



Tennessee Valley Authority, 1101 Market Street, LP 5A, Chattanooga, Tennessee 37402-2801

August 8, 2008

10 CFR 52.80

Document Control Desk
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

In the Matter of)
Tennessee Valley Authority)

Docket Numbers 52-014 and 52-015

**BELLEFONTE COMBINED LICENSE APPLICATION – RESPONSE TO
ENVIRONMENTAL REPORT REQUEST FOR ADDITIONAL INFORMATION –
SOCIOECONOMICS/ENVIRONMENTAL JUSTICE**

Reference: Letter from Mallecia Hood (NRC) to Ashok S. Bhatnaker (TVA), Request for Additional Information Regarding the Environmental Review of the Combined License Application for Bellefonte Nuclear Plant, Units 3 and 4, dated July 11, 2008 [ML081840493].

This letter provides the Tennessee Valley Authority's (TVA) response to 11 of the Nuclear Regulatory Commission's (NRC) request for additional information (RAI) items included in the reference letter.

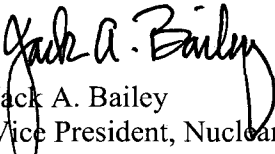
The enclosure to this letter provides a response to 11 of the NRC RAIs related to Socioeconomics/Environmental Justice, as well as identifying any associated changes that will be made in a future revision of the BLN application. The status of the socioeconomics/environmental justice RAIs is also provided in the enclosure.

If you should have any questions, please contact Thomas Spink at 1101 Market Street, LP5A, Chattanooga, Tennessee 37402-2801, by telephone at (423) 751-7062, or via email at tespink@tva.gov.

DOBS
NRO

I declare under penalty of perjury that the foregoing is true and correct.

Executed on this 8th day of AUG, 2008.



Jack A. Bailey
Vice President, Nuclear Generation Development
Nuclear Generation Development & Construction

Enclosure:

Response to Environmental Report Requests for Additional Information – Socioeconomics/
Environmental Justice

Attachments:

- 2.5.2-1. Aerial Image Illustrating the Geographic Relationship of Creeks Edge Development and Residential Area West of the Mud Creek Embayment to BLN and Vicinity Transportation Routes, no date. (Entire document)
- 4.4.2-5A. Jackson County Chamber of Commerce, Information on Lodging in Jackson County, July 16, 2008. (Entire document)
- 4.4.2-5B. Information on Days Inn, Scottsboro, Alabama, July 16, 2008. (Entire document)
- 4.4.1-1. U.S. Department of Transportation, Bureau of Transportation Statistics, Table A-2 Mean Number of Drivers, Vehicles, and Bicycles per Household, 2001. (Entire document)

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cc (Enclosure and Attachments):

M. A. Hood, NRC/HQ

cc (w/o Enclosure and Attachments):

S.P. Frantz, Morgan Lewis

M.W. Gettler, FPL

R.C. Grumbir, NuStart

P.S. Hastings, NuStart

P. Hinnenkamp, Entergy

R.H. Kitchen, PGN

M.C. Kray, NuStart

A.M. Monroe, SCE&G

C.R. Pierce, SNC

L. Reyes, NRC/RII

R.F. Smith-Kevern, DOE/HQ

G.A. Zinke, NuStart

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cc (w/o Enclosure and Attachments):

G.P. Arent, EQB 1A-WBN

A.S. Bhatnagar, LP 6A-C

C.L. Hamill

A. L. Sterdis, LP 5A-C

S. A. Vance, WT 6A-K

E. J. Vigluicci, WT 6A-K

EDMS, WT CA-K

ENCLOSURE
RESPONSE TO ENVIRONMENTAL REPORT REQUESTS FOR ADDITIONAL INFORMATION
SOCIOECONOMICS/ENVIRONMENTAL JUSTICE

**RESPONSE TO ENVIRONMENTAL REPORT
REQUESTS FOR ADDITIONAL
INFORMATION**

**SOCIOECONOMICS/
ENVIRONMENTAL JUSTICE**

TVA Letter Dated: August 8, 2008

Responses to Environmental Report Information Needs – Socioeconomics/EJ

This enclosure provides the status of the 24 requests for additional information (RAI) related to Socioeconomics/Environmental Justice and provides the BLN responses to 12 of these requests.

Status of Requests for Additional Information Related to Socioeconomics/Environmental Justice

<u>RAI Number</u>	<u>Date of TVA Response</u>
• 2.5.2-1	This letter – see following pages (combined with response to RAI 4.4.3-1).
• 2.5.2-2	This letter – see following pages.
• 2.5.2-3	Future – expected submittal by August 11, 2008.
• 2.5.2-4	July 3, 2008. (see response to NRC Information Need SE-24)
• 2.5.2-5	Future – expected submittal by August 11, 2008.
• 2.5.2-6	This letter – see following pages.
• 2.5.2-7	July 3, 2008. (see response to NRC Information Need SE-18)
• 2.5.2-8	Future – expected submittal by August 11 2008.
• 2.5.4-1	This letter – see following pages.
• 4.4.1-1	This letter – see following pages.
• 4.4.2-1	Future – expected submittal by August 11, 2008.
• 4.4.2-2	This letter – see following pages.
• 4.4.2-3	This letter – see following pages.
• 4.4.2-4	Future – expected submittal by August 11, 2008.
• 4.4.2-5	This letter – see following pages.
• 4.4.2-6	July 3, 2008. (see response to NRC Information Need SE-38)
• 4.4.2-7	Future – expected submittal by August 11, 2008.
• 4.4.2-8	Future – expected submittal by August 11, 2008.
• 4.4.2-9	This letter – see following pages.
• 4.4.3-1	This letter – see following pages (combined with response to RAI 2.5.2-1).
• 5.8.1-1	This letter – see following pages.
• 5.8.1-2	July 3, 2008. (see response to NRC Information Need SE-25)
• 5.8.2-1	Future – expected submittal by August 11, 2008.
• 5.8.2-2	Future – expected submittal by August 11, 2008.

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBER: 2.5.2-1 and 4.4.3-1**

- RAI 2.5.2-1:** Provide information (demographic, housing, transportation) describing the neighborhood(s) across Town Creek from the plant site in ER Section 2.5.1.2 or 2.5.2.6. Include a map/graphic of this area at a scale that illustrates the relationship of residences to the plant and transportation routes.
- RAI 4.4.3-1:** Clarify the basis for excluding the minority population across Town Creek from the site from further consideration for impacts, including those caused by housing demand and traffic as well as noise and air quality impacts. (ER Section 4.4.3)

BLN RESPONSE:

Based on a discussion with the NRC staff on July 14, 2008 (Reference 1), it is TVA's understanding that the information requested by these RAIs has been partially addressed to the reviewer's satisfaction by the BLN response to NRC Information Needs SE-07, SE-18, SE-28, SE-34, and SE-46 in the TVA letter dated July 3, 2008 (Reference 2). Consequently, a clarification to these RAIs was provided by the reviewer, requesting the following supplemental information for the two RAIs, respectively:

- 2.5.2-1:** *This request has been satisfied by the TVA letter dated July 03, 2008 with the exception of the map requested and providing clarification that the entire area across Town Creek from the plant is included in the analysis, not just the Creeks Edge development.*
- 4.4.3-1:** *This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of making it clear that the analysis has included all of the residents across Town Creek from the plant – not just the residents of Creeks Edge.*

The clarifications are addressed as follows:

The figure provided as Attachment 2.5.2-1 to this enclosure is an aerial image with transportation routes overlaid that illustrates the geographic relationship between BLN, the Creeks Edge development, and the residential area located west of the Mud Creek embayment and south of U.S. 72 and along the BLN access roads. The residential area located on the west side of Mud Creek and south of County Road 213 is not a named housing addition. The location and characteristics of the Creeks Edge development and Mud Creek area housing are discussed in further detail in the BLN responses to NRC Information Needs SE-07 and SE-18. The minority block groups near the BLN site are discussed in the BLN response to NRC Information Need SE-28. Impacts to minorities, including those near the BLN site, are discussed in the document provided as Attachment B in the TVA letter dated May 2, 2008 (Reference 3).

