



ICD 12 – Interface Control Document for Roads

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NOTE: Obtain concurrence and approval signatures on the following page prior to approval of this ICD.

Approved by:

Felice Presti

Signature

11/22/2017

Date

BNI Area Project Manager

Issue Status: Approved

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NOTE: This document defines current service needs, future needs, and service gaps. The identified service levels do not represent contractual obligations between service recipient and providers. Future contractual and funding actions to close service gaps will be accomplished by integration between the federal offices as part of the budget planning process.


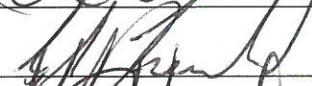

Interface Signature Page

Interface organizations, as appropriate, sign this sheet indicating concurrence and approval with the interface control document (ICD) contents. These signatures signify that the ICD accurately reflects the current baselines of interface organization's contracts, except as indicated in Appendix A, ICD 12 Open Issues and Actions. The Bechtel National, Inc. (BNI) area project manager (APM) does not approve this ICD until all required signatures on this page have been obtained.

Interface Concurrence

Organization	Position	Name	Signature	Date
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WTP Contractor	Prime Contract Manager	Brian Ponte		01 Nov 17
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Interface Approval

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History Sheet

Rev	Date	Reason for revision	Revised by
A	16 July 2001	Issued for ORP Concurrence	A Wong
0	14 Mar 2002	Provided to ORP Contracting Officer to issue as operative ICD. This document supersedes BNFL-5193-ID-12, Rev 6.	A Wong
1	15 Nov 2002	Provided for ORP Contracting Officer to issue as operative ICD as part of the required ICD update. Incorporated ICF 24590-WTP-ICF-ENG-02-001.	R Ciolli
2	15 Nov 2003	Provided for ORP Contracting Officer to issue as operative ICD as part of the required ICD update.	R Ciolli
3	06 Jun 2008	Periodic update. Transitioned tracking of all Issues and Action Items to the Action Tracking System (ATS). There are no open Issues or Actions associated with this ICD at this time.	J Minor
4	02 Dec 2009	DOE-ORP Letter to N. F. Grover dated Aug 1, 2008, <i>Contract No. DE-AC27-01RV14136 - Direction to Make Changes and Re-Issue Interface Control Documents (ICD) 5, 6, 9, 11, 12, and 19 (CCN 183784)</i>	J Minor
5	03 Apr 2015	Periodic update.	S. Ristow
6	22 Nov 2017	Significant formatting revisions have occurred; revision bars are not present. Revised per Scoping Checklist CCN 297629. Revision conforms to updated ICD procedure and template. Updated references.	R. Arbon

Revision Description

ICD Section	Description
All	The document has been revised in accordance with the requirements of the procedure <i>Interface Control Documents</i> , 24590-WTP-GPP-RAOS-OS-0001, Rev 0, and the <i>Interface Management Plan</i> , 24590-WTP-PL-MG-01-001, Rev 9. Document format was revised to WTP Interface Control Document form, 24590-MGT-F00022, Rev 3. Changes included the cover page, interface signature page, Appendix C and elimination of Table 1.
Page iii	History Sheet revised to describe the reason for changes.
Pages iv, v, vi,	Provided Revision Description of changes associated with Revision 6.
Page vii	Updated table of contents.
1 Interface Description	Simplified interface description.
1.1	Section deleted, content addressed in Section 1.
1.2	Section deleted, content addressed in Sections 3 and 4.
1.3	Section deleted, content addressed in Section 2.1.
1.4	Section deleted, content addressed in Section 2.2.
1.5	Section deleted, content addressed in Section 2.2.1.
Table 1	Table deleted, content addressed in Sections 3 and 4.
1.6	Section deleted, content addressed in Sections 3 and 4.
1.7	Section deleted, content addressed in Sections 3.1.4 and 3.1.11.
1.8	Section deleted, content addressed in Sections 2.1.1.1, 2.1.1.3, 2.1.1.4, 3.1.1, and 3.1.11.
1.9	Section deleted, content addressed in Sections 3.1.9 and 4.1.3.
1.10	Section deleted, content addressed in Section 2.3.
Table 2	Moved Table 2 to Section 2.4 and renumbered as Table 6.
2 Interface Information	New section. References renumbered to Section 5.
2.1 Physical Description	New section providing an overview map of the Hanford Site Road System.
Figure 1	New figure: Hanford Site Road System.
2.1.1 Physical Interfaces	New section referencing the WTP physical interface locations.
2.1.1.1 Ingress and Egress Interface	New section describing routine ingress and egress to the WTP site.
2.1.1.2 Alternate Ingress and Egress (Route 2S and 11A) Interface	New section describing alternate ingress and egress to the WTP site.
2.1.1.3 Direct Feed Low-Activity Waste Supplies and Materials Interface	New section outlining the shipping route for supplies and materials supporting Direct Feed Low-Activity Waste.
Table 1	New table: DFLAW Supplies and Material Shipments.
2.1.1.4 Transportation Routes for WTP Radioactive Solid Waste	New section outlining the radioactive solid waste requiring transportation out of the WTP site.

