Appendix 10.4 Attachment A.1	Figure 1	3
Volume 6	Section D Appendix 10.4 Attachment A.1	Figure 3, Sheet 1 of 3	3
Volume 6	Section D Appendix 10.4 Attachment A.1	Figure 3, Sheet 2 of 3	3

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Volume 6	Section D Appendix 10.4 Attachment A.2	Map 1	3
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 2	3
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 3	3
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 12	3
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 13	3
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 18	3
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Volume 6	Section D Appendix 10.4 Attachment A.2	Map 21	3
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Volume 6	Section D Appendix 10.4 Attachment A.2	Map 25	3
Volume 6	Section D Appendix 10.4 Attachment A.2	Map 26	3
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- 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 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 CR 40 is 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

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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

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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 1 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.

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4.10.2.2.2 Social and Political Environment

In the project vicinity, the Withlacoochee River serves as the boundary between Levy County to the north and Citrus County to the south. Approximately 5 mi. of the pipeline corridor is located in Levy County and 7.9 mi. in Citrus County. Approximately 10 mi. of the corridor are located on state lands managed by the Florida Office of Greenways and Trails (OGT). Information on governmental jurisdiction, zoning and land use, scenic, cultural, and natural landmarks, and archaeological sites in the vicinity of the proposed corridors 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

4.10.2.2.3 Biological and Physical Environment

Information describing vegetation, waters and wetlands, terrestrial and aquatic species, important ecological species, and current and proposed measurement and monitoring programs in the area of the proposed pipeline corridors is provided in the following ER sections:

- ER 2.4.1.1.6 Preexisting Environmental Stresses [Terrestrial Ecology]
- 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 2.4.2.4 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)

4.10.2.3 Effects of ROW Preparation and Construction

All makeup and blowdown pipelines will be 54 in. outside diameter HDPE. All pipes will be installed using normal excavation and backfill techniques. Before any excavation occurs, all utilities in the area will be located and cleared. Pipelines will be buried to a minimum depth of 5 ft. Open cut techniques are proposed to cross State Road 40 East, following coordination with FDOT. All excavated areas will be restored to preconstruction contours and conditions. Pipelines will cross the Inglis Lock Bypass Channel on an approximate 33-ft.-wide utility bridge.

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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