Residents directly across the water, including those in the Creeks Edge development and in the area west of the Mud Creek embayment were included in the impact analyses.

This response is PLANT-SPECIFIC.

References:

1. NRC Communication Summary, "Summary of Telecommunication with Tennessee Valley Authority to Discuss Clarification on Request for Additional Information (RAI) for Bellefonte Units 3 and 4." Contact: Mallecia Hood (DSER/NRO), dated July 28, 2008 [ML082070062].

TVA Letter Dated: August 8, 2008

Responses to Environmental Report Information Needs – Socioeconomics/EJ

2. Letter from Andrea L. Sterdis (TVA) to NRC Document Control Desk, "Response to NRC Information Needs Related to Socioeconomics/Environmental Justice," dated July 3, 2008 [ML081900451].
3. Letter from Andrea L. Sterdis (TVA) to NRC Document Control Desk, "Response to NRC Environmental Report (ER) Sufficiency Review Comments," dated May 2, 2008 [ML081270657].

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

None.

ATTACHMENT:

The following illustration is provided as Attachment 2.5.2-1 to this enclosure:

- 2.5.2-1. Aerial Image Illustrating the Geographic Relationship of Creeks Edge Development and Residential Area West of the Mud Creek Embayment to BLN and Vicinity Transportation Routes, no date. (Entire document)

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBER: 2.5.2-2**

Explain why the data for 2007 in Table 2.5-1 (Current Residential and Transient Population) and Table 2.5-2 (Projected Permanent Population) are identical, and provide corrections, if necessary.

BLN RESPONSE:

Based on a discussion with the NRC staff on July 14, 2008 (Reference 1), a clarification to this RAI was provided by the reviewer, requesting the following supplemental information for this RAI, respectively:

PNNL provided further explanation that the captions need to be consistent with each other or the data in each table needs to represent the data set identified in the caption.

The transient population data for SSW 6 – 8 km and WSW 10 – 16 km (from ER Table 2.5-8) were inadvertently omitted from ER Table 2.5-1. A revised ER Table 2.5-1 is provided below. It should be noted that the 0 – 16 km column for those sectors correctly included the transient population data.

The title for ER Table 2.5.1, has been modified to read “2007 Residential And Transient Population for Each Sector, 0 – 16 Km (10 Mi.).”

Table 2.5-1 illustrates the total (permanent plus transient) population values for the 0 – 16 km (10 mi.) sectors for 2007. These values represent the summation of pertinent data from Table 2.5-2 Projected Permanent Population for Each Sector, 0 – 16 km (10 mi.) and Table 2.5-8 Projected Transient Population for Each Sector, 0 – 80 km (0 – 50 mi.). (Note: On ER Table 2.5-8, the south-southwest (SSW) and west-southwest (WSW) sectors were the only directional sectors with non-zero transient populations within the 16 kilometer (10 mile) range.)

This response is PLANT-SPECIFIC.

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

Change COLA Part 3, ER Chapter 2, Subsection 2.5, by correcting Table 2.5.1, as shown on the following page.

ATTACHMENTS:

None.

NRC RAI NUMBER: 2.5.2-2 (continued)

TABLE 2.5-1
2007 CURRENT RESIDENTIAL AND TRANSIENT POPULATION FOR EACH SECTOR
0 – 16 KM (10 MI.)

Direction (2007)	Sector						
	0-2 (km)	2-4 (km)	4-6 (km)	6-8 (km)	8-10 (km)	10-16 (km)	0-16 (km)
NORTH	6	92	65	20	93	138	414
NNE	0	77	179	192	244	457	1,149
NE	0	49	15	30	43	155	292
ENE	0	5	14	26	69	99	213
EAST	0	8	48	184	202	1,058	1,500
ESE	0	8	36	312	483	870	1,709
SE	0	6	17	34	106	982	1,145
SSE	0	7	13	43	162	554	779
SOUTH	0	2	8	106	207	1,603	1,926
SSW	0	0	25	100 778	104	635	1,542
SW	0	5	116	340	916	3,882	5,259
WSW	0	40	171	753	1609	4,785 10,367	12,940
WEST	6	79	219	210	133	477	1,124
WNW	27	105	238	304	83	303	1,060
NW	17	81	35	29	35	134	331
NNW	15	84	26	12	50	173	360
Totals	71	648	1,225	2,695 3,373	4,539	16,305 21,887	31,743
Cumulative Totals	0-2 (km)	0-4 (km)	0-6 (km)	0-8 (km)	0-10 (km)	0-16 (km)	
2007	71	719	1,944	5,317	9,856	31,743	

NOTE:

1. Based on 2000 Census data.

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBER: 2.5.2-6**

Clarify whether and how emergency planning and resources in the study area will be affected by the Watts Bar and Sequoya nuclear power plants. (see discussion in ER Section 2.5.2.3.1)

BLN RESPONSE:

Based on a discussion with the NRC staff on July 14, 2008 (Reference 1), it is TVA's understanding that the information requested by this RAI has not been fully addressed to the reviewer's satisfaction by the BLN response to NRC Information Needs SE-19 / SE-35 and SE-20 / SE-44 in a TVA letter dated July 3, 2008 (Reference 2). Consequently, a clarification to this RAI was provided by the NRC reviewer, requesting the following supplemental information:

This request has not been satisfied by the material received to date, particularly the need for information on how these plants affect the need for additional emergency response staff, equipment and facilities in Jackson County.

The requested clarification is addressed as follows:

NUREG-1555 suggests that information regarding social services and public facilities, including "present and projected police and fire capabilities," as well as emergency planning responsibilities be obtained from the ER and consultation with Federal, State, regional, local, and affected Native American tribal agencies. Police and fire capabilities are discussed in Subsection 2.5.2.7.2 of the BLN ER.

Part 5 of the BLN Combined License Application (COLA) provides detailed information concerning emergency planning responsibilities for Federal, State, and local agencies. Detailed information concerning proposed changes to the Alabama nuclear plant emergency plans for potential radiological events at BLN is included in COLA Part 5. Proposed plans for Jackson and DeKalb Counties are also provided. Information regarding radiological events for Watts Bar and Sequoyah nuclear power plants is provided in their respective Emergency Plans.

