



## DEPARTMENT OF THE NAVY

PUGET SOUND NAVAL SHIPYARD  
BREMERTON, WASHINGTON 98314-5000

Incoming 9406800

IN REPLY REFER TO:  
5090/5  
2300.1/2509  
9 Sep 94

MEETING MINUTES

Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

TIME/PLACE: 1000, 14 June 1994, Richland Washington, Federal BuildingATTENDEES:

Puget Sound Naval Shipyard (PSNS):

T. Baltz

J. Knott

R. Wain

U.S. Department of Energy,

Bremerton (BREM):

K. Davis

U.S. Department of Energy,  
Richland Field Office (RL):

C. Clark

R. Gordon

Westinghouse Hanford Company (WHC):

N. Emerson

D. Broz

W. Strohben

G. Moist

S. Arnold

V. Renard

Kaiser Engineering (Kaiser)

V. Chamberlain

E. Peterson

P. Rackley

Ref: (a) RL letter 94-SWT-285 of 1 Jun 94 ✓

Encl: (1) Meeting Agenda

(2) 1994 Submarine Reactor Compartment Base and Column Construction Schedule

(3) Options for Placing Additional Reactor Compartments at the 218-E-12B Burial Ground (beyond current capacity of Trench 94)

(4) Overhead Power Line Clearances for Transport Route

(5) Meeting Agreements with Concurrence Signatures

1. BACKGROUND: The purpose of this meeting was to discuss and resolve open items regarding: (1) the Engineered Performance Plan (EPP), (2) actions in support of shipments, and (3) development of the draft Environmental Impact Statement for cruiser, LOS ANGELES, and OHIO Class Reactor Compartments. The three executable work specifications (performance verification, paint maintenance, and burial) were discussed and comments resolved. The performance verification specification would provide for photography, sampling, and inspection to verify the performance of a demonstration compartment, the ex-USS QUEENFISH (SSN 651), after burial. The burial specification would provide for the burial of the demonstration compartment and adjacent compartments in a group of 28 to be backfilled simultaneously at the east end of Trench 94. The paint maintenance specification would provide for the maintenance of surface coatings on reactor compartments until burial. The Department of Energy, Richland Field Office (RL) provided comments to the EPP and accompanying specifications in reference (a). The agenda for this meeting is provided as enclosure (1).



Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

## 2. DISCUSSION:

a. PSNS (Baltz) presented an overview of the EPP and the three proposed executable work specifications of this plan. PSNS (Baltz) reviewed with those in attendance the history of the Exemption Request from land disposal trench requirements (ER), Washington State Department of Ecology (Ecology) agreement with the ER, and Ecology's desire to show the public that the compartments will perform as asserted in the ER. The EPP provides this performance verification and Ecology has accepted, in writing, the EPP in concept.

PSNS (Baltz) stated that the purpose of the EPP is to establish the methodology and sequence of operations for confirming the adequacy of buried reactor compartments without a liner/leachate collection system. This plan will involve burying the first 28 reactor compartments placed in Trench 94 and then partially excavating a single reactor compartment for the performance demonstration prior to placement of the Resource Conservation and Recovery Act cover over Trench 94. The ex-QUEENFISH (SSN 651) has been selected as the demonstration compartment, being representative of all compartments at Trench 94 and easy to excavate. It was decided that the best way to develop the EPP was to develop the detailed work specifications that would direct the work to be executed in support of the EPP. This would determine what could be done technically before approaching the regulators with the plan. The EPP would then present the technical basis of these executable specifications, which are entitled Paint Maintenance, Burial, and Performance Verification. The paint maintenance specification will ensure that the exterior coatings on compartments in Trench 94 are in the same condition upon burial.

The burial specification provides a uniform corrosion resistant environment for all buried compartments, consistent with the corrosion rate studies presented in the ER. Compaction of the backfill was balanced against minimizing soil moisture content and providing both a uniform and well aerated environment with soil properties (e.g. high resistivity) consistent with the native soils.

The performance verification specification applies to the demonstration compartment only. Prior to burial, the surface of this compartment will be documented by photography. Close-up photography locations are selected based on the premise that corrosion penetrations through the compartment would most likely occur at areas where blanks and other structure, thinner than the hull, have been welded to the hull. Baseline soil samples will be taken from the soil to be placed around the compartment and a portion held for future analysis after compartment excavation. A representative portion of the demonstration compartment surface will be exhumed and visually inspected during the exhumation. If penetrations are identified, adjacent soil will be sampled in a pattern based on criteria from the Data Quality Objective manual to obtain a 90% probability of intercepting leachate. Corrosion products will also be sampled at the penetration itself. Analysis of these samples for lead and Polychlorinated Biphenyls will be conducted per Environmental Protection Agency procedures. Results will be compared by common statistical methods to the baseline soil samples taken prior to burial and to known properties (prior to burial) of the compartment surface. Since leachate cannot originate where penetrations do not exist, this sample method was determined to be the most sound. The close-up areas photographed prior to burial will be exhumed and rephotographed for comparison regardless of whether penetrations are found.

Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

(1) RL (Clark) agreed that the reason for the EPP was to demonstrate reactor compartment performance when buried. Thus, the EPP should contain the performance verification specification only and the burial and paint maintenance specifications, which apply to the entire trench, should be removed and placed in permitting documentation for the trench. PSNS (Baltz) stated that the burial specification also directs the burial of the compartment selected to undergo the performance evaluation and thus supports this specification. It was agreed that the EPP be revised to only reference the paint maintenance and burial specifications as required to do the performance evaluation. The paint maintenance and burial specifications should be stand-alone documents separate from the EPP.

(2) RL (Gordon) asked if compartments currently painted black will be re-painted a sand color to match current disposals. Kaiser (Rackley) asked if only the first 28 compartments at the east end of Trench 94 are to be buried. PSNS (Baltz) stated that there is currently no plan to change the existing color of compartments and that burial would start with the first 28. Other compartments could be buried later at logical points in the placement process.

(3) The performance verification specification requires that the demonstration compartment (the ex-QUEENFISH) be photographed prior to burial. PSNS (Baltz) stated that these photographs should be taken, developed, and reviewed prior to starting burial work. RL (Clark) suggested and it was agreed that additional photography work would be conducted to document the burial process itself. This work, as part of the burial specification, would provide archival information on the backfilling process. These photographs could be taken in increments as the compartments are buried or perhaps daily when work is progressing quickly.

(4) The use of a geosynthetic material wrapped around compartments as an alternative to the select backfill was discussed. Kaiser (Rackley) stated that such material could protect the compartment surface during burial and that the cost of the geosynthetic would be about 3,000 dollars per compartment. An estimated 2.5 million dollars, for burial of the the entire trench, could be saved by not processing the native soil to form the select backfill [note: 94-SWT-047 of 31 Jan 94 provided an RL cost estimate for backfilling of first 28 compartments of 1.5 million dollars]. PSNS (Knott) stated that there is a technical basis for the select backfill chosen. In addition to protecting the surface coatings on the compartment, the backfill acts to prevent the formation of galvanic corrosion cells by providing a free draining, uniform soil environment. Dissimilar soil environments around buried metal objects, including the presence of large stones in backfill, can lead to galvanic corrosion cell formation which greatly accelerates corrosion. Such effects are noted in a Westinghouse Hanford Company (WHC) study of exhumed hydrocarbon storage tanks buried at the Hanford site. The technical requirements for the zone of fine backfill provided in the burial specification, such as the 1/2 inch maximum size and the 2 foot zone thickness, originate from discussions with corrosion experts including the Naval Facilities Engineering Service Center. In addition, the geosynthetic may act as a water wicking material, pulling water out of the soil and holding it close to the surface of the demonstration compartment, which would be an undesirable effect. RL (Gordon) suggested that geosynthetic vendors be consulted to determine if corrosion performance data exists for this material. RL (Clark) stated that more information is required than currently available

Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

to justify using the geosynthetic at this time. In parallel, the corrosion performance and water retention ability of the geosynthetic material would be researched by WHC/RL by 14 July 1994.

(5) RL (Clark) noted that the burial specification did not allow the use of water to force compaction of the backfill and stated that water may have to be used during the backfilling process for dust control. PSNS (Baltz) replied that the use of water for dust control is allowed in the burial specification and stated that a high degree of compaction is not desired as we are trying to emulate certain desirable characteristics of the native soil for corrosion performance, two of which are aeration and low water content. It is recognized that the backfill will settle, but this will not occur abruptly. More soil can be added after settling occurs.

(6) PSNS (Baltz) stated that the worst case loading on foundation columns supporting the reactor compartments is in a side loaded condition. Even though the columns should be intact after burial, the safest approach to excavating the demonstration compartment is to assume that the foundation columns have failed and thus cannot support the compartment alone. An excavation specification that adopts this approach will need to be developed for the demonstration compartment. For example, keel blocks and shim stacks may be placed under the demonstration compartment during excavation at least until the integrity of the columns can be verified. PSNS (Baltz) noted that only about 25% of the demonstration compartment is currently planned to be exposed during excavation. A photograph of the ex-USS GEORGE WASHINGTON (SSBN 599) was passed around to demonstrate conceptually what a partially exhumed compartment (per the performance verification specification) would look like. This photograph also demonstrated the performance of a reactor compartment on foundation columns under a side loaded condition.

