

Application NAB-2007-08123-M05
Response to U.S. Army Corps of Engineers Information Request Dated 01/16/09
Calvert Cliffs 3 Project, LLC and UniStar Nuclear Operating Services, LLC
February 12, 2009

Question 10

Provide information for non-tidal wetland impact in Assessment Area IX, why the project must impact this area and why it is needed including justification relative to cost and construction schedule.

RESPONSE

The approximately 10 acre plot along side the construction haul road and adjacent to the Independent Spent Fuel Storage Installation will play a critical role in the staging of equipment and materials during the construction of Unit 3, especially material off-loaded from barges that are expected to be utilized for delivery of components and construction materials. In addition, this area will be needed to assemble/disassemble large cranes, some of which will require over 100 tractor trailer material shipments for assembly, and in excess of 500 ft length will be required for the assembly process.

With respect to barge usage, we anticipate in excess of 30 barge shipments of equipment greater than 100 tons. The largest of these shipments will be the 4 steam generators each weighing around 600 ton and 80 feet in length. This equipment, once offloaded, will need to be staged for installation. Early estimates also reflect an additional 100 equipment shipments of between 20 and 100 tons, most, if not all, of which will be barge shipped.

Additionally, there are many potential preassemblies that are being considered that will need to be shipped by barge. These include tanks, liners, equipment assemblies, piping racks, precast slabs, and various preassembled civil work. We also anticipate that 16,000 ton of Turbine building structural steel and a large part of the over 280,000 feet of large bore piping will be barged and will require considerable barge slip time to offload equipment and material. There will also be approximately 2,000,000 cubic yards of aggregate, structural fill, bedding, subbase, and crushed stone that is expected to be barged. Using the largest available barges, this will result in over 1,000 shipments. This will further add to the congestion at the barge slip and will add to the need for staging materials as close to the barge slip as efficiently as possible.

Thus, the location of the lay down area is critical to the project, as it is situated close to the barge slip and heavy haul road, without significant interference with the majority of on site construction traffic and it provides the most direct routing from the staging area to the installation location.