

Yucca Mountain  
Nuclear Fuel Locations and Associated Rail Facilities

Satsop Nuclear Power Plant, Washington

## XII. SATSOP NUCLEAR POWER PLANT WASHINGTON

### Facility Description

The Satsop Nuclear Power Plant is made up of WNP-3 and WNP-5, two of the five nuclear power plants for which construction was started by the Washington Public Power Supply System in 1977. In 1982, construction of WNP-3 and WNP-5 was stopped and only WNP-2 was completed and placed into operation. WNP-3 and WNP-5 are located on a 1600 acre site near Elma in Grays Harbor County, Washington in what is now referred to the Satsop Development Park. These, along with WNP-2, are currently known as the Columbia Generating Station.

The first of the following maps entitled “**Satsop Nuclear Power Plant**” shows the plant’s location south of Highway 12 and south of the east/west main line. Population centers and at-grade road/ railroad crossings in the vicinity are noted. The second of the maps illustrates (at a larger scale) the plant itself and surrounding road network.

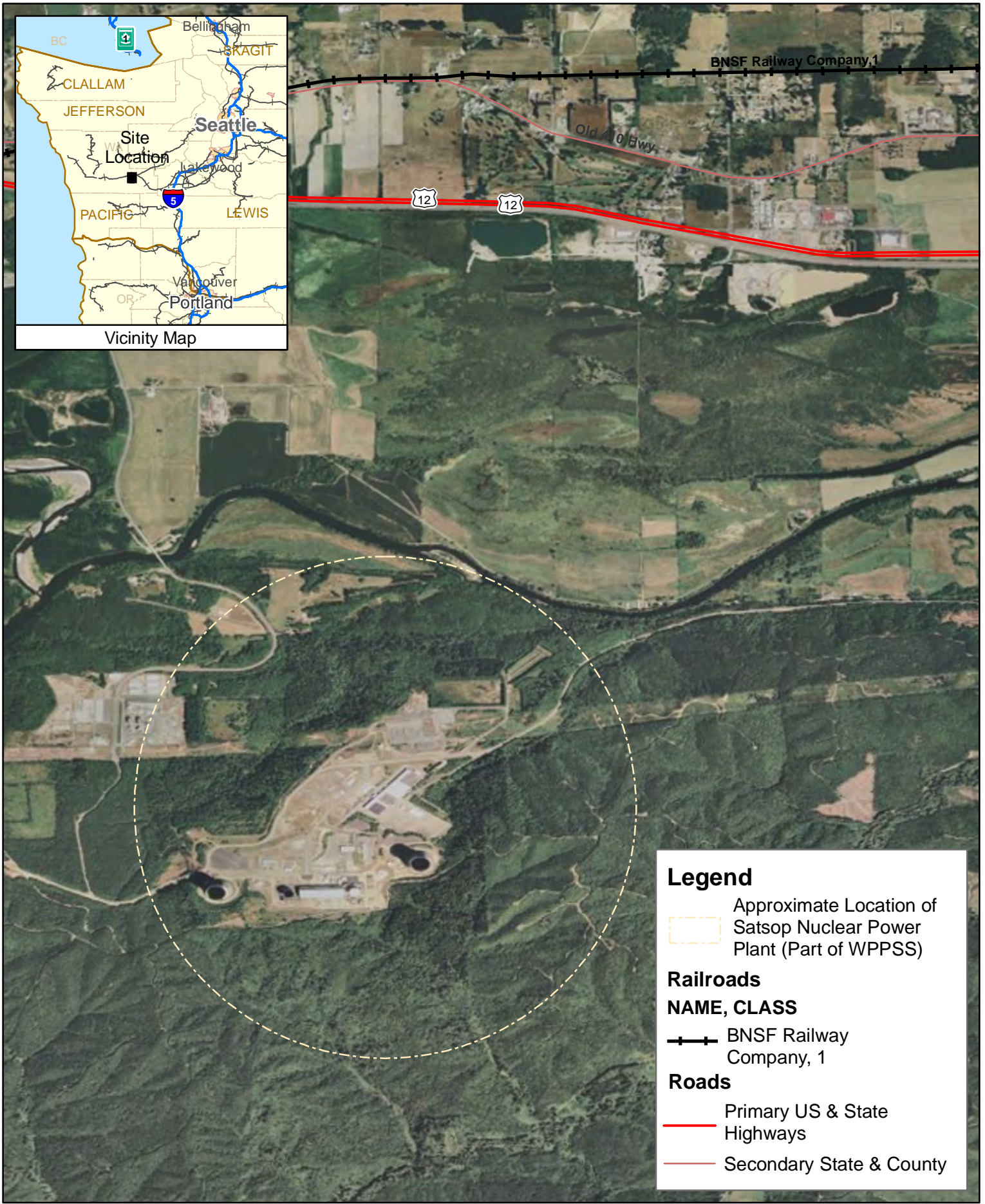
The facility is located approximately three miles south of the town of Satsop. The Rail America owned short line Puget Sound & Pacific passes through the town on an east-west alignment. There is one freight train each direction per day carrying logs, paper, chemicals, and a few other commodities. Speed on this line is 25 miles per hour. There is no spur track connecting the Satsop Nuclear Power Plant to the Puget Sound & Pacific main track.

