

RESOLUTION NO. 154

*Rescinded by
Resolution No. 164
dated 3-10-80
and
Res 216 3-28-83*

WHEREAS, the Washington Public Power Supply System, by letter of August 10, 1979 did request in accordance with EFSEC Resolution No. 147 and Section III.B.1 of the Site Certification Agreement for WPPSS Nuclear Projects 3 and 5, for permission to construct a "pioneer road" in the Supply System's access railroad corridor west of Keyes Road; and

WHEREAS, the Supply System did present the erosion control plans and sketches of the proposal to the Monitoring Compliance Committee during a meeting on August 13, 1979; and

WHEREAS, the Council recognizes that short term increases in turbidity may result during road construction;

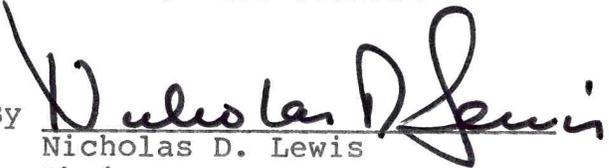
NOW THEREFORE BE IT RESOLVED by the Energy Facility Site Evaluation Council that it grants approval for construction of the pioneer road, subject to conditions:

- 1) Construction will be in accordance with the attached proposal and sketches (5 pages).
- 2) Velocity control devices such as filter fabric fences shall be maintained in efficient operating condition during their useful life.
- 3) No discharge of visible oil or grease shall be permitted to reach any receiving water.
- 4) The water quality criteria set forth in WAC 173.20.030 (2)(c)(vi) as for turbidity is hereby modified for the period beginning 0800 hours on August 14, 1979, and terminating November 1, 1979, subject to conditions:
 - a) A silt trap will be constructed and maintained near the mouth of Hyatt Creek.
 - b) When the effluent from the silt trap exceeds a daily average of 75 NTU with no more than a three hour period in excess of 300 NTU's or when settleable solids exceed 0.1 ml/l, all work adversely affecting water quality in this area shall cease.
 - c) Sampling of the effluent from the silt trap will be done daily during construction of the pioneer road. Sampling results shall be reported to the Council monthly. Analyses shall include, but are not limited to, turbidity and settleable solids.

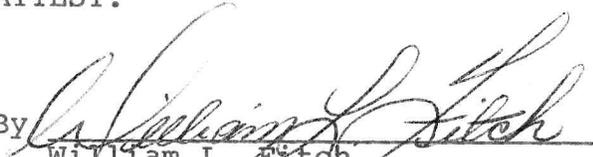
- d) In the event that the contractor or subcontractor is unable to meet the above requirements, or when construction activities shall result in water quality degradation below standards specified in paragraph b, the Council will be notified immediately.

Dated this 13th day of August, 1979.

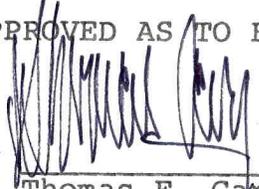
WASHINGTON STATE ENERGY FACILITY
SITE EVALUATION COUNCIL

By 
Nicholas D. Lewis
Chairman

ATTEST:

By 
William L. Fitch
Executive Secretary

APPROVED AS TO FORM:

By 
Thomas F. Carr
Assistant Attorney General

WPPSS NUCLEAR PROJECTS NOS. 3 AND 5
PIONEER ROAD PROPOSAL

I Environmental Preparation

Prior to the start of any work on any portion of the Pioneer Road a 10' x 10' x 10' silt trap will be constructed in Hyatt Creek downstream of all work locations to limit coarse sediment entering the Chehalis River. The silt trap will be maintained to control runoff from the Pioneer Road construction.

The erosion and sedimentation control for all phases of construction for the Pioneer Road shall consist of the installation of 18" culvert pipes with flexible down drains. The culverts shall be placed in topographic low points in the existing road. The flexible down drains shall extend from the road to Hyatt Creek to eliminate slope erosion.

In order to minimize erosion, the grading of the existing road prior to the placement of filter fabric and gravel shall be done so as to minimize earthwork and to virtually eliminate spillage below road grade.

Filter fabric fences for silt removal will be placed in locations as directed by the Engineer.

II Pioneer Road - Phase I

The initial phase of Pioneer Road construction will consist of upgrading the existing road within the plant railroad corridor from Keyes Road to approximately Station M-83 (approximately 3300 lineal feet), and continuing up a hill through Weyerhaeuser property to connect with the BPA service road (approximately 700 lineal feet). Incidental to this will be resurfacing of the BPA service road between Keyes Road extension (Wilder gate) and this intersection. All of Phase I is scheduled to be completed in less than four weeks from the date of EFSEC approval.

