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1.2.6 APPENDICES

The appendices recommended by the SCA Draft Guidelines are included in Chapter 10. Included in the appendices are copies of the federal permit applications, as well as technical documents and information used to support various sections of the SCA. Also included is the ER prepared for submittal to NRC. In many cases, the information provided in the ER exceeds the guidance requirements provided by the State of Florida for the site certification process. Those portions of the ER containing information beyond the State's requirements are not to be considered a part of this SCA.

1.3 INFORMATION REQUIREMENTS

1.3.1 APPLICANT IDENTIFICATION

Applicant's Official Name:	Florida Power Corporation dba Progress Energy Florida, Inc.
Address:	299 First Avenue North St. Petersburg, FL 33701
Address of Official Headquarters:	299 First Avenue North St. Petersburg, FL 33701
Business Entity (corporation, partnership, cooperative):	Corporation
Name and Title of Chief Executive Officer:	Mr. Jeffery Lyash President and CEO
Name, Address, and Phone Number of Representative responsible for obtaining certification:	Mr. John (Jamie) Hunter PO Box 14042 St. Petersburg, FL 33733 (727) 820-5764
Site Location (County):	Levy County
Nearest Incorporated City:	Inglis, Florida
Latitude and Longitude (power block midpoint):	Latitude 29/4/24.95 Longitude 82/37/14.80
UTMs (power block midpoint):	3217.2 N (kilometers [km]) (Zone 17) 342.2 E (km)
Section, Township, Range:	Sections 7, 17, 18, 19, 20, 29, 30 Township 16 S Range 17 E

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Location of Directly Associated Facilities (Counties):

**Makeup and Blowdown
Pipeline and Intake Structure:** Approximately 13 mi. Levy and Citrus
Counties, Florida

Heavy Haul Road: Approximately 4 mi. Levy County

Electrical Transmission Lines:

**Corridor Locations (counties
crossed):** Levy, Citrus, Marion, Sumter
Hernando, Pinellas, Hillsborough, and
Polk

**Incorporated Cities within the
Corridor (names):** Inglis, Wildwood, Leesburg, Oldsmar
Plant City, and Tampa

Termination Points: Levy Nuclear Plant
Proposed Citrus Substation
Proposed Central Florida South Substation
Crystal River Energy Complex Switchyard
Crystal River East Substation
Brookridge Substation
Brooksville West Substation
Kathleen Substation
Lake Tarpon Substation
69 kilovolt (kV) transmission line near US 19
69 kV transmission line near Bypass Canal

Intermediate Substation(s): Holder Substation
Ross Prairie Substation
Anderson Substation
Griffin Substation

**Name Plate Generating
Capacity and Ultimate Site
Capacity (where applicable):** Two 1154 MWe (nominal electrical) each

Additional Information on any power plant associated facility (natural gas lines;
reclaimed water lines; roads; transmission line type, voltage, number of circuits):

Electrical Transmission Lines:

Voltage:

- LNP to Citrus Substation: 500 kV (7 miles [mi.] in length/two circuits)
- LNP to Central Florida South Substation: 500 kV (59 mi., one circuit)

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2.0 NEED FOR THE PROPOSED FACILITY

2.1 INTRODUCTION

This section of the SCA provides an introduction to PEF and discusses the LNP project and the need for the project and its associated facilities. A discussion of the need for the proposed project may also be found in the following ER chapter:

ER 8.0 Need for Power

PEF provides electricity and related services to more than 1.6 million customers in the state of Florida. PEF's retail service area in Florida spans about 20,000 square miles (mi.²) in central Florida, encompassing the cities of St. Petersburg and Clearwater and densely populated areas surrounding Orlando, Ocala, and Tallahassee. In Florida, PEF maintains more than 43,600 mi. of distribution and transmission lines in serving 1.6 million customers and a population of more than 5 million people. PEF further supplies electricity at retail to approximately 350 communities and at wholesale to approximately 21 municipalities, utilities, and power agencies in the State of Florida.

