



CP:15:01181
UFC:5822.00

An AECOM-led partnership with B&W and AREVA

September 16, 2015

ATTN: Document Control Desk
Director, Spent Fuel Project Office
Office of Nuclear Material Safety and Safeguards
U. S. Nuclear Regulatory Commission
Washington, DC 20555-0001

SUBJECT: Responses to Request for Additional Information Related to the TRUPACT-III
Application for Exemption.

REFERENCE: (1) Docket No. 71-9305 & TAC No. L24885
(2) Application for Exemption for the Model No. TRUPACT-III –Request For Additional
Information on Environmental Report dated June, 24, 2015, from B. H. White IV to T.
Sellmer
(3) Responses to Request for Additional Information Related to the TRUPACT-III
Application for Exemption, dated August 19, 2015. NWP CP:15:01151.
(4) Tele-con on September 9, 2015 with representatives from NRC, NWP & AREVA on
clarification to question #1 on the Responses to Request for Additional Information
Related to the TRUPACT-III Application for Exemption.

Dear Mr. White:

Nuclear Waste Partnership LLC, on behalf of the U.S. Department of Energy, Carlsbad Field Office and Savannah River Operations Office, hereby submits the enclosed clarification to the response to question 1 submitted in reference 3 above.

The enclosure consists of an amended response to question 1 identified in reference 2 above. In our letter to you identified in reference 3 above, the population data shown in the table entitled 'TRAGIS Route Comparison Results' was transposed such that it appeared that the new route included a larger population than was the case formerly (SEIS-II). In fact, the new route includes a smaller population. The corrected table is shown in Attachment A enclosed. The entire RAI and its response is repeated for completeness. Note that the values in the table have not changed numerically; only the columns labeled 'Population (people within 800-meter)' have been transposed in order to reflect the actual data.

NMSS01

We apologize for the confusion this may have caused. If you have any questions or require additional information regarding this request, please contact me at (575) 234-7396.

Sincerely,



T. E. Sellmer, Manager
Packaging & Information Systems

TES/lcg

Enclosure

cc: (without enclosure)
G. Hellstrom, CBFO
J. C. Rhoades, CBFO
J. R. Stroble, CBFO
H. M. Crapse, SROO
P. W. Noss, AFS
H. Akhavannik, USNRC

Distribution

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bcc: NWP

(without enclosure)

D. N. Cook	ED
D. E. Gulbransen	ED
J. A. Knox	ED
R. W. Lee	ED
S. V. McGonagill	ED
M. F. Sharif	ED
CCP Records Custodian	GSA-212



AFS-15-0330

09-09-2015

Mr. Todd Sellmer
Packaging and Information Systems
National TRU Program
Nuclear Waste Partnership LLC
P.O. Box 2078
Carlsbad, NM 88221

Dear Mr. Sellmer:

RE: Corrected Response to NRC Environmental Report RAI No. 1

In our letter to you of August 10, 2015, which contained the responses to the NRC's RAIs on the TRUPACT-III Environmental Report, the population data shown in the table entitled 'TRAGIS Route Comparison Results' was transposed such that it appeared that the new route included a larger population than was the case formerly (SEIS-II). In fact, the new route includes a smaller population. The corrected table is shown in Attachment A below. The entire RAI and its response is repeated for completeness. Note that the values in the table have not changed numerically; only the columns labeled 'Population (people within 800-meter)' have been transposed in order to reflect the actual data.

We apologize for any inconvenience this may have caused. If you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'Phil Noss'.

Phil Noss
Licensing Manager

Cc:

Rich Smith
John Coody

AREVA Federal Services LLC

505 South 336th Street, Suite 400 · Federal Way, WA 98003
Tel: (253) 552-1300 · Fax: (253) 552-1398 · www.us.aveva.com



ATTACHMENT A (Revised)

Docket No. 71-9305, Model No. TRUPACT-III Package

**Corrected Response to NRC Request for Additional Information No. 1,
Dated June 24, 2015**

Question no. 1:

The transportation route listed on page 20 of the environmental report (ER) is slightly different than the route used in the Waste Isolation Pilot Plant Disposal Phase Final Supplemental Environmental Impact Statement (SEIS-II). The route differences begin in Texas. Show how the route provided in the ER is bounded by the route used in SEIS-II (e.g., number of miles, rural vs suburban area, etc.).

This information is needed for the NRC staff to complete its environmental review of the application, for compliance with 10 CFR Part 51.

