

Southern Nuclear  
Operating Company, Inc.  
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FEB 19 2010



Docket Nos.: 52-025  
52-026

ND-10-0261

U.S. Nuclear Regulatory Commission  
Document Control Desk  
Washington, DC 20555-0001

Southern Nuclear Operating Company  
Vogtle Electric Generating Plant Units 3 and 4 Combined License Application  
Large Component Transportation Method Decision

Ladies and Gentlemen:

On March 28, 2008, Southern Nuclear Operating Company (SNC) submitted an application for combined licenses (COLs) for proposed Vogtle Electric Generating Plant (VEGP) Units 3 and 4 to the U.S. Nuclear Regulatory Commission (NRC) for two Westinghouse AP1000 reactor plants, in accordance with 10 CFR Part 52. Subsequently, on September 23, 2009, SNC submitted Revision 1 to COL Application Part 3, "Applicant's Environmental Report [ER] – Combined License Stage." By letter dated December 10, 2009, the NRC provided SNC with a Request for Additional Information (RAI) letter requesting additional information to complete their review of Part 3 of the COL application and to develop the required Supplemental Environmental Impact Statement (SEIS). One of the RAI's requested details of SNC's plan for transportation of large components and equipment to the VEGP site to support construction of VEGP Units 3 and 4. SNC provided a response to the RAI in letter ND-10-0023, dated January 8, 2010.

This correspondence is provided to advise the NRC that a final decision on the transportation mode for large components and heavy equipment has been made. The transportation of large components and heavy equipment to the VEGP site to support the construction of VEGP Units 3 and 4 will be primarily by rail. Approximately 70 components and pieces of heavy equipment requiring special shipping cars or other size-related considerations are involved. Accordingly, SNC will not construct a barge slip or seek maintenance dredging of the Savannah River Navigation Channel.

Norfolk Southern Railroad has been selected as the shipper for the major components, heavy equipment, and construction materials. SNC has evaluated the potential for changes to the onsite rail line that may result from this delivery option and confirmed that all environmental impacts are bounded by the information provided in the Early Site Permit (ESP) Final Environmental Impact Statement (FEIS). Based on the rail line

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evaluation, no major improvements are needed to the rail line between Savannah, Georgia and Waynesboro, Georgia. There will be no modification of bridges, overpasses, or other structures required to support rail transport. Routine track maintenance such as replacement of crossties and ballast may occur, as necessary, but no activities that would result in environmental impacts subject to National Environmental Policy Act (NEPA) requirements are expected. Evaluation of the rail line including a detailed survey of bridges, overpasses, intrusions from vegetation, track curvature, rail yard constraints, signal equipment, sidings, retaining walls, and overhead utilities from Savannah to Waynesboro was completed on October 1, 2009. The survey focused on the following rail line sections: the Savannah - Ardmere (SA Line), Millen (S Line), and Waynesboro – Greens Cut (D Line). The rail spur from Waynesboro (Greens Cut) to VEGP was also evaluated and no major improvements are needed to support the shipments.

Portions of the onsite rail line used for VEGP Units 1 and 2 were removed to support construction activities for VEGP Units 3 and 4. New onsite rail lines will be developed to support the decision to use rail delivery for major components, heavy equipment, and construction materials. The VEGP ESP provides information about the onsite portion of the rail spur and associated sidings and rail yard. Small modifications to the track arrangement in the onsite rail yard may be necessary to support management of heavy components and equipment delivered by rail during the construction process. SNC has reviewed these changes and determined that the footprint of the rail yard evaluated for the ESP will not be altered by these changes. The rail yard is located in an area previously disturbed during the construction of VEGP Units 1 and 2 and evaluated in the ESP, and the footprint associated with the changes is bounded by the original footprint. Based on the above, the design of the facility continues to fall within the site characteristics and design parameters specified in the VEGP ESP. Thus, SNC has concluded that this change does not represent “new and significant” information as defined in 10 CFR 51.50. No additional action to address environmental impacts of this change is required.

A copy of the new and significant evaluation prepared by SNC for the change to rail as the mode of transport for large components and heavy equipment will be provided in separate correspondence by March 12, 2010.

If you have any questions regarding this letter, please contact Mr. Tom Moorer at (205) 992-5807 or Mr. Wes Sparkman at (205) 992-5061.

Mr. C.R. Pierce states he is the AP1000 Licensing Manager of Southern Nuclear Operating Company, is authorized to execute this oath on behalf of Southern Nuclear Operating Company and to the best of his knowledge and belief, the facts set forth in this letter are true.

Respectfully submitted,

SOUTHERN NUCLEAR OPERATING COMPANY

*Charles R Pierce*

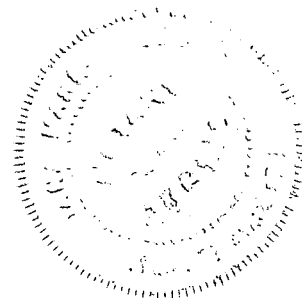
Charles R. Pierce

Sworn to and subscribed before me this 19<sup>th</sup> day of February, 2010

Notary Public: Dana M. Williams

My commission expires: 12/29/10

CRP/BJS/dmw



cc: Southern Nuclear Operating Company

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