2.2 THE PROJECT

PEF proposes to build and operate two 1154 (nominal electrical) MWe advanced passive light water nuclear reactors (proposed Levy Nuclear Plant Unit 1 [LNP 1] and proposed Levy Nuclear Plant Unit 2 [LNP 2]). LNP 1 and 2 will be located in Levy County, Florida. The project also includes several new and expanded 500-kV and 230-kV electrical transmission lines and substations, new site access roads and new offsite cooling water disposal pipelines that will connect the LNP site to the existing CREC. The project is more fully described in the remaining portions of this application. PEF proposes to place LNP 1 in commercial service by June 2016 and LNP 2 in commercial service by June 2017. To this end, PEF is filing its application for site certification with the FDEP. PEF currently plans to file its COLA for LNP 1 and 2 with the NRC in the third quarter of 2008.

2.3 NEED FOR THE PROJECT

On March 11, 2008, PEF filed with the Florida Public Service Commission (FPSC) a petition for an affirmative determination of need for LNP 1 and LNP 2, together with the associated facilities, including transmission lines and substation facilities, needed to integrate LNP 1 and LNP 2 with PEF's transmission network for delivery of electrical power to PEF's customers. PEF expects the FPSC to make its determination of need for the project by early August 2008. Upon its issuance, a copy of the FPSC's final order will be forwarded to the FDEP.

As stated in PEF's petition to the FPSC, with LNP 1 and LNP 2, PEF will maintain its position as the most fuel-diverse utility in Florida, with 38 percent of total energy needs in 2018 met with nuclear generation and only 6 percent more natural gas generation than exists today. PEF and Florida will be less dependent

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on foreign sources of fossil fuels and supply reliability will be improved, making PEF and its customers less exposed than today to volatile fluctuations in fossil fuel prices. Additionally, PEF will have added substantial energy generation to its system with no greenhouse gas (GHG) or other emissions, improving PEF's and its customers' position in the face of current air emission regulations and future GHG emission costs.

With the 2006 Florida Renewable Energy Technologies and Energy Efficiency Act, 2008 Florida House Bill 7135, and subsequent executive and administrative actions, there has been a concerted effort to develop a comprehensive state plan to meet Florida's growing future energy needs. This plan focuses on energy efficiency to reduce energy demand, on renewable fuel and other domestic fuel sources, and on cleaner energy production through nuclear and gasified coal generation. Consistent with this plan, PEF has a balanced approach for meeting the needs of its customers with reliable, cost-effective electrical power over the next generation. PEF's balanced approach includes investing in existing renewable energy resources, increasing PEF's long-standing investment in energy efficiency and other load reduction or load management programs, and investing in future renewable energy and energy efficiency technologies.

Even with the increased investment in energy efficiency and renewable energy resources, these resources cannot satisfy all future customer needs for electrical power. PEF's balanced approach includes the need to plan for and build new generation resources to ensure that the electrical power needs of households and businesses in its service area are met. Continued plans for additional generation to meet customer needs are essential to maintaining the standard of living and robust economic opportunities the company's customers expect.

Florida, with a population of more than 17 million, is currently the fourth most populous state in the country. Florida's growth has been consistent and continues, with the State adding over 1,000 new residents a day. PEF's service territory has shared in this growth. During the past two decades, more than 600,000 homes and businesses have been added to PEF's system, and the company's customer base has grown by 157 percent since 1975, from 622,000 customers to about 1.7 million today. PEF will continue to share in Florida's population growth. Even with expected slower population growth based on more recent experience and due to recent economic conditions affecting the Florida housing and construction markets, for example, PEF's customer growth is still expected to average 1.8 percent between 2008 and 2017. Indeed, PEF has added on average 30,000 and 40,000 new customers (homes and businesses) to its service area over the last 3 years. That growth is equivalent to adding a medium-sized city. Florida homes and businesses are using more electricity, too. Florida's per-capita electricity use currently ranks third in the country.