(7) Feasible compaction methods for the burial backfill were discussed. Kaiser (Chamberlain) suggested vibrating fill into place under the compartments by use of vibrators run between the rows of compartments. The curvature of the compartments and cohesionless nature of the native soil would help the soil to flow under the compartments. RL (Clark) suggested building soil mounds underneath the compartments. Kaiser (Rackley) suggested that the soil be brought up evenly under compartments. PSNS (Knott) added that the last lifts of soil under the compartments could be manually pushed into place. Kaiser (Chamberlain) stated that the burial specification should require the contractor to submit a procedure to eliminate voids under the compartments. It was agreed on to add this requirement. PSNS (Baltz) stated that the Shipyard would review the current burial specification to ensure that it allows for flexibility in the method allowed to compact the backfill (e.g. the use of vibrators).

(8) Inspections to be performed during backfilling processes were discussed. RL (Clark) stated that since Trench 94 will be a Resource Conservation and Recovery Act facility, it should be documented that the backfill meets the specifications provided for it. A stockpile of material should be built-up, approved, and then placed in Trench 94. Kaiser (Chamberlain) stated that Kaiser would have their inspectors monitoring backfilling work. RL (Clark) explained that Ecology would likely have their inspectors on-site as well. It was agreed that inspection and test records would be maintained by the contractor. WHC (Evans) asked whether a

Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

Construction Quality Assurance Plan (CQAP) was required. RL (Clark) stated that Ecology would likely require this before agreeing to burial and that Ecology will want measurable criteria identified to assess the degree to which the backfill work is performed to the specification. BREM (Davis) asked if the Washington Administrative Code would require a CQAP for Ecology to approve burial of the compartments. RL (Clark) replied that this requirement was not contained in the Washington Administrative Code but, nevertheless, was something Ecology would push for, based on RL's experience at the Hanford Site with other projects. PSNS (Baltz) replied that this could be provided later, if asked, as the specification requires the work contractor to submit such a plan to RL for approval.

(9) Inspection and sampling requirements from the performance verification specification were discussed. PSNS (Baltz) stated only a visual inspection will be used to spot corrosion penetrations through the demonstration compartment. Penetrations are not expected however. Sampling in a general grid pattern under the compartment per the data Quality Objectives Process is not feasible as this would involve thousands of samples and is not necessary as leachate from the compartment cannot be generated unless there is a penetration (i.e. look for any penetrations and concentrate sample efforts there). RL (Clark) stated that we will have to stand firm on the level of effort involved. Ecology may want to conduct additional sampling. PSNS (Baltz) acknowledged that the need to do additional sampling would be difficult to justify. What the Shipyard, RL, and WHC had developed was sound from an engineering and scientific basis as is. At this point, the next step in developing the EPP would be to get Ecology on-board. Kaiser (Peterson) asked if the Shipyard or a contractor could do the sample lead and Polychlorinated Biphenyl (PCB) analysis work required by the performance verification specification. RL (Clark) added that the work could be done at Hanford. PSNS (Baltz) stated that an EPA contract lab is not required by the specification, however, it would be best if the sample analysis facility is independent of the Shipyard and Westinghouse Hanford Company.

(10) Regarding soil sample storage requirements provided in the performance verification specification, RL (Clark) suggested using plastic containers since they don't crush or tend to break. WHC (Strohben) stated that amber glass is a requirement for PCB sample storage. RL (Clark) suggested that sample size be specified in a simpler manner such as filling a 250 ml sample bottle. WHC (Strohben) noted that commercial laboratories can require up to 120 grams of soil sample per analysis for PCBs and 4 grams for lead analysis. It was agreed to change sample size to a volume basis and increase the sample size (e.g. a 250 ml sample).

(11) Obtaining an isotopic analysis baseline for Trench 94 soils was discussed. This work would be conducted separate from the EPP and would provide a historical record of activity in Trench 94 soil prior to burial of the 28 compartments. The Shipyard in the future will send a letter to RL asking for a plan to perform this work.

