BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

HAT CREEK PROJECT

British Columbia Hydro and Power Authority - Hat Creek Project -
Project Description - Equipment Offloading Facilities - September 1977

ENVIRONMENTAL IMPACT STATEMENT REFERENCE NUMBER: 40

PROJECT DESCRIPTION

12 July 1977

5.8 Equipment Offloading Facilities

5.8.1 Function

During the construction phase most of the materials and equipment for the project would be shipped from the suppliers by rail. The nearest rail line is some twenty miles from the project site. The distance and the terrain makes it uneconomical to construct a spur line into the Hat Creek project site. Consequently, all rail shipments must be transshipped by road from a convenient point on the railway.

A transshipping terminal would be required at the interface of the rail and the road for transferring the materials from the railcars onto the highway trucks.

A number of extremely heavy pieces weighing up to 300 tonnes would be delivered to the terminal on special railcars. The transshipping terminal would have a 300 tonne stiff-leg derrick to move these heavy loads from the railcars to specially designed trucks to transport them by road to the project site.

The offloading facilities would also be used as an interim storage yard for material and equipment.

5.8.2 Location

Negotiations are underway with the three major railways for the provision of an offloading area for handling project

5.8 Equipment Offloading Facilities - (Cont'd)

equipment. Depending on the results of these negotiations the offloading facilities could be located at any one of the following sites:

BCR - near Kelly Lake Substation

CNR - J&B Lumber site near Ashcroft

CPR - Spences Bridge

5.8.3 Description

The layout of the offloading facilities is shown on attached drawing entitled Proposed Offloading Facilities.

The offloading facilities would consist of a level 3 ha (7.5 acre) area 400m (1312 ft.) long by 75m (246 ft.) wide. The area would be graded and surfaced with gravel and crushed rock to depth sufficient to provide adequate bearing capacity for the trucks and mobile equipment to manoeuver around the entire area. The area would be sloped to a minimum grade of 1% to provide surface drainage. Ditching would be provided around the perimeter, if required and would be connected to the local drainage channels.

A single track rail spur, 340m long, leading from the main railine would be installed along one side of the site.

An access road would be built connecting the offloading area to the highway. The road would extend into the offloading area along side of the rail spur and would loop around inside the terminal area.

5.8 Equipment Offloading Facilities - (Cont'd)

The terminal area would be enclosed by a 2m high chain link fence with three strands of barbed wire at the top. A gate would be provided on the roadway at each end of the terminal area and at the point where the rail spur enters the terminal.

A portable modular building approximately 3 m wide by 9 m long would be installed on the site. It would be divided into three sections to serve as an office, lunchroom and washroom.

Low intensity flood lighting would be installed on wooden poles and on the mast of the stiff-leg derrick. All the wiring on the site would be buried.

A ramp would be constructed at the end of the rail spur so that mobile equipment and piggyback loads can be driven off the railcars.

For moving the extremely heavy pieces of equipment a 300 tonne stiff-leg derrick would be installed along side of the rail track and set on concrete footings. The derrick would be powered by electric motors.

5.8.4 Services Required

Potable Water -

A 25mm diameter water supply line would be required for the washroom. The maximum daily demand would be 4000 L (900 gals)

Power -

The lighting and building load would be 15kW. The connected load of stiff leg derrick would be 110kW.

Sewage -

An 8000 L (1800 gals) capacity septic tank to service the washroom would be required. The maximum flow would be 4000 L per day.

5.8 Equipment Offloading Facilities - (Cont'd)

5.8.5 Construction Sequence

The first step would be to relocate any existing services and buildings clear of the area. All debris would be disposed of at the local garbage disposal site. The area would then be graded and the rail spur line installed. Water, sewer and underground wiring would be installed. The gravel surface would then be placed, graded and compacted. Dust will be controlled during the operation by spraying with water. The fence would then be installed. The stiff-leg derrick would be installed during the following year.

The construction of the access road could proceed while the work of the terminal area is in progress.

5.8.6 Timing

Work is scheduled to start on the offloading terminal in April 1979. The facilities are to be in service by August 1979. The 350 tonne stiff leg derrick would not be installed until 1980.

Revised by new schedule

5.8.7 Operation

A full-time receiver supervisor would be assigned to the terminal, unloading crews of up to a maximum of 25 men would be employed as required. A security patrol or a watchman would be provided, if required, to guard the terminal during non-operating hours.