PEF currently operates the most diverse mix of power plants in Florida to meet the electrical power needs of its customers. The company has a total summer and winter net capacity generation resource of approximately 9,293 MW and 10,285 MW, respectively. The summer capacity resources include utility purchased power (484 MW), non-utility purchased power (1,438 MW),

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**Table 3.2-1
Local, Regional, State, or Federal Areas within a 5-Mi. Radius of the LNP
Site**

Feature Type	Present? (Yes / No)	Features	Environmental Report Reference Section
National parks, forests, seashores, wildlife refuges, wilderness areas, memorials, monuments, marine sanctuaries, estuarine sanctuaries	No	--	--
RARE (Roadless Area Review and Evaluation) areas	No	--	--
National wild and scenic rivers	No	--	--
Critical habitat of endangered species	No	--	--
State parks, forests, game management areas	Yes	Goethe State Forest Crystal River Preserve State Park	ER 2.2.1.4 Recreational and Visually Sensitive Areas ER 2.5.2.7 Recreation and Aesthetics
Areas of critical state concern	No		
Conservation and recreation lands	Yes	South Goethe Parcel (Florida Forever Priority Acquisition) Marjorie Harris Carr Cross Florida Greenway State Recreation and Conservation Area • Inglis Spillway (Day Use Area) • Inglis Island Trail • Felburn Park • Withlacoochee Bay Trail	ER 2.2.1.4 Recreational and Visually Sensitive Areas ER 2.5.2.7 Recreation and Aesthetics
Save Our Rivers lands	No	--	--
State archaeological landmarks, landmark zones, and Indian Reservations	No	--	--
Aquatic preserves, Outstanding Florida Waters (OFWs), Florida springs, Florida wild and scenic rivers	Yes	Withlacoochee River (OFW); Lake Rousseau (OFW)	ER 2.2.1.3 Waterways and Transportation Corridors
County parks or special management areas established by law	No	--	--
Military lands	No	--	ER 2.2.1.1 Land Use

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**Table 3.2-2
Potential Leases, Easements and ROW Potentially Affected**

Feature	Type	Potential Crossing Location
U.S. Highway 19	Road	Adjacent to Cross Florida Barge Canal
SR 40	Road	North of Inglis Lock
County Road 336	Road	East of LNP site
West Canal Berm Road	Road	To Be Determined
Cross Florida Barge Canal	Water	2.75 mi. west of U.S. Highway 19
Pipeline	Pipeline	To Be Determined
State Lands	Public Lands	Various

**Table 3.2.6-1
Previously Surveyed Structures within a 5-Mi. Radius of the LNP Site**

Site ID#	Site Name	County	Property Type	Status
CI00338	Sportsman Fish Camp Log Cabin	Citrus	Residence	Not Evaluated by SHPO
CI00339	Fish Camp Cabin	Citrus	Residence	Not Evaluated by SHPO
LV00490	Mashburn House	Levy	Residence	Not Evaluated by SHPO
LV00661	Robinson Family Cemetery	Levy	Cemetery	Not Evaluated by SHPO
LV00659	King Family Cemetery	Levy	Cemetery	Not Evaluated by SHPO
LV00660	Priest Family Cemetery	Levy	Cemetery	Not Evaluated by SHPO
LV00675	Hawthorne Cemetery	Levy	Cemetery	Not Evaluated by SHPO

Source: (Florida Division of Historical Resources, 2007)

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4.0 THE PLANT AND DIRECTLY ASSOCIATED FACILITIES

This chapter provides information on the operating plant and directly associated facilities, including all linear facilities except electrical transmission lines, which are addressed in Chapter 9 of the SCA. Estimates of the character and magnitude of the plant discharges and plant-related systems are described.

