

## Hickman, John

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**From:** Hickman, John  
**Sent:** Wednesday, April 09, 2014 1:32 PM  
**To:** Hickman, John  
**Subject:** FW: HBPP Unit 3 LTP  
**Attachments:** OrthoFlyover.pdf; FishermanSide-ac.pdf

**From:** Barley, William H [<mailto:WHB6@pge.com>]  
**Sent:** Wednesday, March 19, 2014 6:00 PM  
**To:** Bjornsen, Alan  
**Cc:** Sokolsky, David  
**Subject:** HBPP Unit 3 LTP

Good morning, Bill. It was good seeing you the other day. BTW, I never did get that **aerial photo** you promised.

**Sorry, it must have slipped off my radar screen. I'll add some to this email.**

I still have some items that need clarification (questions that could not be entirely answered during the meeting):

- With regard to the caisson removal:
  - I wasn't aware that the reactor was still in-place – **Just beginning the process to cut up the reactor vessel. Should be completed by October.**
  - Will the cut up pieces go to US Ecology, or a similar facility? **The reactor pieces due to activation will be going to the Energy Solutions facility in Utah.**
  - Leaving the caisson in-place is not viable – why? (a few points of explanation would be helpful). **Due to imbedded conduit, activated concrete, and contaminated cracks in the concrete, survey and modeling to leave the caisson in place became more difficult than taking it out.**
  - Would the chunks of broken concrete go to US Ecology, or some similar facility? **Some of the activated areas will be segregated to go to Utah, but the majority will be going to US Ecology in Idaho.**
  - When the concrete is broken up, and dust is generated, did I hear said that there would be a covering installed to prevent the dust from leaving the site? **For the most part the dust must be controlled by endifectors (high pressure water mist sprays) for mainly silica exposure, but will also control radioactive airborne activity potential.**
- With regard to excavated soil:
  - Is there a more accurate number on the amount of soil that would be re-used on-site? **Not really, most of the reuse soil will be generated from the slurry wall installation and then the excavation of the caisson. Estimating the volumes from these two operations is near impossible with any accuracy due to the varying soil layers to encountered and some planning for the caisson removal still is not finalized.**
  - Conversely, how much is expected to be disposed of, off-site? **Off-site disposal is estimated at about 4000 intermodal loads and is more accurate, but again, could be still plus or minus 25-50%.**
  - Where would the soil that is to be re-used by stockpiled on the site (actual location)? **Most would be out in the easternmost portion of the site where laydown space, soil packaging/drying facilities and monitoring areas are being constructed.**
  - Intermodal transport was stated that soils destined for US Ecology (or other similar facilities) are currently being used – is there a way to find out the size of these intermodals? Who is the transporter? **US Ecology has the contract for the transport and they use one local firm to get the intermodals to Redding where they are transferred to long haul trucks contracted from a firm**



out of Richland Washington to Idaho. Intermodals are approximately 6'x 8' x 20' (675 ft3 inside volume). I may be off a little on the 20' in length, but it is close.

- How many trips per day are anticipated when the 'big dig' begins? We expect maximum shipment to be about 80 trucks per week.
- How many truck trips are currently leaving the site? Right now we are in a lull after shipment of all of the turbine building waste until major site work starts up again. Only about 2-4 a week leaving right now. At the peak from turbine building, I think we hit 20 in a week.
- For on-site transport of excavated soil (to stockpiled areas), what size dump truck is being used? I'm not sure what is planned, still working out details on a large gamma spectroscopy survey system for trucks that may adjust thinking on size of trucks to be used.
- How many trips are anticipated when the big dig begins? Do not have this data.
- How much 'clean' soil is currently estimated? Not enough detail on caisson excavation to estimate at this time. Slurry wall installation is about 15,000 yds.
- Will it be stockpiled, and where (on the site)? Same easternmost part of the site primarily.
- What part of the site will be transferred to the Harbor District?
  - Can this be shown on a map? Shown by hash marked area on an aerial photo attached.
  - How many acres? 30.4
  - What would its primary use be? Just wetlands and the fisherman's channel for King Salmon residents use.
- Existing buildings on-site:
  - Not all buildings listed in the attachment to the e-mail of 02/18/2014 were discussed (my fault for not having the list in front of me)
  - What is the status of:
    - Relay building - stays
    - Assembly building - removed
    - Training building - building 7 removed
- Permits expected to be received were mentioned, but not all (too many to recollect without the information in front of you)
  - What is the status of all the permits and approvals necessary to complete dismantling and decommissioning? The only major permit is for the site end state which will include how we leave the canals, site grading and wetlands reconstruction to compensate for work activities.
  - To date many permits and approvals have already been received – is there a summary? Not that I know of because we get the local permits all of the time by several groups on site and the major "state" permits for land use, end state, remediation, and canal work are handled from the corporate office.

Status of the Traffic Control Plan – any preliminary information available? I think I heard it is in the review and approval process now.

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