

PSEGSEnVDocsPEm Resource

From: Fetter, Allen
Sent: Monday, March 21, 2016 3:26 PM
To: 'Julie.Crocker@noaa.gov'
Cc: Dixon-Herrity, Jennifer; PSEGSEnVDocsPEm Resource
Subject: FW: Response to NMFS Questions from March 4, 2016

Julie,

PSEG has provided responses (below) to the questions that NMFS sent via email to NRC on March 4, 2016. Please let me know if you have any questions.

Thanks,

Allen H. Fetter, Senior Project Manager
US Nuclear Regulatory Commission
Office of New Reactors
Division of New Reactor Licensing
Environmental Projects Branch
Washington, D.C.

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From: Robillard, David L [mailto:David.Robillard@pseg.com]
Sent: Monday, March 21, 2016 3:18 PM
To: Fetter, Allen <Allen.Fetter@nrc.gov>
Subject: [External_Sender] Response to NMFS Questions from March 4, 2016

Allen,

The following is PSEG's response to the NMFS questions from March 4, 2016.

NMFS Question 1 - What is the number of causeway piles that would have a noise isopleth >150 that extends into the river?

Response: With 133 spans, the proposed bridge will require 132 piers. Each pier will consist of 6 to 7 pre-stressed, precast concrete square piles, each measuring 30" x 30". Conservatively assuming that 7 piles will be used for each pier, 924 piles are estimated to be needed. In the summary previously provided to the United States Army Corps of Engineers, PSEG conservatively rounded this value up to 1000 piles. Of these approximately one quarter of the approximately 1000 causeway piles, or approximately 250 have an RMS Distance (150 dB) that extends into the Delaware River. Most of the ensonified area of the river within the 150 dB envelope is extremely shallow water and intertidal mudflats (NOAA Chart 12311), which is expected to attenuate sound radiation more effectively than open, deeper water.

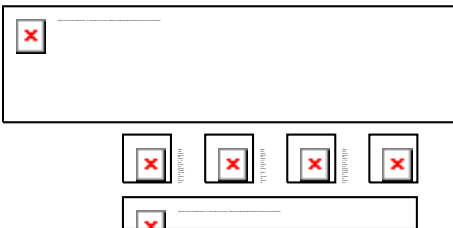
NMFS Question 2 - Is there an estimate for the amount of pile driving per day (e.g., 12 hours a day for vibratory installation of sheet piles, X minutes of driving to install a causeway pile and Y piles to be installed per day)?

Response: For all pile driving evolutions (vibratory driving of sheet piles and concussive driving of causeway piles), it is anticipated that pile driving activity could occur up to 12 to 16 hours per day for five (5) to seven (7) days per week. However, it is likely that actual pile driving will occur over a single 12 hour shift for five days per week. That allows for other support work such as pile driving equipment maintenance, pile fabrication, and pile pre-staging to occur on the off-shifts.

It is not possible at this time to accurately anticipate installation time on any individual pile or grouping of piles, since installation time will depend on engineered target depth and subsurface conditions (e.g., soil/formation density, local geological conditions, etc.). PSEG does not yet have the necessary detailed geotechnical information or the expected foundation loads for the various buildings and structures that will be pile-supported. Therefore, there is no reasonable way to predict the pile driving depths or driving effort for the various types of piles currently expected to be used. Additionally, overall pile driving durations will be dictated by the number of pile driving rigs mobilized at the different parts of the project site. Not all pile driving will occur concurrently and project construction phasing plans that will describe the various construction areas have not been developed. It is assumed that overall pile driving activities for the site will be performed over an 18 to 36 month timeframe.

Please contact me if you have any further questions.

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Email Number: 107

Mail Envelope Properties (9011bfc91d0945b79bf27bdd8c6eac60)

Subject: FW: Response to NMFS Questions from March 4, 2016
Sent Date: 3/21/2016 3:26:04 PM
Received Date: 3/21/2016 3:26:05 PM
From: Fetter, Allen

Created By: Allen.Fetter@nrc.gov

Recipients:

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Tracking Status: None

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Tracking Status: None

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Tracking Status: None

Post Office: HQPWMSMRS08.nrc.gov

Files	Size	Date & Time
MESSAGE	4657	3/21/2016 3:26:05 PM

Options

Priority: Standard

Return Notification: No

Reply Requested: No

Sensitivity: Normal

Expiration Date:

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