This RAI response provides a change below to ER Subsection 2.5.2.3.1 to clarify that the Jackson County Emergency Management Agency is responsible for emergency planning activities for non-radiological events, whereas radiological events are addressed in COLA Part 5, Emergency Planning.

This response is PLANT-SPECIFIC.

Reference:

1. NRC Communication Summary, "Summary of Telecommunication with Tennessee Valley Authority to Discuss Clarification on Request for Additional Information (RAI) for Bellefonte Units 3 and 4." Contact: Mallecia Hood (DSER/NRO), dated July 28, 2008 [ML082070062].
2. Letter from Andrea L. Sterdis (TVA) to NRC Document Control Desk, "Response to NRC Information Needs Related to Socioeconomics/Environmental Justice," dated July 3, 2008 [ML081900451].

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

TVA Letter Dated: August 8, 2008

Responses to Environmental Report Information Needs – Socioeconomics/EJ

Change COLA Part 3, ER Chapter 2, Subsection 2.5.2.3.1, to update changes to the third paragraph that were provided in response to NRC Information Need SE-16 in TVA's July 3, 2008, letter, as follows:

Emergency planning for nonradiological events in Jackson County, Alabama, is handled by the Jackson County Emergency Management Agency (EMA) (Reference 97). Emergency planning for radiological events related to BLN are addressed in COLA Part 5, Emergency Planning. The city of Scottsboro and towns located in the BLN site vicinity either provide and maintain their own community services and infrastructure or contract with one another to provide specific services to their individual populations. Jackson County's role is to maintain and build county roads, maintain county property records, perform district and circuit court actions, and operate the Sheriff's Department. The Jackson County Sheriff's Department provides law enforcement and protection for the unincorporated areas of the county. The Jackson County Public Works Department oversees public works projects throughout the county and is responsible for maintaining 1100 miles of county roads in Jackson County. In addition, the department issues permits for utilities in the unincorporated areas of Jackson County. The Public Works Department operates on local gasoline and fuel taxes only. Their responsibilities include the following (Reference 137):

ATTACHMENTS:

None.

TVA Letter Dated: August 8, 2008

Responses to Environmental Report Information Needs – Socioeconomics/EJ

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBER: 2.5.4-1**

Provide information about changes in the minority/poverty populations since the 2000 Census to reflect consultation with local residents with knowledge of these populations, even if this information is qualitative in nature.

BLN RESPONSE:

In the referenced TVA letter, dated May 2, 2008, TVA responded to NRC sufficiency review comments ER13 and ER14-19 and referred the reviewers to Attachment B, a paper titled, "Bellefonte Environmental Justice – Impact Assessment Methodology and Findings," dated March 26, 2008. This paper further discusses the methodology used to identify minority and low-income populations located on or near the BLN site, identifies the agencies and other parties contacted to assist in identifying these populations, and provides an explanation of the environmental justice impacts assessments.

The BLN population analysis was performed using the current decade U.S. Census Bureau data (2000 data) in conformance with NUREG-1555 guidance, and other guidance set forth for the analysis. Eight years have passed since the 2000 Census, and TVA understands that a substantial increase in area Hispanic population may have occurred, as noted by the NRC reviewers. TVA acknowledges that such demographic changes may have occurred since the 2000 Census, but given the qualitative nature of this information, it was not incorporated into the statistical population analysis. TVA also realizes there may be a small number of individuals who do not identify themselves as belonging to a particular minority, and so they would not be counted as such in the Census. However, assuming there has been a sizeable increase in Hispanics in the region or that there are a number of individuals who may not have been counted as belonging to a particular minority, TVA believes this information does not affect the statistical population analysis performed for the BLN project per NUREG-1555 and would not result in disproportionate impacts.

This response is PLANT-SPECIFIC.

Reference:

Letter from Andrea L. Sterdis (TVA) to NRC Document Control Desk, "Response to NRC Environmental Report (ER) Sufficiency Review Comments," dated May 2, 2008 [ML081270657].

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

None.

ATTACHMENTS:

None.

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBERS: 4.4.1-1 and 5.8.1-1**

- 4.4.1-1:** Provide a basis for the assumptions used concerning peak construction traffic in ER Section 4.4.1.3 and the frequency of carpooling. Describe the temporal distribution of traffic in more detail and explain whether the analysis reflects that workers will travel both to and from the site each day and that each delivery will involve trucks entering and exiting the site. Provide more detail to support the conclusion concerning U.S. Highway 72 and county roads 33 and 113 and Bellefonte Road, given baseline traffic patterns. Include information about the number and timing of barge traffic to the site and its implications for recreational use of the waterway.
- 5.8.1-1:** Provide more detail about the traffic patterns during the periods of construction and operation overlap, normal operation (clarify shift vehicle counts), and outages, and correct the analysis as necessary. Provide estimates of the number of outage workers and shift patterns. Clarify why assumptions about carpooling for operations workers differ from those for construction workers. (ER Section 5.8.1.2).

BLN RESPONSE:

Based on a discussion with the NRC staff on July 14, 2008 (Reference 1), it is TVA's understanding that the information requested by these RAIs has been partially addressed to the reviewer's satisfaction by the BLN response to NRC Information Needs SE-24 and SE-26 in a TVA letter dated July 3, 2008 (Reference 2). Consequently, a clarification to these RAIs was provided by the reviewer, requesting the following supplemental information:

- 4.4.1-1:** *This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of providing a reference for the basis of assumptions about carpooling rates for construction and operations workers and accounting for the increase in traffic attributed to factors other than workers and deliveries – for example how traffic will increase due to the influx of worker families.*
- 5.8.1-1:** *This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of explaining why the assumptions made for the behavior of carpooling operations workers are expected to be different than the carpooling behavior of construction workers.*

The requested clarification is addressed as follows:

In order to provide an upward bounding estimate consistent with analysis provided in Section 4.4, the transportation analysis in ER Subsection 5.8.1.2 was revised to consider one car per operational employee (omitting the carpooling assumption). Operation of both BLN units is expected to require approximately 1000 operations and security workers that work three shifts and access the BLN site using Bellefonte Road. The majority of workers (60 percent) are anticipated to work the day shift (600 operational workers), with approximately 30 percent of the workforce (300 operational workers) on the night shift, and about 10 percent (100 operational workers) working the graveyard shift. Considering that impacts to roads are greatest during shift changes, the maximum number of vehicles on Bellefonte Road is anticipated to be 900 vehicles. Bellefonte Road is a two-lane paved road with a maximum capacity of 1700 cars per hour in each direction. As described in ER Subsection 5.8.1.2, the addition of vehicles

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Responses to Environmental Report Information Needs – Socioeconomics/EJ

associated with operation workers falls well below the capacity of Bellefonte Road, and the impact is anticipated to be SMALL.