(12) RL (Clark) reiterated that the EPP should apply to only one compartment and that the burial and paint maintenance specifications should apply to all compartments in Trench 94. Thus, the global burial and paint maintenance specifications would eventually be incorporated into the permit application documentation for Trench 94. PSNS (Baltz) stressed the importance

Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

of providing sufficient flexibility to make changes to specifications without modifying permit conditions, and that only the EPP should become the permit document, not the specifications, as the EPP would provide the baseline technical requirements that must be complied with. WHC (Giroir) suggested being generic enough in the EPP to reference other documents which are more easily changeable. RL (Clark) suggested that the specifications be retitled as procedures to ensure that only the EPP became the only permit document. Ecology tends to want to review and approve work specifications. Perhaps this title change would diminish the chance of this occurring. The procedures could be attached to the EPP for information only. However, including elements of the procedures into the permit application could be advantageous if Ecology changed their mind later. RL (Clark) and WHC (Giroir) noted that Ecology has been very active on-site recently and would likely want to approve the performance verification specification/procedure in addition to the details of the EPP.

(13) PSNS (Baltz) stated the EPP and accompanying specifications would be revised to incorporate the discussion of this meeting and would be provided to RL by the end of next week (24 June 1994). WHC (Giroir) stated that cost estimates could be developed within 30 days of receipt of the specifications. RL would also provide comments on the Shipyard's draft transmittal later to Ecology (for the EPP) by 17 June 1994.

(14) RL (Clark) noted that he will be having a meeting with Ecology (Witczak) on June 22, 1994 and asked if the Shipyard wanted RL to informally provide an advance copy of the EPP to Ecology for information at this meeting. Ecology (Witczak) is still involved during the transition of Ecology's Hanford oversight functions from Olympia to Kennewick and that Witczak is tied up in other matters currently. PSNS (Baltz) stated that he was not sure that the changes could be made in time, but agreed to get back to Clark on this issue.

b. Discussion moved from the EPP to the shipment support topics on the agenda. WHC (Broz) provided a 1994 Submarine Reactor Compartment Base and Column Construction Schedule, enclosure (2), and stated that planned landhaul transport route maintenance for this year is underway and would be completed in about one week.

c. WHC (Arnold) stated that the transport manager will make notifications directly to the County Sheriff rather than to the Hanford Patrol (who in the past would then notify the sheriff). WHC procedure WHC-CM-5-34, Rev. 1 will be revised accordingly in time to support the next scheduled shipment (3 August 1994).

d. The use of a Pacific Northwest Laboratory (PNL) vessel by the Hanford patrol during reactor compartment shipments was then discussed. WHC (Arnold) stated that PNL boat and crew cost 7,000 dollars per shipment and asked if the PNL operators could be let go early and the Coast Guard could operate the vessel at the Port of Benton. PSNS (Baltz) agreed to discuss with the Coast Guard the possibility of having their personnel operate the PNL vessel at the Port of Benton while WHC talked similarly with PNL.

e. Manning reductions for shipments were discussed. WHC (Giroir) stated that the radiation brief given by WHC to the landhaul contractor's personnel at the Port of Benton could be done during badging. Specifically, it was

Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

agreed that RL/WHC would determine the optimum time and location to perform the radiation briefs prior to the next off-load (3 August 1994).

f. PSNS (Baltz) stated that there are other likely fertile grounds for cost savings. WHC (Giroir) agreed, stating that there are far too many people supporting each shipment and that the resource commitment is astronomical. WHC agreed to do a work review, looking at ideas to reduce such commitments. BREM (Davis) suggested that this be done during the August off-loads and WHC (Giroir) agreed. Changes would then be proposed to the Shipyard.

g. WHC (Giroir) stated that the compartments at Trench 94 have correct markings. WHC (Renard) stated that the markings are being reapplied with 20 year life labels.

h. A brief presentation was given by PSNS (Wain) on the current schedule for completion of the draft EIS on cruiser, LOS ANGELES, and OHIO class reactor compartments. As of this meeting, the Navy was aiming to submit a draft EIS to RL on or by 26 June for joint RL/headquarters review as scheduled. RL (Gordon) asked what would be expected of DOE in the one month allotted for this review. PSNS (Baltz) replied that RL/headquarters comments would hopefully be resolved during this period similar to what happened with the Notice of Intent. To facilitate this process, a meeting could be scheduled at the Shipyard a few weeks after the draft EIS is provided to RL. The purpose of this meeting would be to discuss and iron out RL/headquarters comments. Comments to the draft EIS should be provided for discussion in the same format as used for the EPP. (Gordon) noted that this EIS would be a much larger document than the Notice of Intent. RL (Gordon) agreed to give the appropriate people such as Dunnigan at RL and Engleman at WHC advance notice that the Shipyard would be providing a draft EIS for a 30 day review.