### Rail Routes

**Satsop Nuclear Power Plant to Hazen Map** - Assuming that the track conditions of short line railroad Puget Sound & Pacific are deemed acceptable for the handling of nuclear waste, a truck-to-rail transfer point would have to be constructed along this rail line. Assuming a location about five miles east of Satsop, the material would be trucked approximately eight miles for transfer to rail. The Puget Sound & Pacific would haul the material approximately 35 miles eastward to Centralia, Washington. At Centralia, the material would be interchanged to the Union Pacific. The UP would take over the movement turning southward through Portland, Eugene, and Klamath Falls, Oregon and into Roseville, California. The loads would be placed into an eastward train for transport over Donner Pass through Reno and into Hazen.

If the short line’s trackage between Satsop and Centralia is not considered safe to handle this traffic, the material would have to be trucked to the Centralia area; a trans-load site would have to be built; and the UP would be the line haul carrier as described above to Hazen.

**Satsop Nuclear Power Plant to Caliente** – The route to Caliente would replicate the above UP routing but continue through Hazen to Ogden and then south to Salt Lake City. From Salt Lake City the traffic would move southwesterly to Caliente.



**Legend**

Approximate Location of Satsop Nuclear Power Plant (Part of WPPSS)

**Railroads**

**NAME, CLASS**

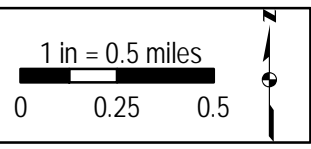