The road is to be constructed to the sections shown on attached sketches - a typical shoulder-to-shoulder width of 12 feet, with a drainage ditch in cut sections on the uphill side. The entire length of roadway is to be covered with filter fabric and 2½ feet of gravel, compacted by a vibratory roller capable of a minimum dynamic force of 40,000 lbs. Where permitted by existing topography, the roadway is to be widened to provide for passing. Cut slopes are to be as steep as can be accommodated by the angle of repose of the material.

Gravel surfacing of the approximately 2500 feet of the BPA road in conjunction with Phase I will consist of minor blading, installation of filter fabric, covering with one foot of gravel, and compacting with the vibratory roller.

Pioneer Road Proposal
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III Pioneer Road - Phase II

The second phase of the Pioneer Road construction consists of improving the BPA service road from near the mouth of Hyatt Creek for a distance of approximately 3000 feet to the boundary between WPPSS and Weyerhaeuser property. Work on this section will entail surfacing with 2½ feet of gravel over filter fabric. However, there may be minor side-hill cutting at the extreme easterly end at one sharp turn and in a slide area near the westerly end. This phase is to be completed within five weeks of approval to proceed.

IV Pioneer Road - Phase III

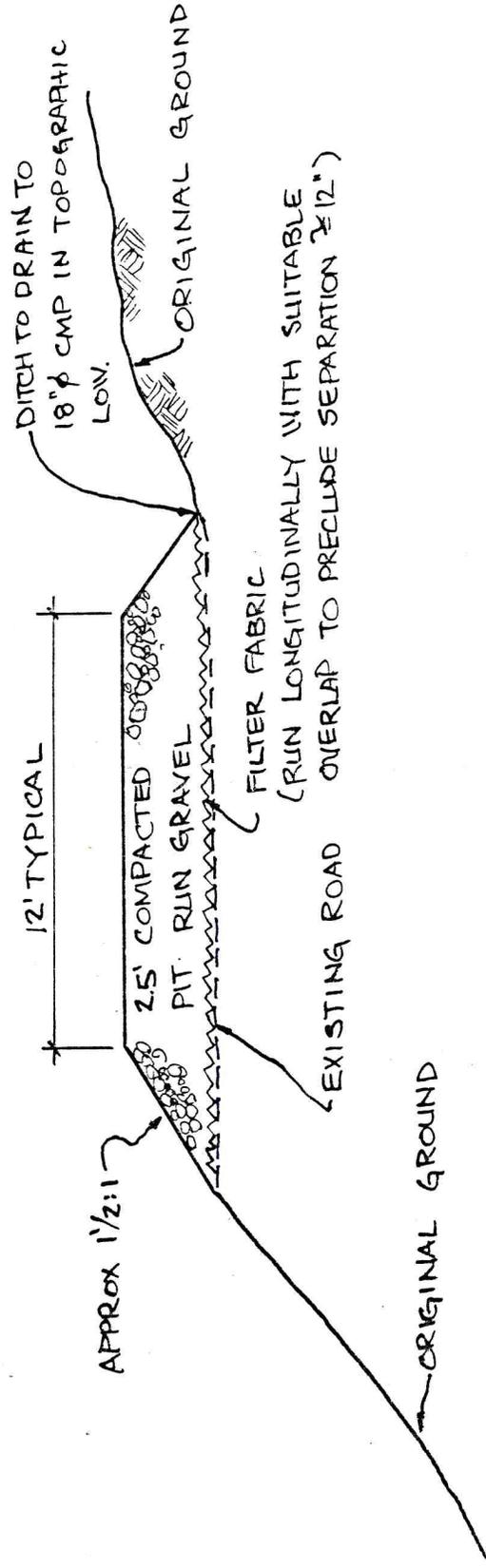
The final stage of Pioneer Road construction will be improvement of the existing BPA road on Weyerhaeuser property to form a connection between Phase I and Phase II. This phase is approximately 4000 lineal feet. This work will consist of minor blading and placing of filter fabric and 2½ feet of compacted gravel.

The final phase is to be completed within six weeks of approval and will enable all weather access to the lower Hyatt Creek area. This will enable minor work to proceed on the makeup water line and NSSS transport facilities during the winter, and will increase the useful summer 1980 work season in this area.

V Environmental Control

Throughout all phases of this activity, an Environmental Inspector will make at least two daily inspections. During Phase I grading, the Environmental Inspector will be present at all times.