In addition to traffic created by the construction workforce, it is understood that secondary traffic may be increased due to vehicles associated with construction worker families. According to the U.S. Department of Transportation, the mean number of vehicles per household is 1.9 (Attachment 4.4.1.1). As discussed in NRC Information Needs SE-09 and SE-31, the anticipated maximum number of on-site workers during the peak construction period is 3900. Assuming 50 percent of these workers relocate into Jackson County with families (as discussed in Section 4.4), and subsequently a second vehicle, the increase in vehicles on the road other than those attributed to workers and deliveries (families) is expected to be approximately 1950. While this increase in vehicles would add to local traffic, it is anticipated that the additional vehicles would be dispersed throughout the county and not impact local roads around BLN.

With regard to barge shipments to BLN for Units 3 and 4, it is estimated that delivery of the modules would require a total of 68 shipments (34 per unit) over two separate 3- to 4-month periods: one shipment for Unit 3, followed by a second shipment for Unit 4, approximately a year later. This equates to approximately 10 barges per month (plus or minus) for each of the two 3- to 4-month periods. These shipments of pre-fabricated modules would likely occur between the end of site preparation and beginning of construction commencement. The other 24 barges (12 per unit), containing large vessels and heavy equipment, would likely be spread out over the duration of the construction period, so it is not anticipated that more than one or two barges would arrive at any particular time. Construction equipment barges would arrive as the equipment is needed, then depart shortly after the work activity (e.g., dredging) is completed, or as soon as the equipment is unloaded. It is likely that there would be one barge for dredging, with the spoils transferred to equipment that will haul it directly to the spoils area, and that barge is not expected to be at the site for more than two weeks. This refurbishment/maintenance activity would occur near the beginning of construction to prepare the barge dock for the construction period activity.

This response is PLANT-SPECIFIC.

Reference:

1. NRC Communication Summary, "Summary of Telecommunication with Tennessee Valley Authority to Discuss Clarification on Request for Additional Information (RAI) for Bellefonte Units 3 and 4." Contact: Mallecia Hood (DSER/NRO), dated July 28, 2008 [ML082070062].
2. Letter from Jack A. Bailey (TVA) to NRC Document Control Desk, "Response to NRC Information Needs Related to Socioeconomics/Environmental Justice," dated July 3, 2008 [ML081900451].

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

Change COLA Part 3, ER Chapter 5, Subsection 5.8.1.2, third and fourth paragraphs to add changes to an earlier update provide in response to Information Needs SE-09 / SE-31 in TVA's July 3, 2008 letter, as follows:

For plant operations, it was assumed that the BLN site would operate in three shifts. The day shift would be composed of 60 percent of the workers, the night shift would be composed of 30 percent of the workers, and the midnight (graveyard) shift would be composed of 10 percent of the workers. ~~It was also assumed that 20 percent of all the workers would carpool, and the remaining 80 percent of the workers would not carpool with another plant employee.~~ The BLN site expects to employs approximately 1000850

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operations workers at the new units. Therefore, the ~~1000850~~ workers needed for operation of the new facility would add approximately ~~1000680~~ additional vehicles on the roadway. Of these, ~~approximately 600408~~ are associated with the day shift, ~~300204~~ are associated with the night shift, and ~~10068~~ are associated with the midnight (graveyard) shift. Assuming ~~the~~ most of ~~the~~ vehicles are on the roadway at the end of the day shift and the start of the night shift (shift change), there is a maximum of ~~900642~~ additional vehicles entering and leaving the site. Additional impacts may be present during outages and during refueling periods when more workers are present. Additional information on transportation, including current traffic counts, is discussed in Subsection 2.5.2.

Given the current volume of traffic, as indicated by Annual Average Daily Traffic (AADT) counts in Subsection 2.5.2, on the road network, the impact due to the addition of 900 ~~642~~ vehicles is considered SMALL, and potential mitigation ~~is not warranted. During refueling and other outage periods traffic increases. Possible mitigation~~ measures include staggering outage shifts opposite traditional high-traffic periods, mandatory carpooling, and busing in of employees, if necessary.

ATTACHMENTS:

The following document is provided as Attachment 4.4.1-1 to this enclosure:

- 4.4.1-1. U.S. Department of Transportation, Bureau of Transportation Statistics, Table A-2 Mean Number of Drivers, Vehicles, and Bicycles per Household, 2001. (Entire document)

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBERS: 4.4.2-2 and 4.4.2-3**

- 4.4.2-2:** Clarify what jurisdictional area(s) are included in the calculations of indirect jobs and income and how the employment and income multipliers were determined. Also clarify the relationship between the multiplier effect from construction worker expenditures and from TVA non-workforce purchases. Explain why the indirect jobs and income are being calculated based on the estimate of in-migrating workers rather than the total number of new construction jobs created in Jackson County by the project.
- 4.4.2-3:** Please specify the geographic basis of the estimated multiplier of expenditures for materials and services by the project, and clarify the relationship between the multiplier and the total expenditures for materials and services by the plant. (Section 4.4.2.2)

BLN RESPONSE:

Based on a discussion with the NRC staff on July 14, 2008 (Reference 1), it is TVA's understanding that the information requested by these RAIs has been partially addressed to the reviewer's satisfaction by the BLN response to NRC Information Need SE-32 in a TVA letter dated July 3, 2008 (Reference 2). Consequently, clarifications to these RAIs were provided by the reviewer, requesting the following supplemental information:

- 4.4.2-2:** *This request has been partially satisfied by the TVA letter dated July 3, 2008 with the exception of explaining how TVA addressed counties that are only partially within the 50 mile radius to clarify how the multiplier was established.*
- 4.4.2-3:** *This request has been partially satisfied by the TVA letter dated July 3, 2008 with the exception of explaining how TVA addressed counties that are only partially within the 50 mile radius to clarify how the multiplier was established.*

The requested clarification is addressed as follows:

The area within the 50-mile region includes counties in Alabama, Georgia, and Tennessee. The individual counties are Blount, Cherokee, Cullman, DeKalb, Etowah, Jackson, Limestone, Madison, Marshall, and Morgan counties in Alabama; Catoosa, Chattooga, Dade, Floyd, Gordon, Walker, and Whitfield counties in Georgia; and Coffee, Franklin, Grundy, Hamilton, Lincoln, Marion, Moore, and Sequatchie counties in Tennessee. Although some of the above counties are only partially contained within the 50-mile BLN region, for such counties, data analysis was conducted for the county as a whole.

Per discussion with U.S. Department of Commerce, Bureau of Economic Analysis RIMS staff, the data that are used to calculate the RIMS II model multipliers are based on county-level data for whole counties. RIMS staff stated that it is incorrect to calculate the impact and then add or subtract a certain percentage (i.e., it is an inappropriate use of the data to weight those counties that lie partially within the region). RIMS staff confirmed that the model multipliers are appropriately used by calculating the impact for the county as a whole.

Estimates of the number of indirect jobs have been revised so that indirect jobs are based on the total number of new construction jobs created by the BLN project in the region. The multiplier from RIMS II analysis for construction jobs is 1.4218. Thus, for every newly created construction job, an estimated additional 0.422 jobs are created in the region. Starting in 2010, indirect jobs are created by construction

TVA Letter Dated: August 8, 2008

Responses to Environmental Report Information Needs – Socioeconomics/EJ

jobs; approximately 200 new indirect jobs are created by 2012 and 1370 new indirect jobs during the peak construction period in 2015.