i. Enclosure (3) was provided to the Shipyard identifying RL/WHC potential options for expanding the burial ground trench capacity to dispose of additional reactor compartments if the preferred alternative is selected. Three options are shown: expanding Trench 94 north along the entire northern edge of the trench (option 1a), expanding north along a narrow finger projecting from the west side of the trench (option 1b), or a new trench parallel and to the north of Trench 94 (option 2). Expansion cannot occur southward from Trench 94, as the burial ground boundary is adjacent to the southern edge of Trench 94. It is possible that there might not be room at the 218-E-12B burial ground to accommodate all the spoils displaced by an expansion, in particular if burial of the first 28 compartments at the east end of Trench 94 is delayed. Excess spoils cannot be considered non-radioactive because of their source from the site surface and thus would have to be transported to another controlled area at Hanford. It was agreed that RL would provide a permitting timeline for the potential expansion of current trench capacity to the Shipyard by 17 June 1994.

j. Overhead power line clearances along the transport route were discussed. WHC (Renard) provided clearances, enclosure (4), but noted that they were based on Bonneville Power Administration data which is not always accurate. It was agreed that RL would supply more accurate overhead clearance information to the Shipyard by 17 June 1994.

Subj: COMPLETION OF ENGINEERED PERFORMANCE PLAN

3. SUMMARY: Enclosure (5) provides the agreements reached and concurred in at this meeting. The agreements are reproduced here for readability.

a. RL obtain technical data on geosynthetic material by 14 July 1994.

b. PSNS will incorporate comments to the EPP specifications and the EPP as agreed to in this meeting. PSNS will transmit final specifications and the EPP by 24 June 1994. (COMPLETE)

c. RL provide comments on EPP transmittal letter to Ecology by 17 June 1994.

d. RL provide cost estimates on specifications by 30 days of receipt of specifications (action 3.b. above).

e. WHC procedure 5-34 [WHC-CM-5-34, Rev. 1] will be revised for security notification due to loss of Hanford patrol deputization prior to 3 August 1994 (next shipment).

f. PSNS will discuss with the Coast Guard their operation of PNL escort vessel if PNL operators depart early. (COMPLETE).

g. RL will provide trench [expansion] study permitting timeline and overhead [power line] clearance information (letter) by 17 June 1994. (COMPLETE)

h. RL/WHC to determine optimum time and location to perform the radiation briefing prior to next off-load [3 August 1994].

i. RL/WHC perform a manning review of WHC support at the Port of Benton and at Hanford during August shipments. Propose changes to the Shipyard based on this review as cost savings measures.



T. B. BALTZ  
Head, Reactor Decommissioning/  
Disposal Group

Copy to:  
Attendees: (16)

MEETING AGENDA  
Tuesday, June 14, 1994  
Richland, Washington  
1000 Hrs.  
Federal Bldg.

**PURPOSE**

The purpose of this meeting is for RL, WHC, and PSNS to discuss and resolve open items regarding; (1) the Engineered Performance Plan, (2) actions in support of shipments and (3) development of the Environmental Impact Statement.

**ATTENDEES**

<u>PSNS</u>	<u>RL</u>	<u>WHC</u>	<u>DOE - BREM</u>
T. Baltz	R. Gordon	N. Emerson	K. Davis
R. Wain	C. Clark*	S. Arnold	
J. Knott		S. Price*	
		G. Evans*	

\* Agenda Item I

**AGENDA**

I. Engineered Performance Plan

- A. RL/WHC/PSNS discuss and resolve comments or open items (if any) on:
  - 1. PSNS discuss Paint Maintenance Specification comment resolution
  - 2. PSNS discuss Burial Specification comment resolution
    - a. RL/WHC discuss experience in trench backfilling and landfill performance
    - b. RL/WHC discuss technical merits of geo-synthetic protective material application versus prepared soil
  - 3. PSNS discuss Performance Verification Specification comment resolution
  - 4. PSNS/RL/WHC discuss Engineered Performance Plan and RL/WHC comments
  - 5. RL/WHC suggest approach for performing radiation survey of Trench 94 to establish baseline
- B. RL discuss plan to provide the Engineered Performance Plan to Ecology and EPA to obtain their agreement.