ALL WEATHER PIONEER ACCESS ROAD (TYPICAL SECTION)

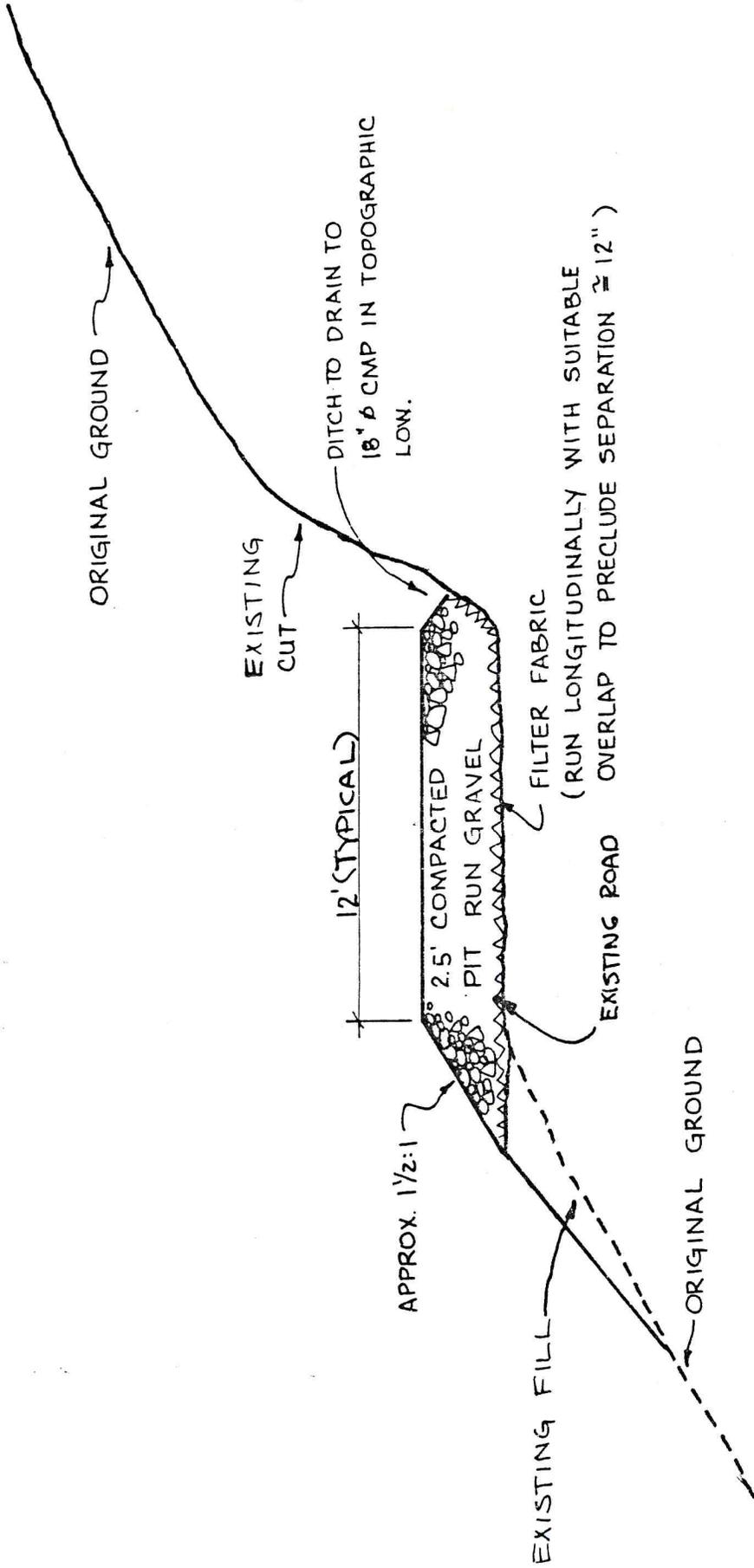


NOTES :

1. SLOPE FINAL ROAD SURFACE TO DRAIN TO DITCH ON INSIDE.
2. CONSTRUCT TURNOUTS: TO BE SHOWN ON PLAN DRAWING.

3.

ALL WEATHER PIONEER ACCESS ROAD (TYPICAL SIDEHILL SECTION)



NOTES:

1. SLOPE FINAL ROAD SURFACE TO DRAIN INSIDE.
2. CONSTRUCT TURNOUTS TO BE SHOWN ON PLAN DRAWING.

TYPICAL CULVERT INSTALLATION