4.1 BACKGROUND

The LNP will consist of two pressurized water reactors (PWR), LNP 1 and 2. These units are based on the AP1000 standard design, as certified by the NRC. Since this is a standard design, much of the site equipment is specified by Westinghouse. The one major exception is the selection of reactor cooling technology. A discussion of plant cooling technology selection is located in the following ER section:

ER 9.4 Alternative Plant and Transmission Systems

4.2 SITE LAYOUT

Detailed descriptions of the site and the conceptual building layout, plant perimeter, makeup water intake structure and pumphouse, makeup water pipeline corridor, blowdown pipeline corridor, and heavy haul road are provided in the following ER sections:

ER 2.1 Station Location

ER 2.3 Water

ER 3.1 External Appearance and Plant Layout

The visibility of the plant and visible emissions from the plant are described in the following ER sections:

ER 5.8.1.2 Air Quality

ER 5.8.1.3 Aesthetic Disturbances

Liquid and gaseous wastes, discharges, and emissions are described in the following ER sections:

ER 3.6 Nonradioactive Waste Management Systems

4.3 FUEL

A discussion on the proposed nuclear fuel and its characteristics is provided in the following ER section:

ER 3.2 Reactor Power Conversion System

Information regarding the transportation and storage of the nuclear fuel is provided in the following ER section:

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ER 3.8 Transportation of Radioactive Materials

Since the LNP is a nuclear-fueled power generating facility, fuel quality and use of alternative or supplemental fuels is not applicable for inclusion in this SCA.

The LNP will also use a relatively small amount of diesel fuel in its standby diesel generators, ancillary generators, and fire pump engines, primarily during non-emergency related maintenance and reliability testing events. The fuel that will be used will be high quality diesel fuel, with a low ash content and a very low sulfur content (i.e., 0.05 percent or less), consistent with the information in the LNP air permit application (refer to Appendix 10.2.5 Prevention of Significant Deterioration Permit Application). The diesel fuel will be stored in point-of-use storage tanks and delivered to the site on an as-needed basis by truck. More information is provided in the following sections of the ER:

- ER 3.6.3.1.1 Diesel Generators
- ER 3.6.3.1.2 Fuel Storage Tanks
- ER 3.6.3.1.3 Diesel-Driven Fire Pumps

4.4 AIR EMISSIONS AND CONTROLS

4.4.1 AIR EMISSIONS UNITS

As a nuclear-fueled power generating facility, the LNP will have few sources of air emissions. With the exception of some relatively small emergency power generating equipment that will be installed for use in the event of an unanticipated plant shutdown, the plant will not have any significant sources of emissions resulting from the combustion of fossil or other fuels.

The primary source of air emissions at the LNP will be the mechanical draft cooling towers, which will emit water vapor and particulate matter (PM) to the atmosphere. PM emissions from the cooling towers will consist of naturally occurring dissolved and suspended solids in the cooling tower circulating water that will be emitted with water droplets that become airborne as cooling tower "drift."

There will also be four diesel-powered standby emergency generators, four small ancillary diesel-powered generators, and two diesel-powered fire pumps. The diesel-powered emergency equipment will typically be operated less than 50 hours per year for non-emergency operations to perform reliability testing and maintenance. Descriptions of these air emissions units are provided in the following ER sections:

- ER 3.6.3.1 Gaseous Effluents
- ER 5.8.1.2 Air Quality

The air emissions from the LNP will be almost entirely due to the operation of the mechanical draft cooling towers. PM emissions from the cooling towers will

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4.7.1.6 Water Quality Monitoring Plan

Because no on-site waste disposal landfills will be associated with the LNP, groundwater monitoring associated with waste disposal is not applicable to this project.

4.7.1.7 Closure Plan and Long-Term Care

Because no on-site waste disposal landfills will be associated with the LNP, closure associated with waste disposal is not applicable to this project.

4.7.1.8 Financial Assurance

Because no on-site waste disposal landfills will be associated with the LNP, financial assurance associated with waste disposal is not considered.

4.7.2 HAZARDOUS WASTE

Descriptions of the management and disposal of hazardous waste generated at the LNP are provided in the following ER sections:

ER 5.5.1.2.2	Hazardous Wastes
ER 5.5.3	Pollution Prevention and Waste Minimization Program

In addition to Resource Conservation and Recovery Act (RCRA) requirements, the Florida requirement for notification by hazardous waste generators will be complied with using Form 62-730.900(1)(b), FAC: 8700-12FL – Florida Notification of Regulated Waste Activity, effective date April 22, 2007.

