November 28, 1994

MEMORANDUM FOR: Joseph J. Holonich, Chief
High-Level Waste and Uranium
Recovery Projects Branch
Division of Waste Management

FROM: John T. Buckley
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THRU: Robert L. Johnson, Section Leader
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SUBJECT: TRIP REPORT FOR THE OCTOBER 31 - NOVEMBER 4, 1994, SITE VISIT TO THE NEVADA TEST SITE

During the week of October 31 - November 4, 1994, I visited the U.S. Department of Energy's, (DOE) Yucca Mountain Field Operations Center (FOC) and Exploratory Studies Facility (ESF) construction pad. This visit was a continuation of the staff's efforts to stay informed on the status of the ESF tunnel boring machine (TBM) activities.

The enclosed trip report provides a summary of my activities for the week. If you have any questions about my trip or the observations presented in the trip report, I am available to discuss them at your convenience.

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TRIP REPORT FOR THE OCTOBER 31 - NOVEMBER 4, 1994
SITE VISIT TO THE NEVADA TEST SITE

From October 30 - November 4, 1994, I visited the U.S. Department of Energy's (DOE's) Yucca Mountain Field Operations Center (FOC) and the Exploratory Studies Facility (ESF) construction pad. As with previous visits by Division of Waste Management (DWM), the objectives of the trip were to: (1) observe operation of the TBM; (2) collect information on DOE's current plans and schedules for excavation of the ESF; and (3) continue the line of communication between DOE and NRC which keeps the NRC routinely informed about the status of ESF-TBM activities. The following sections summarize the significant activities which occurred during the week, and present information received regarding DOE's near-term plans and schedules for operation of the TBM at Yucca Mountain.

Training Requirements to Access the Tunnel

DOE's policy is that only TBM operating personnel and geologic mapping personnel will be allowed into the tunnel while the TBM is operating. When the TBM is not operating, the only formal requirement for tunnel access is completion of the General Underground Training (GUT) course. However, every effort will be made to keep tunnel traffic to a minimum even while the TBM is not operating. Tunnel access is, and will continue to be, controlled by means of a management approved tunnel access list. Individuals will be allowed into the tunnel only if they are on the access list or accompanying an individual who is on the list.

On November 1-2, 1994 I attended GUT training at the FOC. GUT training is a two day course. The first day is comprised of general underground training. The second day includes Adult CPR and Standard First Aid. It is necessary to complete both days of training to receive an ESF Unescorted Access card. In order to keep an ESF Unescorted Access card valid, card holders are required to update their CPR cards annually. Standard First Aid cards must be updated every three years, provided that the CPR card remains valid. If card holders fail to update their CPR cards annually, the Standard First Aid cards become immediately invalid.

ESF Activities, Progress and Plans

As of October 31, 1994 the TBM had advanced to the 71.8M station. During the week of October 31 - November 4, 1994, the TBM was shut down most of the time. The reason for the shut down included modifications which were made to the ring erector on November 1-2, and the shooting of the seismic lines on November 3-4. TBM operation began again on the afternoon of Friday, November 4th.

Beginning November 7, 1994 the TBM will be operating two shifts per day. According to Bob Law, TBM Assistant Project Manager, mining activities are expected to increase to three shifts per day beginning November 15, 1994. Current plans are to operate a day shift (8:00am-4:00pm), a swing shift (4:00pm-midnight), and a graveyard shift (midnight-8:00am). The graveyard

shift will be divided into a 2 hr. mining shift, 4 hr. maintenance shift, and another 2 hr. mining shift. However, it should be noted that this schedule is subject to change depending on needs.

Observations and Lessons Learned

Although it may be beneficial to have NRC staff posted at the FOC from a political perspective, at the present time the technical benefits are somewhat limited. Currently, the TBM is not equipped with a mapping gantry nor has it advanced far enough for the staff to examine exposed ground. According to John McNeely, M-K TBM Management Assistant, the TBM mapping gantry is scheduled for delivery on December 5, 1994. After set-up of the gantry the TBM should be sufficiently advanced for the staff to examine the ground conditions and mapping procedures.

Personnel Contacted

Name	*Affiliation*	*Function/Responsibility*
Bjerstedt, Tom	SAIC	TBM Schedules
Chapell, Nancy	DOE	M&O Coordinator
Law, Bob	M-K	TBM Project Ass't. Manager (Construction)
McNeely, John	M-K	TBM Management Assistance (Operations)
O'Connor, Nelson	M&O/FD	Construction Engineer