II. Shipments

- A. RL/WHC provide column construction schedule
- B. RL/WHC provide update of road maintenance work

- c. Review progress of procedure revision to reflect changes with Hanford Patrol and PNL boat.
- D. Confirm markings are satisfactory on reactor compartments in the Trench
- E. PSNS discuss potential reduction in WHC support at Port of Benton

III. Environmental Impact Statement Update

- A. PSNS discuss schedule (PSNS ltr Ser 2300.1/1440 of 20 Apr 94)
- B. RL/WHC review research on overhead clearances and trench capacity (PSNS ltr Ser 2300.1/1481 of 3 May. 94)

IV. Miscellaneous

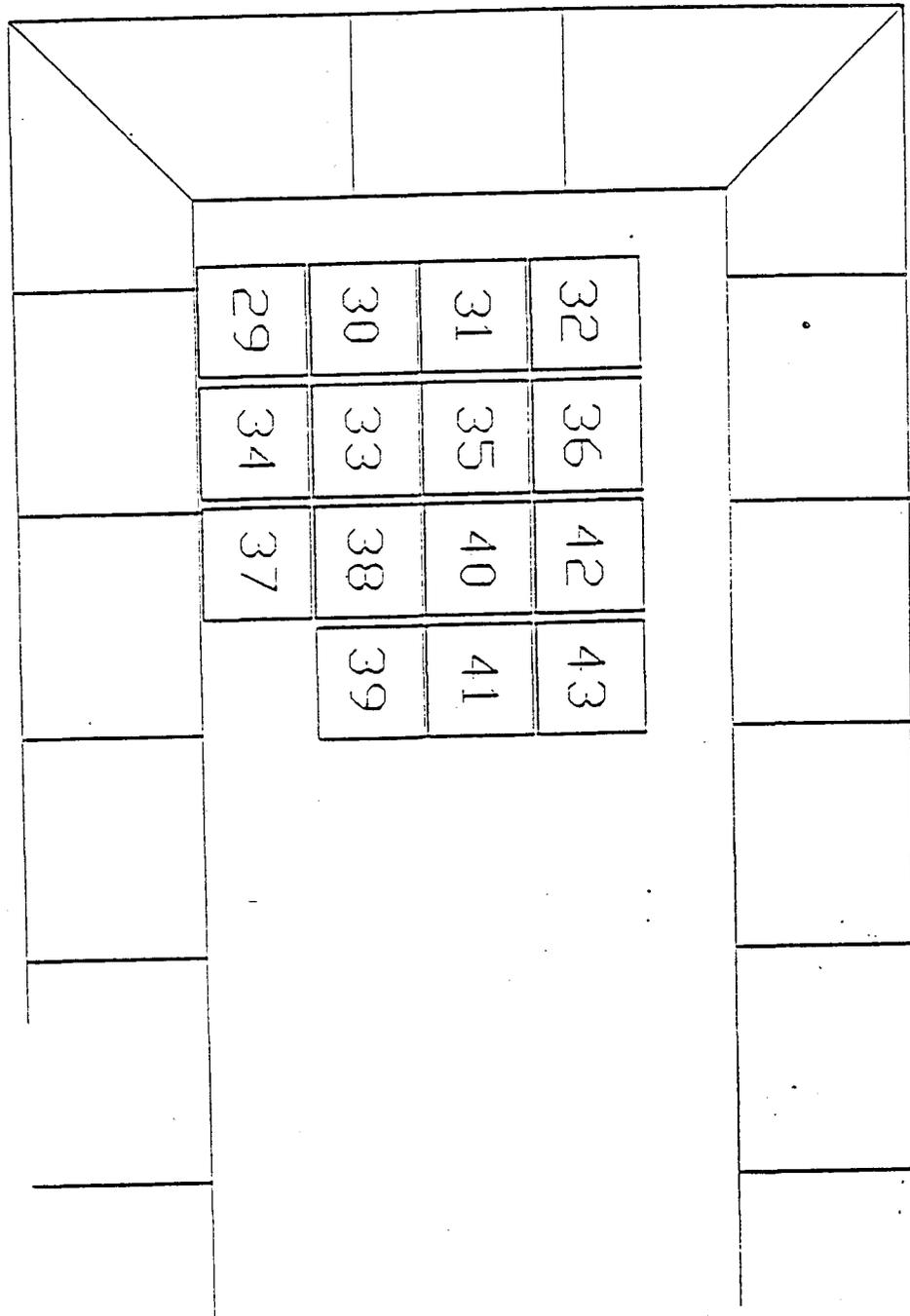
- A. RL/WHC review status of E-Mail Hookup

