



L-2011-157
10 CFR 52.3

April 25, 2011

U.S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, D.C. 20555-0001

Re: Florida Power & Light Company
Proposed Turkey Point Units 6 and 7
Docket Nos. 52-040 and 52-041
Response to NRC Environmental Request for Additional Information Letter
1103093 (RAI 5561) Environmental Standard Review Plan
Section 2.2 – Land Use

Reference:

1. NRC Letter to FPL dated March 9, 2011, Environmental Request for Additional Information Letter 1103093 Related to ESRP Section 2.2, Land Use, for the Combined License Application Review for Turkey Point Units 6 and 7

Florida Power & Light Company (FPL) provides, as an attachment to this letter, its response to the Nuclear Regulatory Commission's (NRC) Environmental Request for Additional Information (RAI) 2.2-1 provided in the referenced letter. The attachment identifies changes that will be made in a future revision of the Turkey Point Units 6 and 7 Combined License Application (if applicable).

The response to RAI 2.2-2 will be provided by July 7, 2011.

If you have any questions, or need additional information, please contact me at 561-691-7490.

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

Executed on April 25, 2011.

Sincerely,

A handwritten signature in black ink, appearing to read 'William Maher'.

William Maher
Senior Licensing Director – New Nuclear Projects

WDM/RFO

Florida Power & Light Company

700 Universe Boulevard, Juno Beach, FL 33408

DOT7
NRC

Proposed Turkey Point Units 6 and 7
Docket Nos. 52-040 and 52-041
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Attachment: FPL Response to NRC RAI No. 2.2-1 (RAI 5561)

cc:

PTN 6 & 7 Project Manager, AP1000 Projects Branch 1, USNRC DNRL/NRO
Regional Administrator, Region II, USNRC
Senior Resident Inspector, USNRC, Turkey Point Plant 3 & 4

NRC RAI Letter No. 1103093 Dated March 9, 2011

SRP Section: EIS 02.02 – Land Use

Question from Environmental Technical Support Branch

NRC RAI Number: EIS 02.02-1 (e-RAI 5561)

Provide specific information on the anticipated source of fill material. Depending on whether the borrow site described in the application is still the anticipated source, or whether another source is under consideration, provide specific information on development, operation, and restoration of the mining operation at the anticipated location. Provide specific information on amounts of fill to be removed and transported. Provide specific information on transportation methods and routes. If the fill source location is a currently permitted mining operation, also provide information on the permitted capacity of the mine.

FPL RESPONSE:

At the current time, FPL is considering several sources of fill material for Units 6 & 7 that may be used for construction at the plant area and associated non-linear facilities. Specific sites and/or areas that could provide fill material for construction are the potential FPL-owned fill source, located northwest of the Site, and potential commercial fill sources located southwest of the Site. A discussion addressing the development, operation, and restoration of the potential FPL-owned fill source is included in this response.

The potential FPL-owned fill source that may provide fill material for Turkey Point Units 6 & 7 is located about four miles northwest of the Site. The property, which is approximately 300 acres, is located northwest of the intersection of SW 107th Avenue and SW 312th Street. The land is currently used for agriculture (predominately tree nurseries). If the potential FPL-owned fill source is used for construction, the development, operation, and restoration of this source is discussed below.

Spoils material from the potential FPL-owned fill source will be reused at the property, taken away for other suitable use, or properly disposed. Extraction of aggregate will be conducted following applicable state and local regulations and in a manner to minimize offsite impacts to surface waters. Perimeter berms will be constructed around the source. Buffer areas will be maintained between the top of berm and adjacent property boundaries and rights-of-way. Before construction of the berm is started, sedimentation barriers will be installed to limit potential impacts to offsite areas and surface water bodies. After the berms are constructed, all rainfall runoff from the area will be retained onsite and allowed to evaporate or percolate. Aggregate extraction operations conducted below the water table will be done without dewatering the formation. Aggregate extracted from the source will be stockpiled inside the perimeter berm and

allowed to drain before it is transported. While the extraction is underway, the water within the excavation may become turbid due to suspension of solids. There will be no surface water discharge of water or stormwater runoff from the excavation area during construction. Consequently, this turbidity is not expected to impact surface water quality away from the property. The turbidity within the excavation area will be temporary and water clarity will improve after excavation operations cease.

