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WM Project 48
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JACOBS ENGINEERING GROUP INC.
ADVANCED SYSTEMS DIVISION, ALBUQUERQUE OPERATIONS

WM DOCKET CONTROL CENTER

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RECORD OF TELEPHONE CONVERSATION

DATE 1-09-85 RECORDED BY Gary Parker

TALKED WITH Roger Pennifill INCOMING ☐ ORGANIZATION NRC OUTGOING ☐

PHONE NO. FTS 8-427-4160

ROUTE TO:	INFORMATION	ACTION
R Williams / J D'Antonio	-	
D Lechel / M Nelson	-	
R Pennifill	-	

TOPIC: Bodo Canyon fault evaluation / EIS designs

SUMMARY: The TAC understands NRC will raise the issue of a potential fault in Bodo Canyon in their comments. A program to investigate this issue is being developed and will involve: (1) a field reconnissance (2) low sun angle photography and (3) trenching. Such work can not begin until snow is off the ground, which could be May. If findings from such an investigation have to be included in the EIS, the document would be delayed. There is low probability that the feature would exclude use of Bodo Canyon, but may require design changes. Such changes should be addressed in the Site Conceptual Design (SCD) not the EIS. Our planned approach in the EIS will be to respond to the comment by noting the low potential that the feature will impact the site; that as required design changes would be incorporated to assure compliance with longevity and tailings isolation stan-

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dards; and that a program to evaluate the feature is being developed. Other issues such as erosion protection to prevent head-cutting will be addressed in the EIS. Roger felt this would be the appropriate approach.

The DEIS reflects designs by Dames & Moore (D&M) that are not anticipated to be the same as those prepared by the TAC. However, the TAC designs have not been fully developed and will not be available to incorporate into the FEIS in the present time frame. The designs prepared by the TAC are not anticipated to result in any greater or significantly different impacts than those noted in the EIS. Since the EIS is to identify and evaluate <u>impacts</u> not review a final design, there is no need to delay the EIS to incorporate TAC designs. Roger felt this would be the appropriate approach.