

## PMHarrisCOL PEmails

---

**From:** Daniel Mussatti  
**Sent:** Friday, April 11, 2008 3:44 PM  
**To:** Donald Palmrose  
**Cc:** Bruce Olson; Brent Clayton  
**Subject:** RE: Schedule question involving Socioeconomic from Harris AR

Don, I read your language and I think it is fine. I do not believe option two is realistic, though. In my experience, (State of Maryland and Texas in particular) these sort of studies are NOT the responsibility of the regulator, but the applicant. That leaves one and three. If I can paraphrase from the comments and responses we and PNNL have put together for the revisions to the NRC: it is not our responsibility to do the applicant's work for them. That leaves option one, which is for the applicant to do its job and give us a complete application.

As I said on the phone, the assessment Dave and I got from NCDOT was based on their first impressions of what could happen, without any chance to delve into the issue at all. That is because the applicant had not communicated with them any plans to raise the level of the reservoir. If their response was based on inaccurate assumptions (the reservoir was full and not capable of handling an additional twenty feet of water) then the road flooding issue may be a non-starter. Unfortunately, it is the transportation analysis that will tell us that.

Ask Laura for a copy of our schedule for North Ana. That will tell you when I have the highest probability for being available for a conference call.

Dan'l

---

**From:** Donald Palmrose  
**Sent:** Friday, April 11, 2008 12:19 PM  
**To:** Daniel Mussatti  
**Cc:** Bruce Olson  
**Subject:** Schedule question involving Socioeconomic from Harris AR

Dan,

You may recall that Progress Energy plans to raise the level of the reservoir by 20 feet. However, they did not analysis the impacts to local transportation due to road reconstruction resulting from raising the water level (but they did assess the impacts as SMALL, see Subsection 4.4.2.8.3 on starting on page 4-115).

We need an impact study to truly assess the impacts. Progress Energy does call this a transportation impact analysis (TIA) and describes what they intend to do in the second paragraph of page 4-115. They do not have any schedule as to when to have this TIA completed.

I'm writing up the schedule impact section of the AR letter and need your input as to what you think the significance to schedule and resources would be if the NRC had to take on having this TIA completed. To help you I have cut and pasted Dave Anderson's comments about what is missing and how it affects schedule from the AR table along with my draft write-up for the AR letter.

Let me know your thoughts. I am trying to see if Dave Anderson is available to discuss on Monday. Do call or let me know where to call you if you want to discuss this over the phone.

Thanks,  
Don

Don Palmrose  
Sr. Project Manager  
NRO/DSER/RAP1  
301-415-3803  
T3-D7

Dave Anderson's comments on Section 4.4.2 (pg 52 of 102):

Column 5 (Why it is not complete or sufficient): The full impact of road relocation or elevation cannot be determined until a transportation impact study is completed by the applicant. No time table is given for the completion of this study. The applicant concludes only a small impact will occur to the transportation system. More information is needed to assess this conclusion.

Column 8 (Estimate the impact, labor effort, or schedule delay): The ER indicates that the applicant will complete a transportation impact study, but no time table is given. The staff would rely on that study to determine the impact, but would expect that NCDOT would be involved. Without that study, the staff cannot concur with the applicant's finding of only a small impact. From pre-application discussions, a small impact is not likely to be the case.

Schedule Issue (draft):

The proposed action would require increasing the level of the Harris Reservoir by approximately 20 feet. Subsection 4.4.2.8.3 of the Environmental Report states:

"Some roads in the Harris Reservoir area will have to be reconstructed to accommodate the increased water level. It is anticipated that, to accommodate the increased water level, the roads will be elevated in place. Local traffic on these roads would be disrupted while the modifications are implemented. Temporary detours and traffic control flaggers would be used, as appropriate, to maintain traffic flow during road modifications. Therefore, any disruptions to local traffic resulting from road modification to accommodate the new Harris Reservoir water level would be SMALL and temporary."

However, a full and detailed transportation impact analysis (TIA) for reconstructing any affected roadways, such as a section of the New Hill Holleman Road, has not been performed at this time and is missing from the Environmental Report. Thus, the NRC Staff cannot independently verify whether the above stated SMALL impact is valid without being able to review a related TIA. While the Environmental Report does cite the need to complete a TIA in cooperation with the North Carolina Department of Transportation (see Subsection 4.4.2.8.1), when such a TIA would be performed is unknown at this time.

Future options to resolve this issue and reduce uncertainty in the review schedule include, but are not limited to, the following:

- a) Progress Energy could begin the TIA in cooperation with the North Carolina Department of Transportation with the goal of having a completed TIA available to the NRC Staff at the time of the site audit.
- b) The NRC Staff could ask the North Carolina Department of Transportation to perform and complete the TIA. It is unknown at this time whether the North Carolina Department of Transportation has the necessary resources available to complete the TIA in a timely manner. Thus, there would be schedule uncertainty not only related to the time necessary to complete the TIA but also related to when the North Carolina Department of Transportation could begin the TIA.

- c) The NRC Staff could develop the TIA to independently determine the potential impacts related to elevating the affected roads. This would require cooperation with the North Carolina Department of Transportation as well as Progress Energy in gathering or providing all necessary data and information needed to perform the TIA. The NRC Staff believes that significant time and resources would be needed to independently develop this TIA.

**Hearing Identifier:** ShearonHarris\_COL\_Public  
**Email Number:** 299

**Mail Envelope Properties** (3E54A9B051CAB64F8DA8BE1178BC8D37346E910CFC)

**Subject:** RE: Schedule question involving Socioeconomic from Harris AR  
**Sent Date:** 4/11/2008 3:44:11 PM  
**Received Date:** 4/11/2008 3:44:11 PM  
**From:** Daniel Mussatti

**Created By:** Daniel.Mussatti@nrc.gov

**Recipients:**

"Bruce Olson" <Bruce.Olson@nrc.gov>  
Tracking Status: None  
"Brent Clayton" <Brent.Clayton@nrc.gov>  
Tracking Status: None  
"Donald Palmrose" <Donald.Palmrose@nrc.gov>  
Tracking Status: None

**Post Office:** HQCLSTR01.nrc.gov

<b>Files</b>	<b>Size</b>	<b>Date &amp; Time</b>
MESSAGE	6431	4/11/2008 3:44:11 PM

**Options**

**Priority:** Standard  
**Return Notification:** No  
**Reply Requested:** No  
**Sensitivity:** Normal  
**Expiration Date:**  
**Recipients Received:**