Restoration of the potential FPL-owned fill source will include the creation of a water management feature that will be designed to complement and enhance regional wetland rehydration projects. The final depth of the excavation in the deep cut areas will be based on all applicable regulations. FPL has conducted test drilling and salinity profiling of the aquifer in this area. The depth criterion will be established to ensure that the activity does not induce saltwater intrusion. Therefore, no significant impacts to surface water resources are expected from the extraction or construction of the water management feature.

As discussed in the response to RAI EIS 03.01-01 (FPL 2011), it is anticipated that approximately 10.6 million cubic yards of Category II fill will be required for plant area and associated non-linear facilities construction, and a conceptual range of 2.4-3.7 million cubic yards of Category II fill will be required for the offsite transmission and access roads. These fill requirements will be met by one or more offsite fill sources, as previously discussed, and transported by truck to the Site.

It is expected that a maximum of 36 trucks per hour will enter and exit the Site during Project construction (total of 72 trips per hour). For purposes of determining improvements to local roadways as a result of the increased truck traffic, two fill sources were considered to be used during Project construction. The location of the fill sources and truck routes are described below:

- Fifty percent of the trucks (e.g., 18 trucks) are assumed to use the FPL-owned fill source northwest of the Site and, therefore, will access the construction site via SW 117th Avenue and the plant access road.
- The remaining 18 trucks are assumed to use a commercial fill source located southwest of the Site, and, therefore, will access the construction site via U.S. Highway 1, SW 344th Street/Palm Drive, SW 137th Avenue/Tallahassee Road, and the plant access road.

A traffic study (Traf Tech 2009) was performed to determine the impact of construction traffic (commuting workers and construction materials delivered via truck) on local roads and to determine the location and type of mitigative measures necessary to lessen impacts. Results of this analyses and traffic mitigative measures are discussed in ER Subsection 4.4.2.2.4.2, Revision 2 (Workers Commuting to the Turkey Point Site), and

ER Table 4.4-16d, Revision 2 (Level of Service [LOS] Achieved at Affected Intersections During Peak Construction Period, with Improvements).

The potential FPL-owned fill source is not currently a permitted mining operation, and efforts to obtain these permits have been temporarily suspended due to current favorable market conditions for commercial fill. Commercial fill sources would be selected from permitted mining operations. FPL has not contracted with any currently permitted mining operations at this time. However, based on current discussions with these local suppliers, FPL has determined that there is sufficient permitted capacity in the region to supply the fill material requirements of the Turkey Point Units 6 & 7 project.

This response is PLANT SPECIFIC.

References:

Florida Power & Light 2011 (L-2011-130). Response to NRC RAI EIS 03.01-01.

Traf Tech. 2009. Turkey Point Power Plant Peak Construction Analysis. Traffic Study. Prepared for Golder Associates, Inc by Traf Tech Engineering, Inc. June 2009. (http://publicfiles.dep.state.fl.us/Siting/Outgoing/FPL_Turkey_Point/Units_6_7/Application/SCA%20Appendix%2010.7_Monitoring%20Programs/. Accessed April 4, 2011)

ASSOCIATED COLA REVISIONS:

ER Section 4.4.2.2.4.1, first paragraph, will be revised in a future COLA revision to reflect the RAI response, as follows:

The traffic study assumed that a maximum of 36 trucks per hour would enter and leave the site for a total of 72 trips per hour. The Traf Tech (2009) analysis looked at the impact of 72 truck trips per hour during the peak traffic hours, identified above. Fifty percent of the trucks were assumed to come from a quarry north of the site and access the construction site using SW ~~117437th Avenue/Tallahassee Road~~ and **the plant access road SW 359th Street**. The other 50 percent were assumed to access the site via U.S. Highway 1 to SW 344th Street/Palm Drive to SW 137th Avenue/Tallahassee Road to **the plant access road SW 359th Street**. The discussion of the impacts of the commuting construction workforce includes these trucks.

ASSOCIATED ENCLOSURES:

None