This response is PLANT-SPECIFIC.

References:

1. NRC Communication Summary, "Summary of Telecommunication with Tennessee Valley Authority to Discuss Clarification on Request for Additional Information (RAI) for Bellefonte Units 3 and 4." Contact: Mallecia Hood (DSER/NRO), dated July 28, 2008 [ML082070062].
2. Letter from Andrea L. Sterdis (TVA) to NRC Document Control Desk, "Response to NRC Information Needs Related to Socioeconomics/Environmental Justice," dated July 3, 2008 [ML081900451].

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

None.

ATTACHMENTS:

None.

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBER: 4.4.2-5**

Clarify how the housing deficit analysis was conducted and provide greater quantification of the expected deficit. ER Section 4.4.2.4. Table 4.4-2 is labeled “Trends in Jackson County Housing Growth” but does not provide housing growth data.

BLN RESPONSE:

Based on a discussion with the NRC staff on July 14, 2008 (Reference 1), it is TVA’s understanding that the information requested by this RAI has been partially addressed to the reviewer’s satisfaction by the BLN response to NRC Information Needs SE-09, SE-18, and SE-38 in a TVA letter dated July 3, 2008 (Reference 2). Consequently, a clarification to this RAI was provided by the reviewer, requesting the following supplemental information:

This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of explaining how the construction of new hotels and similar transient housing is expected to affect this aspect of the analysis.

The requested clarification is addressed as follows:

Because it is likely that construction workers with short-term assignments would utilize temporary housing rather than permanently relocating to the area, available temporary lodging in hotels, motels, and campgrounds in Jackson County was included in the analysis. As of July 2008, there are more than 330 guest rooms in seven existing hotels in Jackson County (Attachments 4.4.2-5A and 4.4.2-5B). The Jackson County Chamber of Commerce confirmed plans for two new hotels, both in Scottsboro, that would provide an additional 150 to 160 guest rooms. In addition, there are more than 320 campsites in Jackson County (Attachment 4.4.2-5A). It is also likely that construction workers may commute from hotels and transient housing in DeKalb County or other immediately adjacent counties. Transient lodging in smaller inns, lodges, and cabins designed for recreational purposes was not considered in the housing impact analysis. Consideration of available temporary lodging in this analysis decreases the estimated housing deficit during peak construction. Changes to Subsection 4.4.2.4 and Table 4.4-2 to reflect this temporary lodging are provided below.

This response is PLANT-SPECIFIC.

Reference:

1. NRC Communication Summary, “Summary of Telecommunication with Tennessee Valley Authority to Discuss Clarification on Request for Additional Information (RAI) for Bellefonte Units 3 and 4.” Contact: Mallecia Hood (DSER/NRO), dated July 28, 2008 [ML082070062].
2. Letter from Jack A. Bailey (TVA) to NRC Document Control Desk, “Response to NRC Information Needs Related to Socioeconomics/Environmental Justice,” dated July 3, 2008 [ML081900451].

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

1. Change COLA Part 3, ER Chapter 4, Subsection 4.4.2.4, second and third paragraphs, to update ER text changes provided in response to NRC Information Need SE-09 in TVA's July 3, 2008 letter, as follows:

Because construction of the BLN site is not a permanent condition, during the peak construction phase it is probable that not all of the estimated 3900 ~~construction~~ workers would move into the region and need housing. Jackson County has a total of 2553 vacant housing units, with 894 available for sale or rent. It is also probable that workers on short-term assignments would utilize transient housing in the form of hotels, motels, and campgrounds. As of July 2008, there are more than 330 hotel guest rooms and 320 campsites in Jackson County, and two additional hotels are planned for Scottsboro that are expected to provide an additional 150 to 160 hotel rooms. For this analysis, a conservative assumption is made suggesting ~~1950-1500 construction~~ workers (or half of the total anticipated ~~workers~~ peak on-site workforce of 3900, which includes 3250 ~~construction and 650 operations~~ workers) need housing during the peak construction phase, thus one housing unit per ~~construction~~ worker is required, for a total of ~~1950-1500~~ units. This represents a deficit in the number of ~~available~~ housing units available in Jackson County, although workers are anticipated to also utilize available housing in surrounding counties. Table 4.4-2 describes household growth trends in Jackson County.

The impacts of plant construction on the housing market in Jackson County are expected to be MODERATE to LARGE based on an estimated deficit in the number of available houses. The construction workforce will likely compete with lower-wage employees for housing, forcing up rental prices and decreasing availability (Reference 15). There are several small rural communities around the BLN site on both sides of the Tennessee River. While there are adequate roads and bridges in Jackson County between the site and many of these communities, on the east side of the river the local geography makes commuting to the site from those more distant locations, such as Dutton and Pisgah, less convenient. There are also less housing opportunities available in these communities because of their rural nature and availability of services. Therefore, a majority of workers are expected to concentrate in the communities nearer to the site and in larger cities within the BLN region. With mitigation, this impact to the housing market caused by increased competition for housing could be reduced to SMALL to MODERATE. Utilization of transient housing and hotels in Jackson County and surrounding counties by workers on short-term assignments is expected to also reduce the estimated housing deficit. The availability of housing would be reviewed again during the construction phase to assess whether mitigation efforts are needed. These efforts could include housing assistance for employees, transportation assistance for commuting employees, or remote parking areas with shuttles.

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Responses to Environmental Report Information Needs – Socioeconomics/EJ

2. Change COLA Part 3, ER Chapter 4, Table 4.4-2, to correct the title, as follows:

TABLE 4.4-2

~~TRENDS IN JACKSON COUNTY~~ HOUSEHOLD HOUSING GROWTH TRENDSJACKSON COUNTY HOUSEHOLDS HOUSING

Year	Population	Population Percent Change	Average Change in People/Yr	Average Change in Households/Yr
2006	53,745	-0.06	-30	-8
2000	53,926	1.14	613	153
1990	47,796			

NOTE:

The change in number of households per year is based on an average family size of four.

ATTACHMENTS:

The following documents are provided as Attachments 4.4.2-5A and 4.4.2-5B to this enclosure:

- 4.4.2-5A. Jackson County Chamber of Commerce, Information on Lodging in Jackson County.
(Entire document)
- 4.4.2-5B. Information on Days Inn, Scottsboro, Alabama. (Entire document)

NRC Review of the BLN Environmental Report**NRC Environmental Category: SOCIOECONOMICS/ENVIRONMENTAL JUSTICE****NRC RAI NUMBER: 4.4.2-9**

Discuss the impacts of competition for transient housing and traffic congestion on recreation in ER Section 4.4.2.6.

BLN RESPONSE:

Additional information is provided regarding potential impacts on recreation due to traffic congestion, increased population, and competition for transient housing. Information provided in the 2001 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation report for Alabama (Reference 1) indicates there has been a decrease in wildlife-related recreation since 1991. Thus, the increased utilization of recreational facilities by workers and their families relocating to the BLN region, and the consequential increase in recreational-related revenues, is expected to have a small, and likely beneficial, impact on recreation.