Revision Description

ICD Section	Description
2.1.1.4.1 Transportation Route for Immobilized Low-Activity Waste	New section that includes information from Section 1.7 and new information. The shipping route for ILAW is described as well as the conclusions reached in the <i>ILAW Transportation Options Analysis</i> (WRPS 2017). Figure 2 was added illustrating the roads supporting waste shipments.
Figure 2	New figure: Roads Supporting WTP Treated Waste Shipments.
Table 2	New table: Immobilized Low-Activity Waste Shipments.
2.1.1.4.2 Transportation Route for Immobilized High-Activity Waste	New section with information from Section 1.7.
Table 3	New table: Immobilized High-Activity Waste Shipments.
2.1.1.4.3 Transportation Route for Spent/Failed Melters	New section describing the shipment of spent/failed meters.
Table 4	New table: Spent/Failed Melter Shipments.
2.1.1.4.4 Transportation Route for DFLAW Secondary Solid Waste	New section describing the shipment of DFLAW secondary solid waste.
Table 5	New table: DFLAW Secondary Solid Waste Shipments.
2.1.2 Road Maintenance	New section outlining road maintenance expectations.
2.1.3 Oversize Loads	New section outlining oversize loads expectations.
2.1.4 Road Closures or Rolling Road Closures	New section that includes information from deleted Section 1.8 and new information.
2.2 Administrative Interfaces	New section with information from deleted Section 1.4.
2.2.1 Interface Schedule	New section with information from deleted Section 1.5.
2.3 Acceptance Criteria	New section with information from deleted Section 1.9.
2.4 Configuration Management Items	New section with information from deleted Section 1.10.
Table 6 Interface Configuration Management Items	Renumbered Table 2 to Table 6 and updated table references.
3 WTP Requirements	New section containing requirements and actions.
4 Requisite Interface Items	New section containing requirements and actions.
Table 7	New table: Alignment of Responsibilities.
5 References	Renumbered section heading.
Appendix A	No change.
Appendix B	No change.
Appendix C, Rev 5, Item 0001- <i>Route to IDF needs to be evaluated and considered in long-range planning.</i>	Item 0001 will be removed from ICD 12 and closed. As described in Section 2.1.1.4, Shipment of Immobilized Low-Activity Waste, <i>ILAW Transportation Options Analysis</i> (WRPS 2017) concluded that, pending further developments, no alternative ILAW transportation routes are planned. No change is proposed to the route used in transporting waste to the IDF.
Appendix C, Rev 5, Item 0002- <i>Route to IHS needs to be evaluated and considered in long-range planning.</i>	Item 002 will be removed from ICD 12 and remain open. No action is planned in WRPS contract period for HLW support. This action will be updated in FY19 with input from new TOC contractor. Item 0002 will be tracked to completion using the One System ICD Action Item List.

Revision Description

ICD Section	Description
<i>Appendix C, Rev 5, Item 0003- Address concerns related to maintaining route 11A/2S during the 2013 ISAP review cycle.</i>	Item 0003 will be removed from ICD 12 and remain open. Additional detail has been added concerning WTP intended use of Routes 11A/2S. Item 003 will be tracked to completion using the One System ICD Action Item List.