—+— BNSF Railway Company, 1

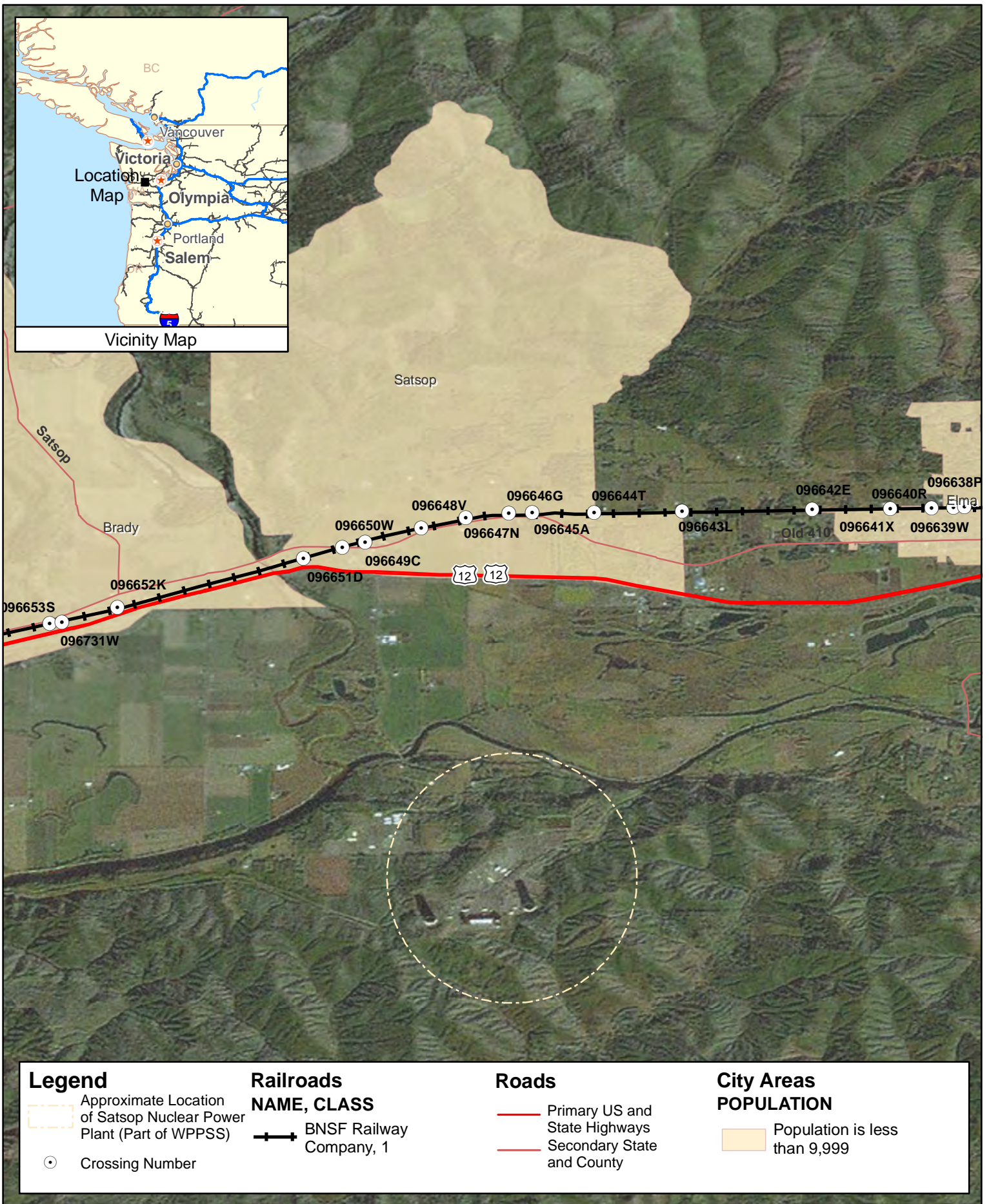
**Roads**

— Primary US & State Highways

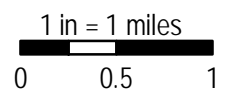
— Secondary State & County

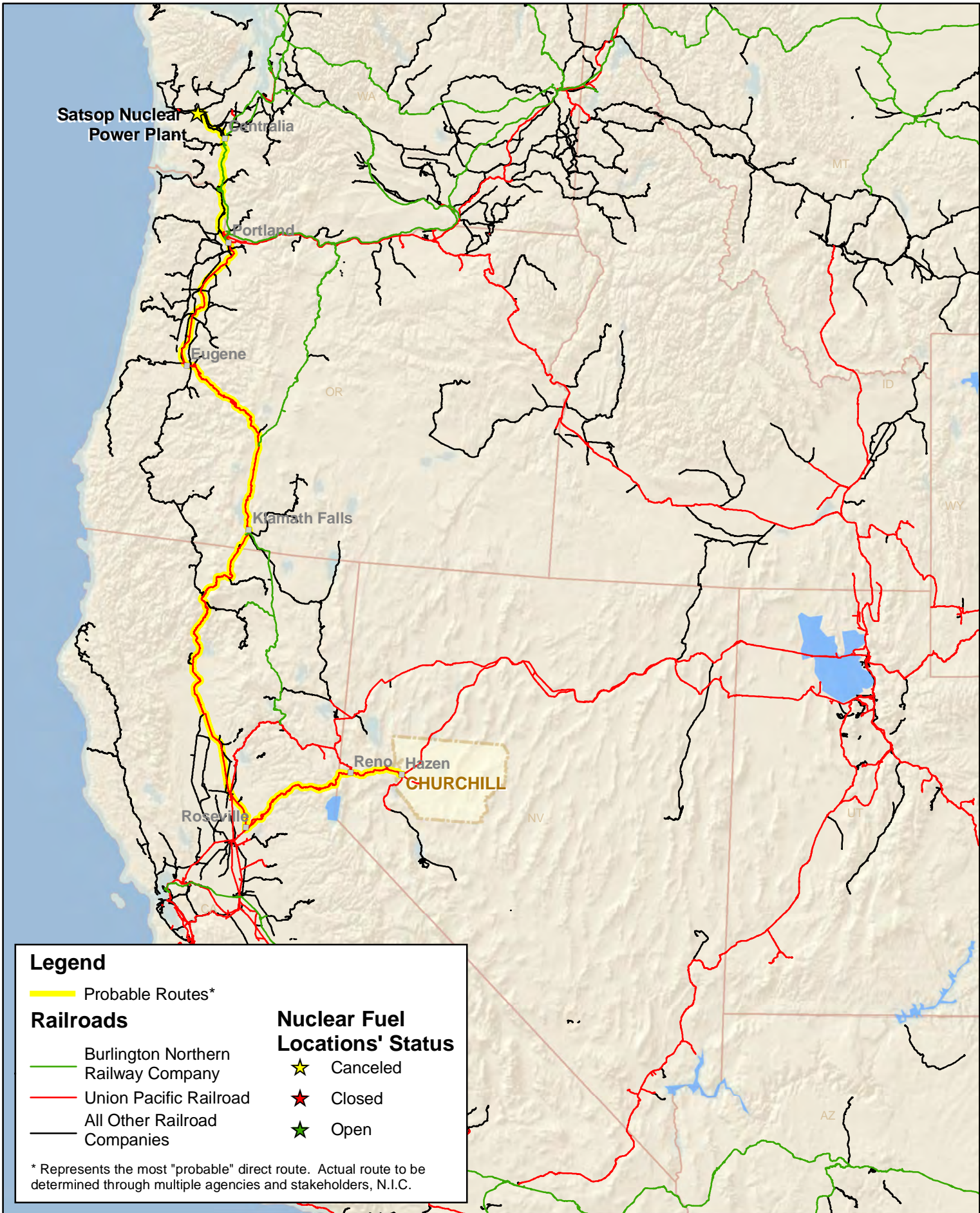
SATSOP NUCLEAR POWER PLANT, WA





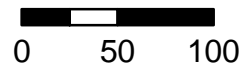
SATSOP NUCLEAR POWER PLANT, WA

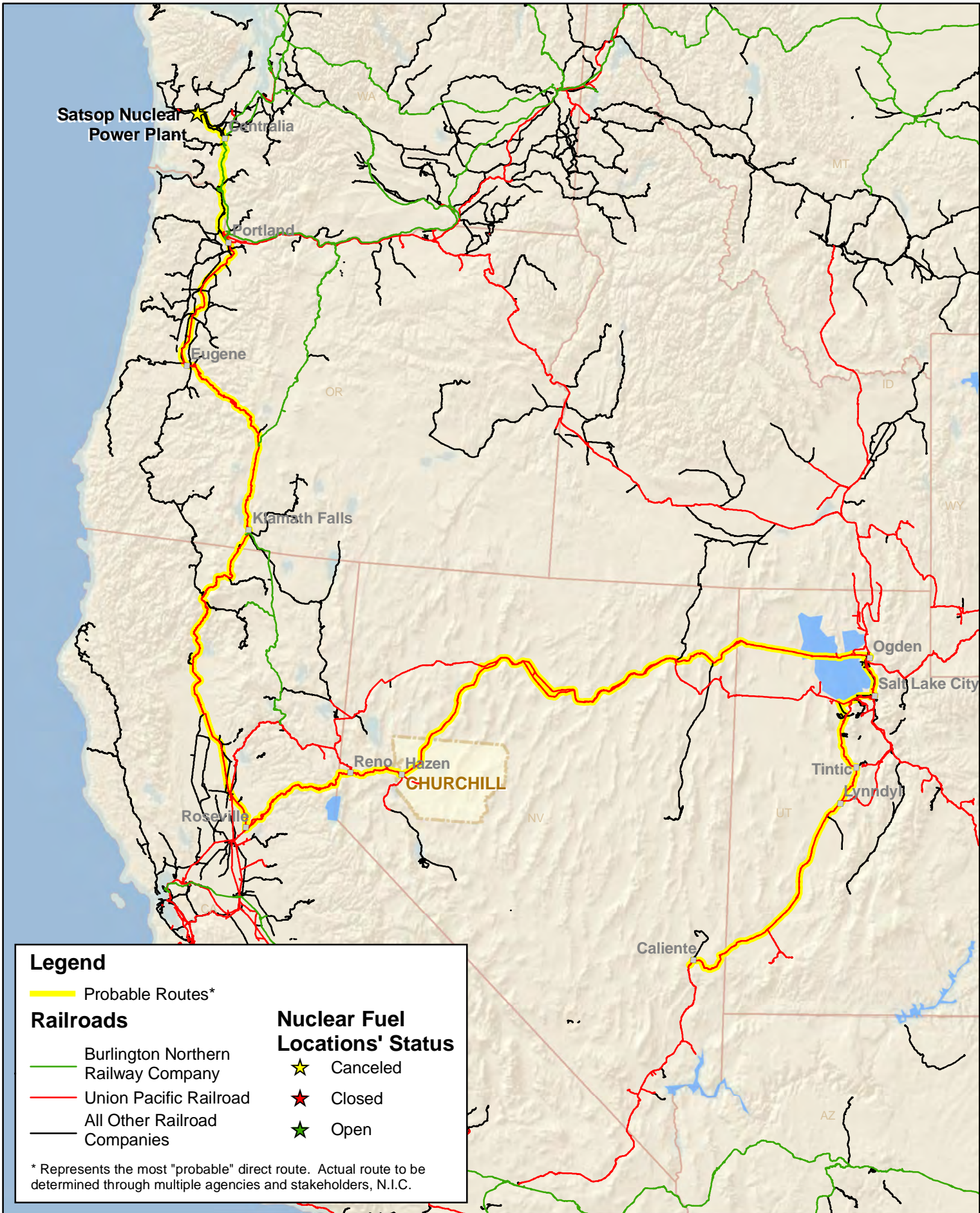




SATSOP NUCLEAR POWER PLANT TO HAZEN

1 in = 100 miles





**Legend**

— Probable Routes\*

**Railroads**

- Burlington Northern Railway Company
- Union Pacific Railroad
- All Other Railroad Companies

**Nuclear Fuel Locations' Status**

- ★ Canceled
- ★ Closed
- ★ Open

\* Represents the most "probable" direct route. Actual route to be determined through multiple agencies and stakeholders, N.I.C.