

## MEMORANDUM FOR RECORD

SUBJECT: Trip Report for Visit to Diablo Canyon Power Plant 17 - 19 May 95

1. I arrived at San Luis Obispo, CA, the afternoon of 17 May.
2. On the morning of 18 May, I proceeded to the Diablo Canyon Power Plant (DCPP). At DCPP I met with the following individuals.
  - a. Shawn Dienhart - Security Shift Supervisor, Pacific Gas and Electric Company (PG&E), (805) 545-4481.
  - b. Robert O'Sullivan - Civil Engineer, PG&E, (805) 545-6873.
  - c. Jon Rysdon - Consultant, Bechtel, (708) 955-2621.
2. I met with the Nuclear Regulatory Commission resident inspectors to explain the purpose of my visit.
3. A walking tour of the site perimeter was conducted. Following the walking tour, I reviewed drawings and the standoff calculations. The following are my observations based on the tour and review.
  - a. The planned elements of the vehicle barrier system(VBS) are capable of stopping the design basis vehicle and the location of the VBS will mitigate damage caused by the design basis bomb to an acceptable level.
  - b. The Warehouse Facility, planned to be part of the VBS, due to its construction and configuration, will function more than adequately as a barrier to prevent vehicle penetration.
  - c. The HVAC unit on the east side of the Security Building, planned to be part of the VBS, will function more than adequately as a barrier to prevent vehicle penetration. Additionally, the location of a Jersey barrier behind the unit, will prevent a vehicle from driving around the HVAC unit at low speeds.
  - d. Vehicle barriers are only required behind the entrance and exit areas of the Security Building. The remainder of the structure will perform adequately as a vehicle barrier.
  - e. To reach the protected area perimeter from on the north side of the plant, a vehicle would have to negotiate steep positive grades and/or curbs. Vehicle barriers may not be required along a portion of the north side due to the site conditions. The PG&E personnel indicated that they would review



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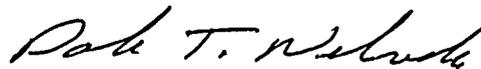
the criteria in NUREG/CR-4250 to determine were vehicle barriers were not required.

f. As an alternative to the proposed Jersey barriers extending from the south access point up the hill to the construction offices, it was discussed that barriers be placed on the north side of the construction offices. With barriers in place at this location, the steep grades and a drainage ditch will prevent reaching the protected area perimeter to the east of the south access point.

g. A vehicle trying to approach the protected area perimeter from the east would have to come down a severe slope. My opinion is that any vehicle attempting this would be disabled upon reaching the bottom of the slope. If the point were the vehicle stops, where it is disabled plus any additional distance traveled due to its residual kinetic energy, is outside the minimum safe standoff distance, adequate protection is provided. The PG&E is going to examine the east side considering this and determine exactly where barriers are required.

4. On 19 May I returned to Omaha.

5. I am maintaining a file containing the material (photographs, drawings, etc.) provided by PG&E in my USNRC file. If anyone has questions regarding this trip report, please contact me at (402) 221-4914.



DALE T. NEBUDA, P.E.  
Structural Engineer

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