Response:

Specific routing varies over the years depending on new available roads, surrounding developments, and existing environmental conditions. On page 3-9, Section 3.1.2.2 of the SEIS-II, Volume 1, the following excerpt describes the ideology for revising future routes, "*The states through which the trucks would pass would designate shipment routes in consultation with DOE.... These routes, as well as any chosen in the future, would comply with DOT requirements, use the Interstate Highway System or other state-designated roads, and use the shortest routes to access the interstate highways. The routes also would bypass urban areas if this could be done safely and efficiently.*"

As commented, the current ER CBFO route deviates from the SEIS-II route beginning in Big Spring, Texas where a more direct route through Andrews, Texas runs to the south WIPP access road in New Mexico. TRAGIS was used to compare the node to node characteristics between the differing routes (see tabular results and figure illustration below). Starting at the Big Spring, Texas junction, the mileage in Texas and New Mexico following the current CBFO route is approximately 160 miles. Respectively, the total mileage in Texas and New Mexico following the SEIS-II route (SEIS-II, Appendix E, page E-10) is approximately 257 miles. In addition, the distance travelled through populated areas has decreased. This is due to removing the more populated cities of Midland and Odessa, Texas and Carlsbad, New Mexico from the SEIS-II route in preference to Andrews, Texas, and Eunice and Jal, New Mexico. This effectively reduces the population along route areas.

For this route comparison and given that the impacts from transportation are driven by distance and associated population density, the current route listed on page 20 of the ER is bounded by the SEIS-II.

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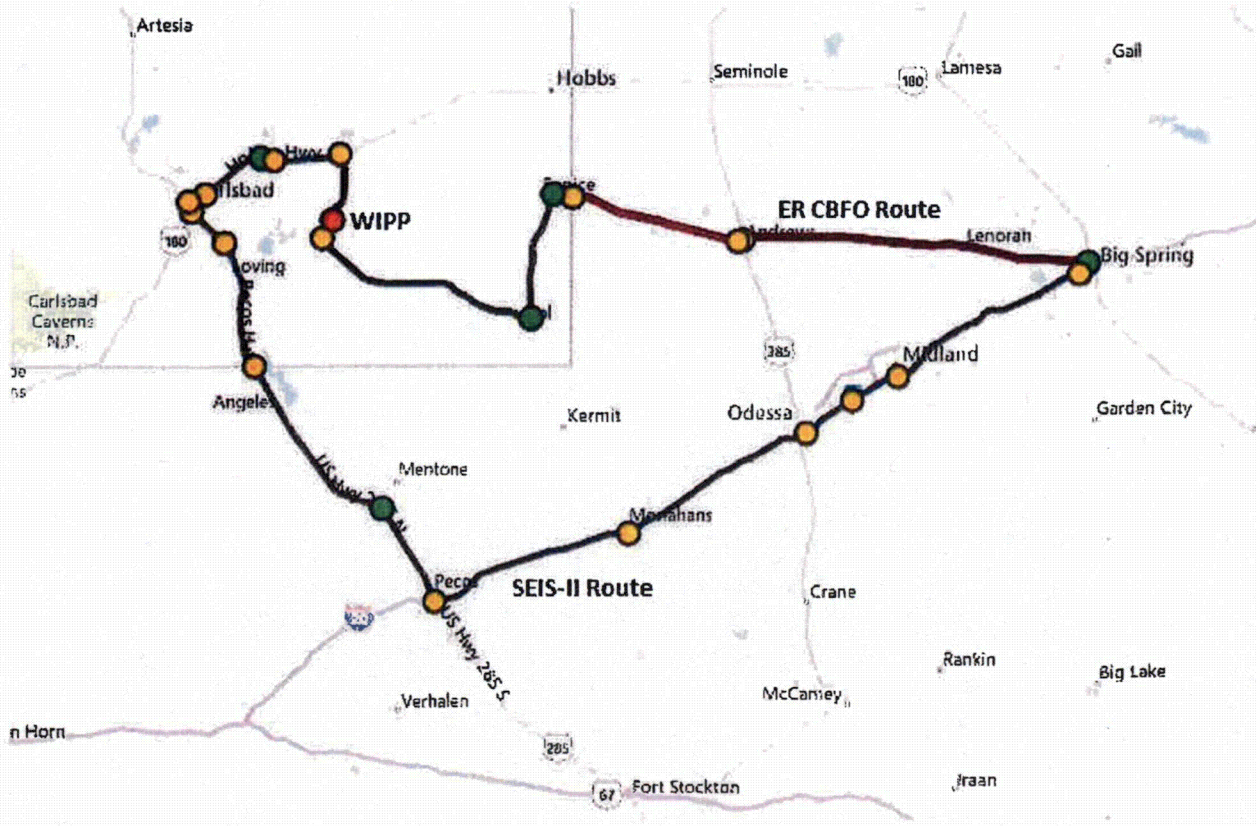


TRAGIS Route Comparison Results:

ER			SEIS-II		
Route Nodes	Distance (mile)	Population (people within 800-meter)	Route Nodes	Distance (mile)	Population (people within 800-meter)
Big Spring, TX to Eunice, NM	92	9,078	Big Spring, TX to Pecos, TX	149	23,136
Eunice, NM to Jal, NM	23	269	Pecos, TX to Carlsbad, NM	82	12,780
Jal, NM to WIPP, south	45	419	Carlsbad, NM to WIPP, north	26	9
Sum	160	9,766	Sum	257	35,925

Table note: TRAGIS population data is from 2012 census.

TRAGIS Route Comparison Figure:



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