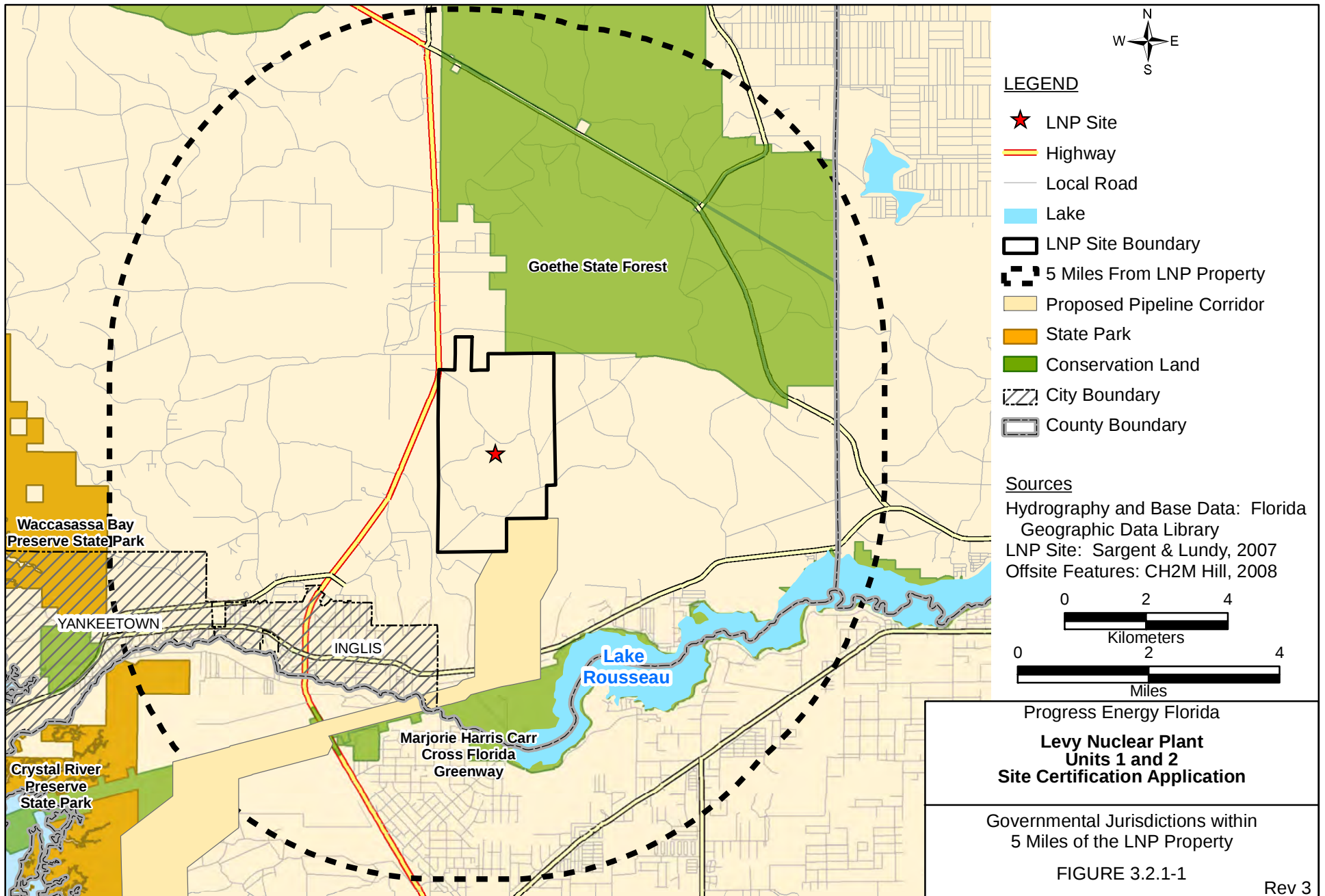
**Levy Nuclear Plant Units 1 and 2
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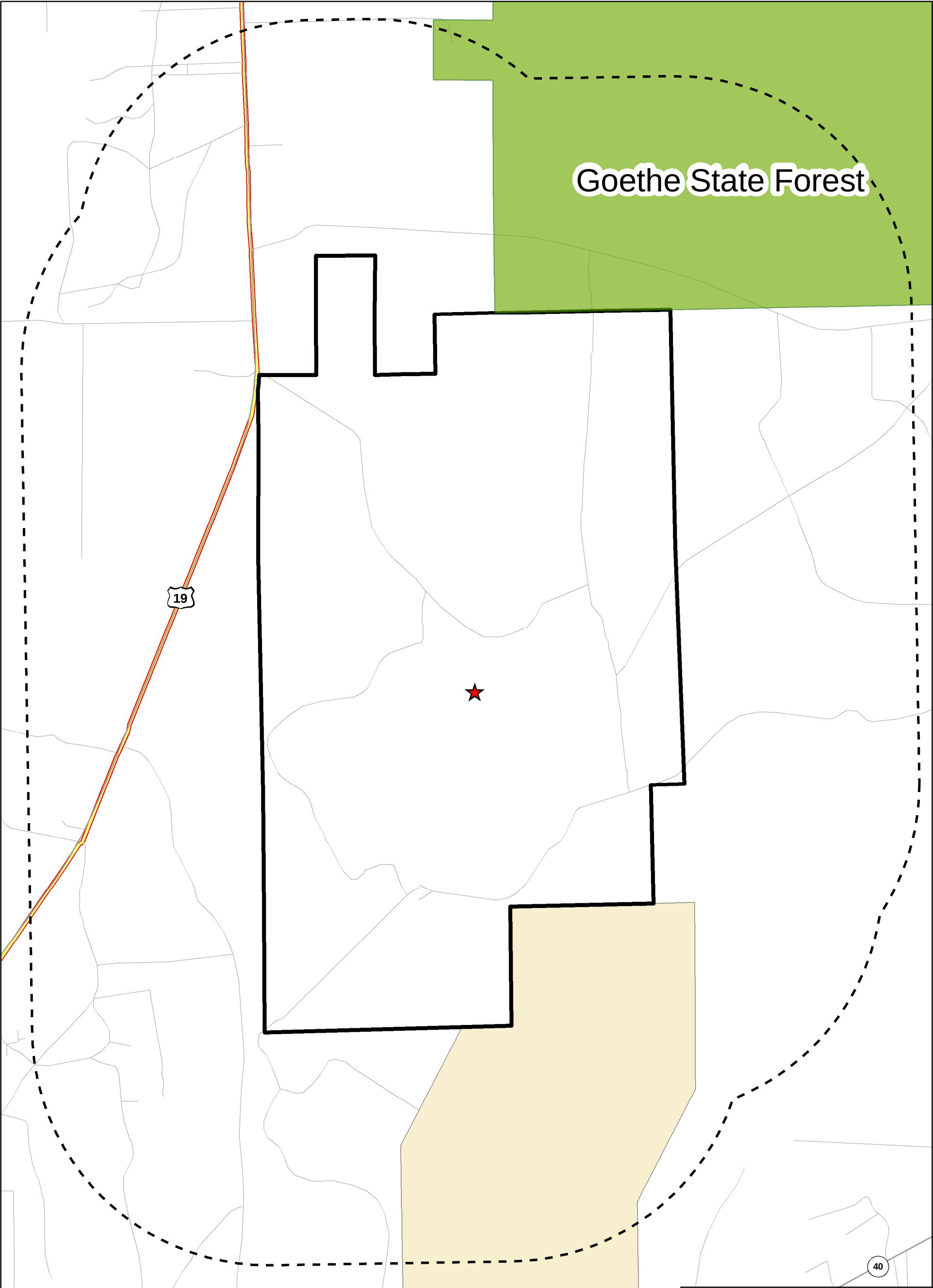
4.10.3.2

4.10.3.2.1

4.10.3.2.2

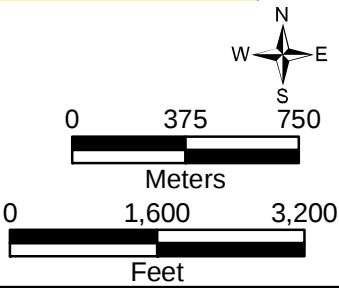
4.10.3.2.2.1





LEGEND

- | | |
|--|---|
|  LNP Site |  Conservation Land |
|  Highway |  LNP Site Boundary 1-Mile Buffer |
|  Local Road |  LNP Site Boundary |
|  Proposed Pipeline Corridor | |



Progress Energy Florida Levy Nuclear Plant Units 1 and 2 Site Certification Application
Governmental Jurisdictions 1 Mile Radius FIGURE 3.2.1-2 Rev 3