Traffic congestion is expected to impact recreation with respect to the recreational areas located along the primary access routes to the BLN site, such as the small boat dock area adjacent to the site. Traffic capacity and planned measures to minimize traffic impacts are described in Subsection 4.4.1.3 and in the BLN response to NRC Information Need SE-24 in a July 3, 2008, TVA letter (Reference 2). None of the major contributors to transient population within the BLN region (shown in Figure 2.5-4) are located along the designated site access routes (County Road 33 and Bellefonte Road). Access to Guntersville Reservoir is not expected to be impacted. Impacts on recreation due to increased traffic are expected to be small, and no mitigation measures are expected to be necessary.

As discussed in the BLN response to RAI 4.4.2-5, construction workers on short-term assignments are expected to utilize transient housing in the form of hotels and campgrounds. Jackson County is expected to have at least 480 hotel guest rooms (includes the two hotels under construction in 2008) and 320 campsites during the construction period. It is less likely that construction workers would utilize the smaller recreational lodges and cabins in Jackson County due to their smaller capacity and more rural locations. The addition of the two new hotels and other potential mitigation measures discussed in Subsection 4.4.2.4 are expected to help alleviate pressures on transient housing.

This response is PLANT-SPECIFIC.

Reference:

1. U.S. Department of the Interior, Fish and Wildlife Service, and U.S. Department of Commerce, U.S. Census Bureau, *2001 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation, Alabama*, FHW/01-AL-Rev., revised March 2003.
2. Letter from Jack A. Bailey (TVA) to NRC Document Control Desk, "Response to NRC Information Needs Related to Socioeconomics/Environmental Justice," dated July 3, 2008 [ML081900451].

ASSOCIATED BLN COL APPLICATION TEXT CHANGES:

Change COLA Part 3, ER Chapter 4, Subsection 4.4.2.6, as follows:

Outdoor activities in the area include backpacking, climbing, camping, fishing, and hunting. Several state parks are located within the region and provide providing numerous facilities and recreational opportunities. ~~These include~~ including camping facilities, beach complexes, fishing centers, and hiking trails. Some facilities offerinclude golf courses and upscale overnight accommodations. Local tourism and recreation are described further in Section 2.5.

Recreational areas within the BLN region could potentially be impacted by the increased population of BLN workers and their families and the increased competition for transient housing (as discussed in Subsection 4.4.2.4). Workers who relocate to the region are expected to utilize recreational areas and facilities to a similar degree as the permanent population of the region. Because many of the recreational opportunities of the region are outdoor activities without associated maximum capacities, it is difficult to accurately estimate utilization by the local permanent population. However, in 2007, the average peak daily transient population in the BLN region was 109,204, and the estimated permanent population was 1,158,869 (as discussed in Subsection 2.5.1.4). Thus, on an average day, it is estimated that approximately 8.6 percent ($109,204 / [1,158,869 + 109,204] \times 100$) of the total population of the region is transient. If a similar percentage of the additional BLN population utilized these same recreational areas, the impact would be SMALL and potentially beneficial. The impact on recreation due to increased competition for transient housing is expected to be SMALL to MODERATE; however, the construction of two new hotels in 2008 and other potential housing mitigation measures discussed in Subsection 4.4.2.4 are expected to decrease impacts on recreation due to the anticipated housing deficit.

Traffic congestion is expected to only impact recreation with respect to the recreational areas located along the primary access routes to the BLN site (Bellefonte Road and County Road 33, as discussed in Subsection 4.4.1.3). The nearest parks to the BLN site (Camp Jackson, a Boy Scout camping facility located 4.2 mi. from the site, and Jackson County Park, located 7.5 mi. from the site) are more than 4 mi. away. The nearest observed recreational activity to the BLN site (and only recreational area identified along the Bellefonte Road or County Road 33 access routes) is a small boat dock and sport fishing area immediately adjacent to the site. Due to the limited capacity and utilization of this dock area, as well as the measures taken by the BLN site to minimize traffic impacts along site access routes (such as staggered worker shifts and other traffic mitigation measures discussed in Subsection 4.4.1.3). Therefore, impacts of traffic during construction on recreation would be SMALL and require no mitigation beyond the potential measures given in Subsection 4.4.1.3.

ATTACHMENTS:

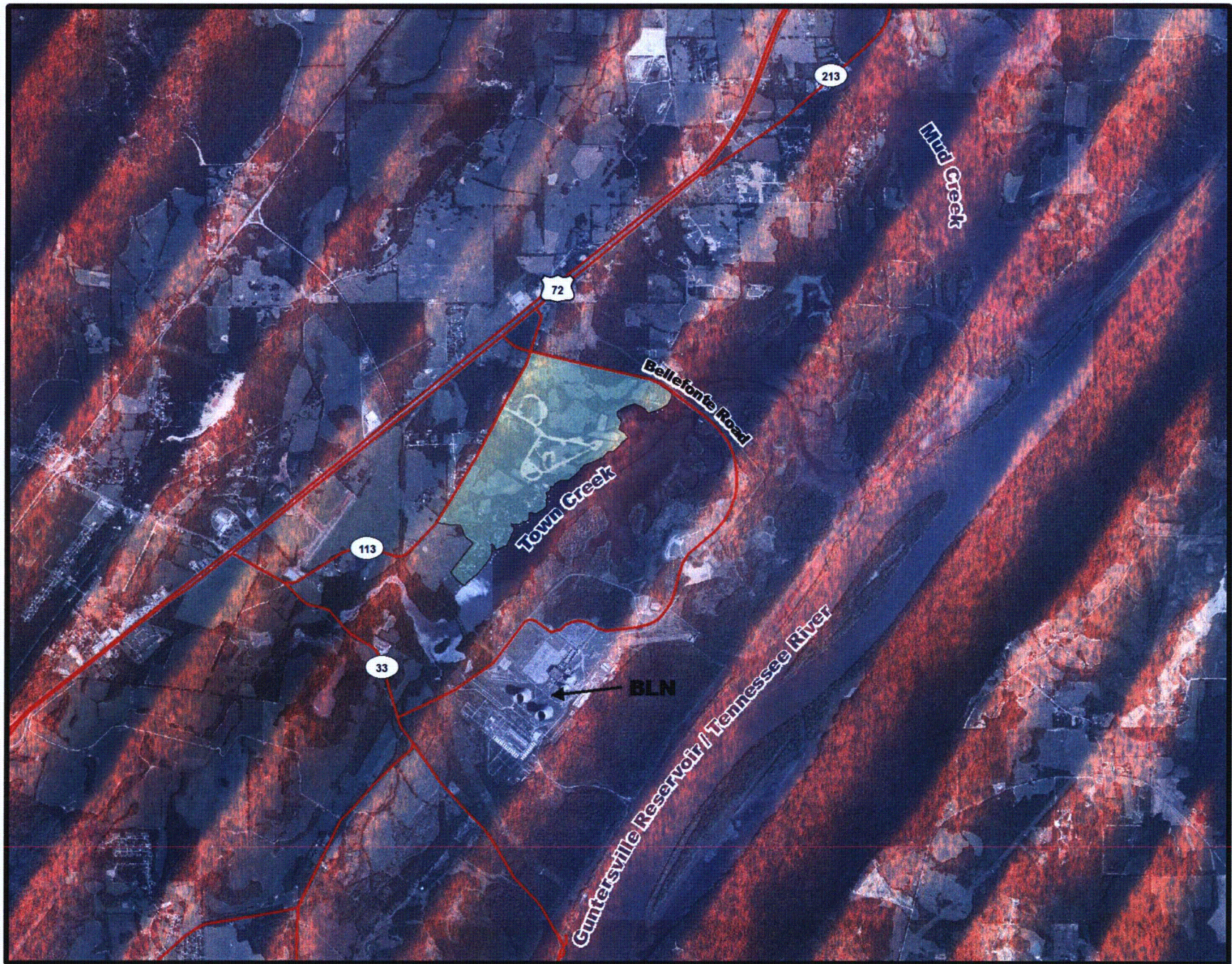
None.