The facilities would usually be operated during the normal working hours of 7 1/2 hours per day, 5 days per week.

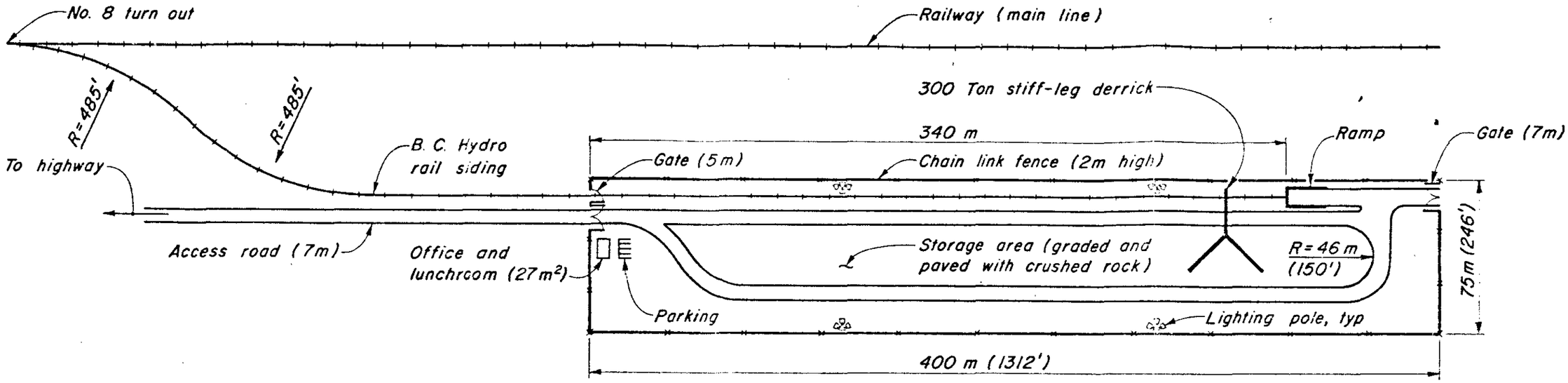
At the peak period in the construction of the power plant, the operation at the offloading terminal would have three mobile cranes

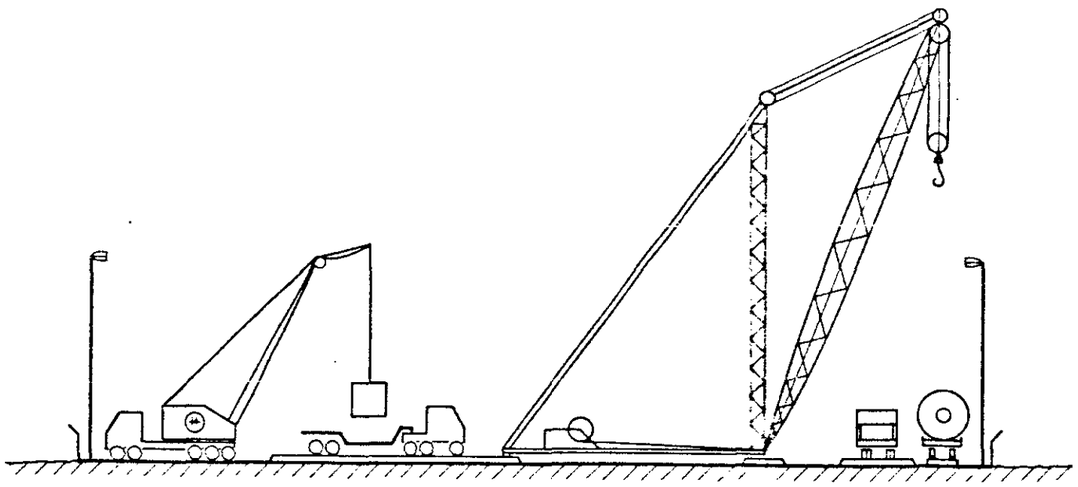
5.8 Equipment Offloading Facilities - (Cont'd)

and two forklifts unloading railcars and loading semi-trailer trucks. The stiff-leg derrick may be in use if a particularly heavy load is to be unloaded.

Up to ten semi-trailer trucks will enter and leave the terminal during a normal day.

Shunting of rail cars in and out of the terminal would usually take place twice a day.





Scale: 50 0 50 100 150 m

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PROPOSED OFF LOADING FACILITIES

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DWN L.M.	DWG No: 604H-C14-B9	

REPORT No.