4.8 ON-SITE DRAINAGE SYSTEM

The proposed on-site drainage system is described in the following ER sections:

ER 3.6.3.2	Stormwater
ER 5.2.1.5	Wetlands

SCA Figure 4.8-1 presents the conceptual grading and drainage of the LNP site, which is subdivided into Zones A through G. Zone A, located on the western side of LNP 2, drains west toward retention Pond A. Zone B, located north of LNP 2, drains north toward drainage ditches that direct flow toward retention Ponds A and C1. Zone C, located on the eastern side of LNP 2, drains north toward drainage ditches that direct flow toward retention Ponds B and C2. Zone D, located on the eastern side of LNP 1, drains east toward drainage ditches that direct flow toward retention Pond B. Zone E, located on the southern and western sides of LNP 1, drains south toward drainage ditches that direct flow to retention Pond B. Zone F, located northeast of LNP 1, drains east toward drainage ditches that direct flow toward retention Ponds B and C2. Zone G,

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located northeast of LNP 1, drains east toward drainage ditches that direct flow toward retention Pond B.

The LNP site is located in the SWFWMD. Treatment and management practices will conform to SWFWMD rules. An Environmental Resource Permit (ERP) application that addresses stormwater control is included as part of this SCA in Appendix 10.4.

4.9 HEAVY EQUIPMENT AND MATERIALS

Heavy equipment, such as cranes and plant components, will be shipped to the site by barge, and/or truck. Limerock, aggregate, and soil to support site construction activities will be transported by truck. The specific methods to be employed have not yet been determined and will be contingent upon a number of factors, including availability for intended use, engineering feasibility, permitting, and relative cost.

Most of the fill material needed to create the power generation pad will be obtained on-site from excavations for the facilities. However, approximately 30 to 45 percent of the fill may need to be obtained from off-site borrow sources. This material needs to be a well-graded material that will be imported by truck from nearby sources. Fill will typically be excavated by backhoe and loaded into trucks and dumped, spread, and compacted at its final location. The fill requirements for the pad for LNP 1 are approximately 320,000 cubic yard and for LNP 2 are approximately 200,000 cubic yards.

The estimated total area of the developed portion of the site is estimated to be approximately 20 percent of the LNP site. Construction laydown areas have been preliminarily identified and are shown in the LNP 1 and 2 Site Plans located in the ERP (see SCA Appendix 10.4).

The adequacy of roads, waterways, and bridges for the delivery of heavy equipment and materials will be determined prior to transport using engineering feasibility analyses, transportation studies, and detailed construction planning.

4.10 ASSOCIATED LINEAR FACILITIES

Linear facilities directly associated with the LNP will include the following:

- Heavy Haul Road – see SCA Section 4.10.1
- Cooling System Intake and Blowdown Pipelines – see SCA Section 4.10.2
- Access Roads – see SCA Section 4.10.4

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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

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] [LY1]

4.10.3.1

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4.10.3.2

4.10.3.2.1

4.10.3.2.2

4.10.3.2.2.1

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4.10.3.3

4.10.3.4

4.10.3.4.1

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4.10.4 SITE ACCESS ROADS

4.10.4.1 Description and Map Location

Two site access roads will be completed as part of the LNP. Both access roads will tie into U.S. Highway 19 west of the site and proceed east to the main plant area. Each access road will be about 65 ft. in width and will require an approximate ROW of 175 ft., including slide slopes and swales. The site access roads are shown in the site plan included in the ERP application (see SCA Appendix 10.4). Access road corridors were selected to provide efficient site access and avoid wetland areas to the maximum practical extent.

