



ND-2011-0015  
April 5, 2011

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

Subject: **PSEG Early Site Permit Application**  
**Docket No. 52-043**  
**Response to Request for Additional Information, RAI No. 17, Physical**  
**Security – Early Site Permit Application Section: 13.6**

- References:
- 1) PSEG Power, LLC letter to USNRC, Application for Early Site Permit for the PSEG Site, dated May 25, 2010
  - 2) RAI No. 17, Physical Security, dated March 11, 2011 (eRAI 5501)

The purpose of this letter is to respond to the request for additional information (RAI) identified in Reference 2 above. This RAI addresses Physical Security, as described in Section 13.6 of the SSAR, as submitted in Part 2 of the PSEG Site Early Site Permit Application, Revision 0.

Enclosure 1 provides our response for RAI No. 17, Question No. 13.06.03-6.

There are no regulatory commitments established in this submittal. If any additional information is needed, please contact David Robillard, PSEG Nuclear Development Licensing Engineer, at (856) 339-7914.

I declare under penalty of perjury that the foregoing is true and correct. Executed on the 5th day of April, 2011.

Sincerely,

A handwritten signature in black ink that reads "David P. Lewis".

David P. Lewis  
Nuclear Development Project Director  
PSEG Power, LLC

D079  
S001A  
MRO

Enclosure 1: Response to NRC Request for Additional Information, RAI No. 17,  
Question No. 13.06.03-6, Physical Security, PSEG Site

cc: USNRC, Director, Office of New Reactors / NRLPO (w/enclosures)  
USNRC, Project Manager, Division of New Reactor Licensing, PSEG Site  
(w/enclosures)  
USNRC, Region I, Regional Administrator (w/enclosures)

**ENCLOSURE 1**

**RESPONSE to RAI No. 17**

**QUESTION:  
13.06.03-6**

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In Reference 2, the NRC staff asked PSEG for clarification on where the SSAR identifies, characterizes and depicts the location of secondary roads, trails and routes leading to the proposed site. The specific request was:

**Question 13.06.03-6:**

*“In Part 2 of the SSAR, Section 2.2.2.5, the applicant describes nearby existing road transportation routes and vehicular land approaches which pose potential risks or hazards to the proposed site. The closest primary road providing paved access to the proposed site is New Jersey Highway 49 – where sole end-point access to the site will continue on the secondary Alloway Creek Neck Road. The only highway near the proposed PSEG site is Delaware Route 9, which at its closest point is 3.1 miles west of the proposed power block area. Figure 1.2-3 (Site Utilization Plan) in Part 2 of the SSAR and the aerial photograph Figure 2.1-3 (View of PSEG Site) in the Environmental Report do not depict the existence of secondary routes or dirt roads.*

*Please identify where the SSAR identifies, characterizes, and depicts the location of secondary roads, trails and routes leading to the proposed site, or explain why such information is not required.*

*With regard to the applicant’s electronically submitted and docketed early site permit application, the figure marked in the LIST OF FIGURES for Chapter 1 of the SSAR as Figure 1.2-3 is reflected in the application document file index for Chapter 1 Figures as Figure 1.1-3 (ADAMS ML101480174). The applicant is to correct the citations.”*

**PSEG Response to NRC RAI:**

SSAR Section 2.2 identifies, characterizes and depicts the transportation routes within 10 miles of the PSEG Site. SSAR Section 2.2.1 identifies all transportation routes within five miles of the site and references Figure 2.2-1 which visually depicts highways, roads and railroads within five and ten miles of the PSEG Site. Figure 2.2-1 depicts the surrounding public roadways in close proximity to the PSEG site including Alloway Creek Neck Road which is the closest public road to the site. SSAR Section 2.2.2.5 characterizes Alloway Creek Neck Road as a secondary road which eventually transitions into the dedicated plant access road leading to the PSEG Site. Figure 1.2-3 depicts on-site roadways designated for operating plant ingress/egress. The on-site roadways are also used by the US Army Corp of Engineers to access the Confined Disposal Facilities north of the PSEG Site via a dirt road traversing the shoreline north of the PSEG Site. Aside from the existing access road, there are currently no other secondary roads, trails or routes that provide pedestrian or vehicular access to the PSEG Site.

With respect to the latter portion of Question 13.06.03-6, the document file index that depicts the LIST OF FIGURES for the SSAR is not part of the docketed ESP licensing submittal. As such, PSEG has engaged the NRC's Information Technology (IT) staff to assess the most accurate and efficient approach to correct the LIST OF FIGURES for Chapter 1 of the SSAR. Once a suitable process for update is determined by NRC IT, the correction to the LIST OF FIGURES for Chapter 1 of the SSAR will be uploaded.