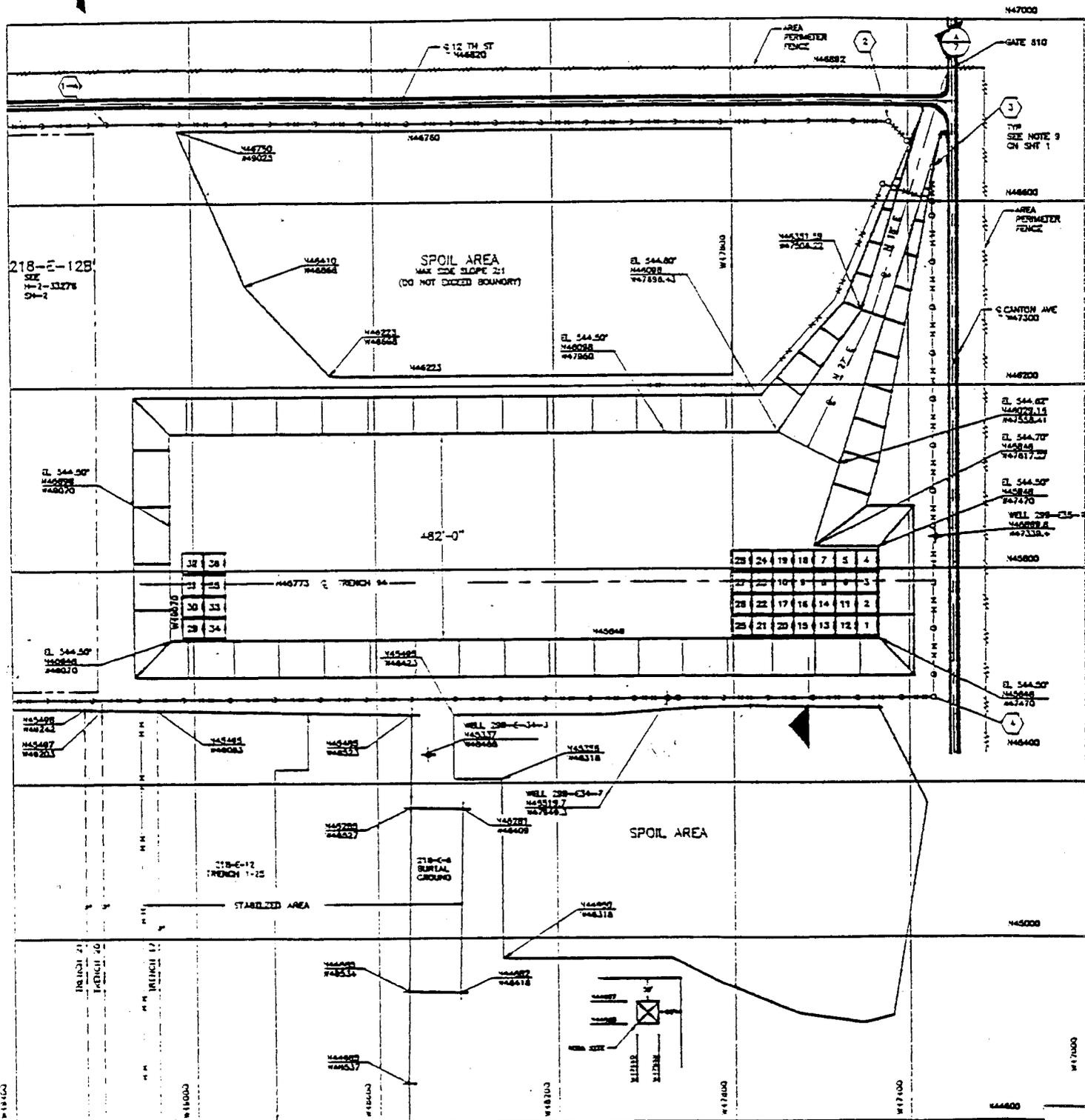
V. Draft and assign Action Items

# 1994 SUBMARINE REACTOR COMPARTMENT BASE AND COLUMN CONSTRUCTION SCHEDULE

SUBMARINE NAME	HULL NUMBER	SHIPMENT NUMBER	BASE/COLUMN	POUR DATE	BASE/COLUMN COMPLETION DATE	SRC ARRIVAL DATE
ex-USS Halibut	SSN 587	37	BASE	5/26/94	7/1/94	8/6/94
ex-USS Halibut	SSN 587	37	COLUMN	6/2/94		
ex-USS Will Rogers	SSBN 659	38	BASE	6/9/94	7/15/94	8/13/94
ex-USS Will Rogers	SSBN 659	38	COLUMN	6/16/94		
ex-USS Henry L. Stimson	SSBN 655	39	BASE	6/23/94	7/29/94	8/20/94
ex-USS Henry L. Stimson	SSBN 655	39	COLUMN	6/30/94		
ex-USS Daniel Boone	SSBN 629	40	BASE	5/26/94	7/1/94	9/17/94
ex-USS Daniel Boone	SSBN 629	40	COLUMN	6/2/94		
ex-USS Greenling	SSN 614	41	BASE	7/7/94	8/12/94	9/24/94
ex-USS Greenling	SSN 614	41	COLUMN	7/14/94		
ex-USS John C. Cathoun	SSBN 630	42	BASE	6/9/94	7/15/94	10/22/94
ex-USS John C. Cathoun	SSBN 630	42	COLUMN	6/16/94		
ex-USS Casimir Pulaski	SSBN 633	43	BASE	6/23/94	7/29/94	10/29/94
ex-USS Casimir Pulaski	SSBN 633	43	COLUMN	6/30/94		