ATTACHMENT 2.5.2-1
TENNESSEE VALLEY AUTHORITY
AERIAL IMAGE ILLUSTRATING THE SPATIAL RELATIONSHIP BETWEEN BLN,
CREEKS EDGE ADDITION, AND RESIDENCES WEST OF MUD CREEK EMBANKMENT
(NO DATE)


Tennessee Valley Authority

Aerial Image Illustrating the Spatial Relationship between BLN, Creeks Edge Addition, and Residences West of the Mud Creek Embayment

(no date)



Legend

 Creeks Edge Development
Boundaries are approximate and interpreted
based on site visit and aerial.



0 0.5 1 Miles

ATTACHMENT 4.4.1-1
U.S. DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION STATISTICS
TABLE A-2, MEAN NUMBER OF DRIVERS, VEHICLES, AND BICYCLES PER HOUSEHOLD
2001

**U.S. Department of Transportation
Bureau of Transportation Statistics**

**Table A-2 - Mean Number of Drivers,
Vehicles, and Bicycles per Household**

2001

 [ABOUT RITA](#) | [CONTACT US](#) | [PRESS ROOM](#) | [CAREERS](#) | [SITE MAP](#)[BTS Home](#) > [Publications](#) > [Highlights of the 2001 National Household Travel Survey](#)[Printable Version](#)[Data and Statistics](#)[Bookstore](#)[Programs](#)[About BTS](#)[Upcoming Press Releases](#)[Excel](#) | [CSV](#)[External Links](#)[Intelligent Transportation Systems](#)[National Transportation Library](#)[Research, Development and Technology](#)[Transportation Safety Institute](#)[University Transportation Centers](#)[Volpe National Transportation Systems Center](#)

Table A-2 Mean Number of Drivers, Vehicles, and Bicycles per Household

	Mean	SE
Drivers per household	1.75	0.005
Personal vehicles per household	1.90	0.007
Full-size bicycles per household	0.86	0.009

NOTE: SE = standard error.

SOURCE: The 2001 National Household Travel Survey, household file, U.S. Department of Transportation.

Research and Innovative Technology Administration (RITA) • U.S. Department of Transportation (US DOT)
1200 New Jersey Avenue, SE • Washington, DC 20590 • 800-853-1351 • E-mail RITA

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ATTACHMENT 4.4.2-5A
JACKSON COUNTY CHAMBER OF COMMERCE
INFORMATION ON LODGING IN JACKSON COUNTY
(ACCESSED JULY 16, 2008)

Jackson County Chamber of Commerce

**Information on Lodging in Jackson County
(1 page from website)**

(Accessed July 16, 2008)

[Home](#) | [Visitors](#) | [Relocation](#) | [Members](#) | [Calendar](#) | [Map](#) | [Economic Development](#) | [About Us](#)

Lodging

Motels

Best Value Inn
46 Micah Way
Scottsboro, AL 35769
Phone: 256-259-4300
50 Rooms – Meeting Space for 45-50

Comfort Inn
23518 John T. Reid Pkwy
Scottsboro, AL 35768
Phone: 256-574-6740
Fax: 256-259-0750
61 rooms

Jameson Inn
208 Micah Way
Scottsboro, AL 35768
Phone: 256-574-6666
Fax: 256-574-6767
60 rooms

Econo-Lodge
1401 East Willow Street
Scottsboro, AL 35768
Phone: 256-574-1010
Email: travelers_place@yahoo.com
Website: www.travelersplace.com
67 rooms

Liberty Inn
902 E Willow Street
Scottsboro, AL 35768
Phone: 256-574-1730
Fax: 256-259-1771
21 rooms

Budget Host Inn
42973 U.S. Hwy. 72
Stevenson, AL 35772
Phone: 256-4737-2215/800-BUD-HOST
Fax: 256-437-2217

Inns

Ivy Creek Inn
985 Carlton Road
Scottsboro, AL 35769
Phone: 1-800-379-4711 256-505-0722
Email: ivycreekn@aol.com
Website: www.ivycreekn.com
5 rooms sleeps up to 15

Campgrounds

Crawford's RV Park
4320 South Broad Street
Scottsboro, AL 35769
Phone: 256-574-5366
Email: david@erawfordrv.com
14 spots / wifi available

Goose Pond Colony RV/Campground
417 Ed Hembree Drive
Scottsboro, AL 35769
Phone: 1-800-268-2884
256-259-2884
Email: gpc@hiwaay.net
Website: www.goosepond.org
115 paved / primitive spots available

Jackson County Park
2302 County Park Road
Scottsboro, AL 35769
Phone: 256-574-4719
256-218-0111
144 spots

South Sauty Creek Resort
6845 South Sauty Creek Road
Langston, AL 35755
Phone: 256-582-3367
Website: www.southsautyresort.com
51 Lakeside spots, additional non-lakeside spots available, and 4-unit motel

Lodges

Goose Pond Colony Lodge
417 Ed Hembree Drive
Scottsboro, AL 35769
Phone: 1-800-268-2884
256-259-2884
Email: gpc@hiwaay.net
Website: www.goosepond.org
6 rooms

The Lodge on Gorham's Bluff
101 Gorham Drive
Pisgah, AL 35765
Phone: 256-451-8439
256-451-3435
Website: www.gorhamsbluff.com
6 rooms and 4 three bedroom cottages

Paint Rock Valley Lodge & Retreat
County Road 518
Estill Fork, AL 35745
Phone: 256-776-9411
256-776-2253

Cabins & Cottages

Creekstone Cabins
355 County Road 213
Hollywood, AL 35752
Phone: 256-574-1462
Fax: 256-574-5182
Email: jlrkirk@hiwaay.net
10 rooms

Crow Creek Cottage
367 County Road 287
Stevenson, AL 35772
Phone: 1-888-344-5573
256-437-1847 / 256-437-2535
Email: chsmkloyd@scottsboro.org
2 rooms

Fish Inn Hole
3195 County Road 67
Scottsboro, AL 35769
Phone: 256-228-3334 / 256-574-3610
Fax: 256-574-2316
Website: www.fishinnhole.com
7 room home - sleeps 6