4.10.4.1.1 Social and Political Environment

All access roads are located within Levy County. Information on governmental jurisdiction, zoning and land use, scenic, cultural and natural landmarks, and archaeological features 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 2.5.3.2 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

4.10.4.1.2 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 vicinity of the proposed access roads 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 2.4.2.3.6 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
- ER 6.5.2 Aquatic Ecology

4.10.4.2 Effects of ROW Preparation and Construction

The access roads 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

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5.0 ENVIRONMENTAL EFFECTS OF SITE PREPARATION, AND PLANT AND ASSOCIATED FACILITIES CONSTRUCTION

This chapter discusses the expected environmental effects of site preparation and construction of the LNP and associated facilities. The construction of the LNP will result in an industrial facility, as described in SCA Chapter 4, which is similar in general appearance to most nuclear-fueled power generating facilities. The potential impacts from construction are discussed in the context of major on-site versus off-site (including transmission lines) LNP components.

SCA Chapter 5 refers to and builds on ER Chapter 4 (Environmental Impacts of Construction) to present the effects in terms of their physical impact on the resources and populations described in SCA Chapter 3 and in terms of compliance with agency requirements. SCA Chapter 5 addresses the environmental effects of construction and refers to the following ER sections:

ER 4.1	Land Use Impacts
ER 4.2	Water-Related Impacts
ER 4.3	Ecological Impacts
ER 4.4	Socioeconomic Impacts
ER 4.6	Measures and Controls to Limit Adverse Impacts during Construction
ER 10.0	Environmental Consequences of the Proposed Action

5.1 LAND IMPACT

5.1.1 GENERAL CONSTRUCTION IMPACTS

General construction impacts to land affected by construction are discussed in the following ER sections:

ER 4.1	Land Use Impacts
ER 4.1.1	The Site and Vicinity
ER 4.1.2	Transmission Corridors and Off-Site Areas
ER 4.6	Measures and Controls to Limit Adverse Impacts during Construction
ER 10.2.1.1	Land Use [Irreversible Environmental Commitments]
ER 10.3.1.1	Land Use [Construction Preemptions and Productivity]

Land uses (amount of land) expected to be affected by the construction of the LNP and associated facilities are summarized in the following ER sections:

ER 4.1.1.1.2.1	On-Site Land Use Changes
ER 4.1.1.1.2.2	Off-Site Indirect Land Use Changes

Explosives are not typically used for construction in the area and no use of explosives is anticipated for this project.

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Potential construction impacts, as well as measures and controls that will be employed, are summarized in the following ER section:

ER 4.6 Measures and Controls to Limit Adverse Impacts during Construction

Table 4.6-1 in ER Section 4.6 lists and summarizes potential impacts due to construction activities and the specific measures and controls that are expected to be implemented to mitigate those impacts.

5.1.2 ROADS

Information related to the potential use of nearby and regional roadways, including the estimated number of construction workers, the number of employees during operation, and the number of trips and trip routes that will be associated with the project, is provided in the following ER sections:

ER 4.4.2 Social and Economic Impacts
ER 4.4.2.1.1 Employment
ER 4.4.2.10 Transportation Facilities
ER 5.8.2 Social and Economic Impacts of Station Operation
ER 5.8.2.8 Transportation Facilities

A transportation study conducted in 2007 by Lincks and Associates, Inc. estimated the traffic associated with trips by commuting operations workers based on a trip generation rate of 2.38 trip ends per operations worker. Using this rate, it is estimated that at the operations stage, the project will attract 1840 daily trip ends associated with operations traffic. The study concludes that US-19 will operate at an acceptable level of service during the operations phase of the project.

Additional transportation impact analysis is pending and detailed information concerning access to state transportation facilities, which includes not only service roads but also proposed modifications to the state facility, such as median cuts, acceleration and deceleration lanes, improved design, signalization, and other features, will be provided upon conclusion of the final LNP and associated facilities design.

Information related to the potential impact of facility operations or construction activities on modal transportation, including the use of overweight or over-dimensional vehicles, and shipping, will be provided upon conclusion of the final LNP and associated facilities design.

5.1.3 FLOOD ZONES

Compliance with local flood program regulations and information pertaining to land use during construction are described in the following ER sections:

ER 4.2.1.1 Freshwater Surface Water