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P.O. Box 1700
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October 26, 1979
AC-HL-AE-373

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Department of Site Safety
and Environmental Evaluation
Mail Stop P-550
Environmental Projects Branch No.1
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

SUBJECT: ALLENS CREEK NUCLEAR GENERATING STATION
REACTOR PRESSURE VESSEL OVERLAND TRANSPORTATION

Dear Mr. Froelich:

Per your request, Houston Lighting & Power Company forwards the enclosed information regarding overland transportation of the Allens Creek Reactor Pressure Vessel. The enclosed information was taken entirely from the document "Feasibility Study for Transporting Nuclear Pressure Vessel" (1974). This document was referenced in the Applicant's responses to Understein's Second Set of Interrogatories and Requests for Production of Documents, April 17, 1979.

Sincerely,

W. F. McGuire
Principal Engineer
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RWL/deb

Attachment

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ACNGS REACTOR PRESSURE VESSEL
OVERLAND TRANSPORTATION ROUTE

Following offloading on the east bank of the San Bernard River near FM 522, the overland transportation route for the Allens Creek Reactor Pressure Vessel would be:

1. FM 522 for 5.1 miles to State Highway 36.
2. State Highway 36 for 21.4 miles through West Columbia, Damon, and Guy to FM 360 at Needville.
3. FM 360 for 9.1 miles through Needville to U.S. Highway 59.
4. U.S. 59 for 0.7 miles to FM 1875.
5. FM 1875 for 4.7 miles to U.S. Highway 90.
6. U.S. 90 for 1.2 miles to FM 1952.
7. FM 1952 for 9.6 miles to State Highway 36 at Wallis.
8. State Highway 36 through Wallis for 5.2 miles to the Allens Creek site.

This route is shown on Figure 1. The total highway travel is 52 miles with an anticipated travel time of twelve (12) days.

Although the overhead obstacles are minimal for this distance and there are no major river or creeks to cross, there are several small culvert type irrigation ditches that need crossing. This can be done by matting on the road over the culvert. The Varner Creek Bridge requires by-passing. The route has very little traffic and the seven (7) traffic signals along the route present no problems.

The vessel will be transported overland on a multi-tired trailer moving at a maximum speed of 3.0 miles per hour. Two (2) 500 horsepower tractors will power the trailer.

The topography along each route is flat. All roads are paved with a gravel and aggregate base and hard clay sub base. All roads except the access roads from barge slip to the highway meet Texas Highway Department I-20 road specification. The trailer's design and speed assure minimum or no road damage. For assurance that the soil base is sufficient to carry the vessel without road structural damage, subsurface examinations of the roads at specific intervals along the route will be conducted as required.

Traffic control during movement will be handled by each county sheriff's department in conjunction with the Texas Highway Department. The vessel will be transported in a nine (9) vehicle caravan which will remove or raise power lines, telephone lines and traffic signals ahead of the vessel and

replace them after passage. The sequence of vehicles and their function is described in Table 1. Communications between the vehicles will be handled by two-way radio or walkie-talkies. Present plans call for movement of the vessel during daylight hours only. During nighttime hours, the vessel and its trailer will either remain on the road or be placed at a predesignated offroad location. Security will be contracted locally.

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TABLE 1

SEQUENCE OF CARAVAN VEHICLES

1. Power Company vehicles - remove individual drop service. (*)
2. Telephone Company vehicle - remove drop service.
3. Texas Highway Department vehicle - removal of traffic control lights.
4. Sheriff car
5. Vessel
6. Sheriff car
7. Texas Highway Department - replace traffic control lights
8. Power Company vehicle - replace power line
9. Telephone Company vehicle - replace telephone service

(*) Power Company and Telephone Company will only remove individual lines in rural area; all other lines will be raised to minimum of 35' prior to the movement.

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