Goose Pond Colony Cottages
417 Ed Hembree Drive
Scottsboro, AL 35769
Phone: 1-800-268-2884
256-259-2884
Email: gpc@hiwaay.net
Website: www.goosepond.org
11 two-bedroom cottages

Hank's Cabin on the River
185 Boy Scout Road
Scottsboro, AL 35769
Phone: 256-259-3677
Fax: 256-259-3671
Email: safetyfirstinc@hotmail.com
Attn: Hank
1 two-bedroom cabin

Woody's Lodge
4334 Alabama Hwy 79
Scottsboro, AL 35769
Phone: 256-574-1761
256-244-0701
Website: www.woodyslodge.com
6 cabins-sleep up to 35 total

ATTACHMENT 4.4.2-5B
ROADSIDEAMERICA.COM
INFORMATION ON DAYS INN, SCOTTSBORO, ALABAMA
(ACCESSED JULY 16, 2008)

RoadsideAmerica.com

**Information on Days Inn, Scottsboro,
Alabama**

(3 pages from website)

(Accessed July 16, 2008)



Great rates on US hotels, motels, inns. Plan where to stay on your next road trip!

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Check for available rates at this hotel:					
Arrival Date	Departure Date	Adults	Children		
Jul 30	Aug 1	1	0	Get Rates	

Scottsboro Hotel Chains
 Comfort Inns
 Days Inn
 Econo Lodge
 Signature/Jameson Inns

Cities Near Scottsboro

Arab
 Fort Payne
 Guntersville
 Rainsville
 Scottsboro

Most Desired Travel Destinations:

New York, NY
 Chicago, IL
 Orlando, FL
 San Antonio, TX
 San Diego, CA
 Boston, MA
 Washington, DC
 Atlanta, GA
 Houston, TX
 Los Angeles, CA
 Dallas, TX
 Seattle, WA
 Memphis, TN
 San Francisco, CA
 Saint Louis, MO
 Nashville, TN
 Miami, FL
 Kansas City, MO
 Philadelphia, PA
 Baltimore, MD
 Pittsburgh, PA
 Anaheim, CA
 Austin, TX
 New Orleans, LA
 Denver, CO
 Sacramento, CA
 Indianapolis, IN
 Hollywood, CA
 Tampa, FL
 Phoenix, AZ
 Charlotte, NC
 Louisville, KY
 Cincinnati, OH
 Detroit, MI
 Portland, OR
 Jacksonville, FL
 Las Vegas, NV
 Milwaukee, WI
 Cleveland, OH
 Birmingham, AL

[United States](#) > [Alabama](#) > [Scottsboro](#) > Scottsboro-Days Inn

Scottsboro-Days Inn

1106 John T. Reid Pkwy
 Scottsboro, AL 35768
 Nightly Rates: (\$65.01 - \$65.01)
 3 Star



The Days Inn of Scottsboro is conveniently located between Chattanooga, Tennessee and Huntsville, Alabama in a quiet town atmosphere right off Hwy 72. It is a great stop-over point if you are visiting the Aquarium in Chattanooga, or when visiting the Space and Rocket Center in Huntsville. We are a fisherman's paradise with excellent fishing at Goose Pond Colony, Jackson County Park and Gunthersville Lake. We offer free boat hook-ups and rooms that are convenient to the parking lot. The warm, friendly staff is looking forward to making your visit a pleasure. We offer many amenities just like home. Wyndham Rewards welcomed, where it is more fun to earn more.



Amenities

- Air Conditioned
- AM/FM Alarm Clock
- Business Center
- Continental Breakfast
- Coffee Maker in Room
- Copy Service
- Handicapped Rooms/Facilities
- Free Parking
- Free Local Telephone Calls
- Ice Machine
- Iron
- Ironing Board
- Guest Laundromat
- Microwave
- No Smoking Rooms/Facilities
- Free Newspaper
- Outdoor Pool
- Outdoor Pool
- Bus Parking
- Recreational Vehicle Parkinn

RoadsideAmerica.com

Quirky Tourist Attractions in or near Alabama

While in Alabama, you might enjoy a visit to:

Mentone, Alabama: Church Built Around a Rock

A working church built around a huge granite boulder, which serves as its pulpit.
 ~25 miles from Scottsboro.

Huntsville, Alabama: Misleading Grave of Miss Baker, Space Monkey

A space monkey is buried here.
 ~36 miles from Scottsboro.

Chattanooga, Tennessee: International Towing and Recovery Museum

The history of tow trucks, complete with many exhibits; a "Wall of the Fallen" honors those who died in the line of duty.
 ~47 miles from Scottsboro.

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- Truck Parking
- Refrigerator
- Shops/Commercial Services
- TV Remote Control
- Wake-up Service
- 24 Hour Front Desk
- Fishing
- Golf
- Hairdryers Available
- Laundry/Valet Services
- Pets Allowed
- Parking
- Restaurant
- Television with Cable

Room Information

Standard King Bed Room

NO

IMAGE

AVAILABLE

Standard Two Double Bed Room

NO

IMAGE

AVAILABLE

Bathroom

NO

IMAGE

AVAILABLE

Rate Disclaimer

Indicative rates for search purposes only; check for specific rate when making a reservation.

Miscellaneous Information

- American Dollars is the native currency.
- Check in time is 02:00 PM
- Check out time is 11:00 AM
- Time Zone is CST
- Opened in 1986
- Renovated in 2006
- 73 rooms.
- 0 suites.
- 2 floors.

Directions

I-24 Exit 152 to 72 West, go 30 miles to Scottsboro the hotel is on the left.

I-59 Exit 218 to Hwy 35 North, go 30 miles to Hwy 72 W, hotel is on the left.

Hwy 72 East, 45 miles to Scottsboro, hotel is on the right.

I-24 to Hwy-72W to Scottsboro from I-24 interchange, travel 30 miles to Scottsboro. Hotel is on the left

Take I-565 to Hwy 72 East, go 52 miles to Scottsboro, hotel is on the Right.

Huntsville International

Guarantee Policy

All reservations made via the Internet require a credit card to guarantee the reservation. Some

reservations may require a credit card deposit.

Cancellation Policy

Cancellation penalties may apply if cancelled after the policy deadline. Please review the reservation details before confirming your reservation as policies vary.

Restaurant Information

* Western Sizzler (next door) * All Major Fast Food Nearby * Buena Vista Mexican * Geno's Pizza and Grill * Huddle House * Kim San Chinese * Pizza Hut * Ruby Tuesday

Recreation Information

NO
IMAGE
AVAILABLE

* Goose Pond Colony Golf & Fishing * Jackson County Park * Unclaimed Baggage * Broken Arrow Golf Course * 45 minutes from Space & Rocket Center in Huntsville * One hour from Chattanooga and the Tennessee Aquarium, Lookout Mountain, Incline Railroad, Ruby Falls and Rock City

* 45 minutes from Space & Rocket Center in Huntsville * Broken Arrow Golf Course * Goose Pond Colony Golf & Fishing * Jackson County Park * One hour from Chattanooga and the Tennessee Aquarium, Lookout Mountain, Incline Railroad, Ruby Falls and Rock City * Unclaimed Baggage

Area Attractions

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