ADD BURIALS 37, 38, 39, 40, 41, 42, and 43 to  
H-2-33276 Sh. 6 Rev. 5





SITE PLAN

SCALE: 1" = 100'-0"

Option 1a

Encl (3)





**LAND ROUTE OVERHEAD CLEARANCE**

ITEM #	IDENTIFIER	ACUTE	LINE	MILE	TOWER	RESTRICTION	VOLTAGE ON LINE (K.V.)	HEIGHT ABOVE ROAD (FT)
1		4S				Caution Guy		44'
2	BISA WHBL	4S	1	4	A	Power Line	115	43'
3		4S				Caution Guy		44'
4		4S				Caution Guy		44'
5	BENT 4518	4S	4	4	A	Power Line	115	53'
6		4S				Caution Guy		44'
7		4S				Caution Guy		44'
8	ASHE WHBL	4S	1	3	1	Power Line	230	60'
9	ASHE HARN	4S	2	3	1	Power Line	500	60'
10		4S				Caution Guy		44'
11		2S				Caution Guy		44'
12	ASHE SLAT	2S	1	3	1	Power Line	500	60'
13		2S				Caution Guy		44'
14		2S				Caution Guy		44'
15	ASHET MHEW	2S	2	7	2	Power Line	230	65'
16	ASHE HANF	2S	1	4	3	Power Line	500	65'
17		2S				Caution Guy		44'
18		2S				Caution Guy		44'
19	BENT TAUT	2S		8	9	Power Line	115	54'
20	HIDW BENT	2S		21	2	Power Line	115	54'
21	HIDW BENT	2S	2	22	2	Power Line	230	53'
22		2S				Caution Guy		44'
23		11A				Caution Guy		44'
24	HIDW BENT	11A	2	19	4	Power Line	230	47'
25	BT	11A	11	4	A	Power Line	115	53'
26	HB	11A	18	5	A	Power Line	115	45'
27		11A				Caution Guy		44'
28		11A				Caution Guy		50'
29	ASHET MHEW	11A	2	2	3	Power Line	230	47'
30		11A				Caution Guy		50'
31		11A				Caution Guy		44'
32	ASHE HANF	11A	1	10	1	Power Line	500	60'
33		11A				Caution Guy		44'

NOTE: 1. This information was obtained from Bonneville

Encl (4)

DCE RL ~~RM 64~~  
WAC ~~RM 64~~  
PSNS ~~RM 64~~ 6/14/94

Action

1. RL obtain technical data on geo-synthetic material by 14 July 94
2. ~~PSNS WILL INCORPORATE COMMENTS TO EPP SPECIFICATIONS AND REEVALUATE BUDGET SPEC FOR REQUESTING CONTRACTOR TO SPECIFY HOW VIDS WILL BE TRANSMIT FINAL SPECIFICATIONS AND EPP REMOVED FROM BUDGET THE SPEC~~  
PSNS will reevaluate budget spec for requesting contractor to specify how vids will be removed from budget the spec by 24 June.
3. RL provide comments on EPP transmittal letter to Ecology by 17 June 1994.
4. RL to provide cost estimates on specifications by ~~July 14~~ by 30 days of receipt of specifications P 2 (above).
5. WAC procedure 534 will be revised for security notification due to loss of Harold Petral reputation prior to 8/3/94 (not shipped)
6. PSNS will discuss <sup>with the</sup> Coast Guard, <sup>then</sup> operator of RNL escort vessel of PNL draw-depart early.
7. RL will provide Trunk study permit, timeline and needed clearance information (lots) by ~~20 J~~ 17 June 1994.
8. RL/WAC determine optimum time at location to perform radionuclide testing prior to next official
9. AL/WAC perform a manning review of WAC support at the PMS and Harbor during August shipment. Propose changes to PSNS based on this review as cost saving measures.