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Acronyms

APM	area project manager
BNI	Bechtel National, Inc.
DFLAW	Direct Feed Low-Activity Waste
DOE	US Department of Energy
ETF	Effluent Treatment Facility
HLW	high-level waste
ICD	interface control document
IDF	Integrated Disposal Facility
IHLW	immobilized high-level waste
IHS	Interim Hanford Storage (Facility)
ILAW	immobilized low-activity waste
LAW	low-activity waste
MSA	Mission Support Alliance, LLC
MSC	Mission Support Contractor
ORP	Office of River Protection
PFNW	Perma-Fix Northwest, Incorporated
PMB	performance measurement baseline
RAMI	reliability, availability, maintainability, and inspectability
RAOP	Requirement Area - Operations
RL	Richland Operations Office
SSW	secondary solid waste
TOC	Tank Operations Contractor
WRPS	Washington River Protection Solutions
WTP	Hanford Tank Waste Treatment and Immobilization Plant

1 Interface Description

This interface control document (ICD) describes Hanford Site roads supporting the Hanford Tank Waste Treatment and Immobilization Plant (WTP) mission and defines the physical and administrative interfaces for those roads.

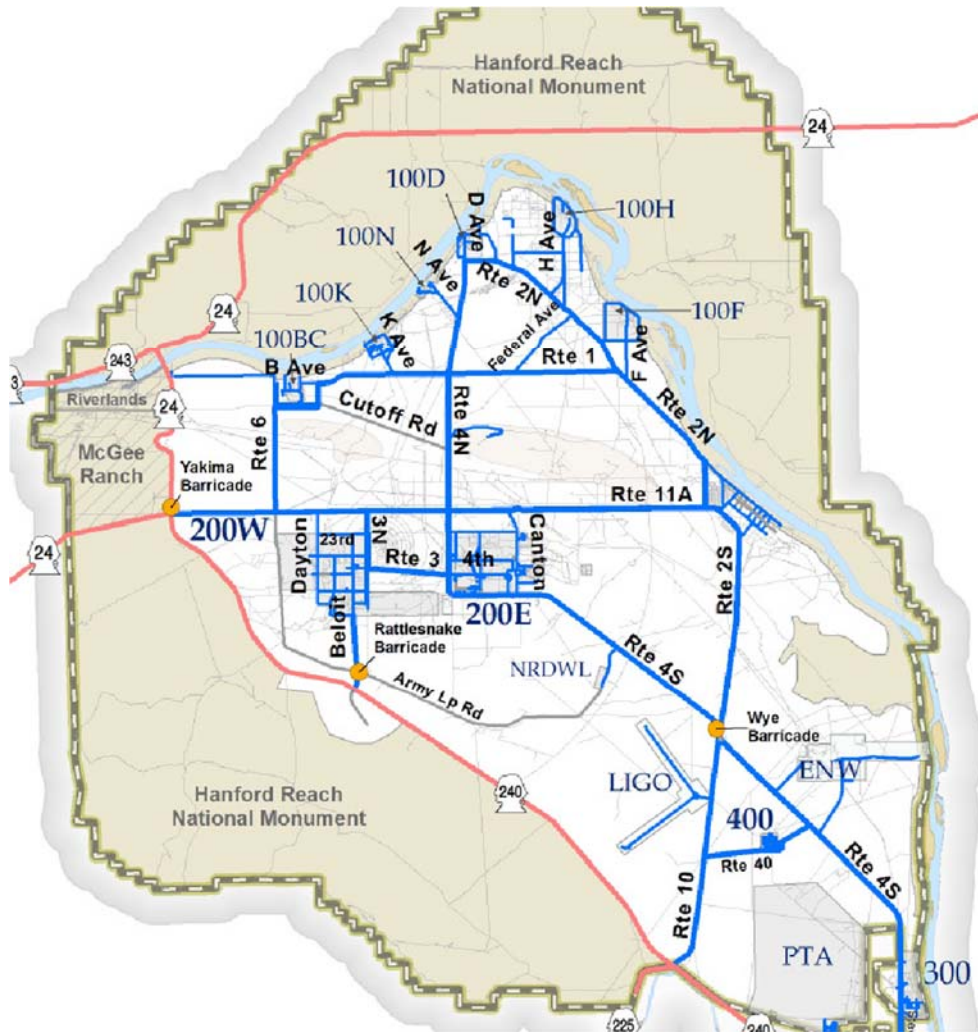
2 Interface Information

2.1 Physical Interface

To execute the WTP cleanup mission, the movement of personnel, supplies and materials, and radioactive solid waste forms all utilize the Hanford Site road system. To provide context, Figure 1 Hanford Site Road System, below, provides an overview of the roads utilized by the WTP. The WTP site location is in the center of the map in the 200 East area (center of Figure 1).

During WTPs construction, the portion of WTP Loop Road within the WTP site perimeter is assigned to the WTP Contractor. The portion of WTP Loop Road outside the WTP site perimeter is under Mission Support Contractor (MSC) control. Therefore, during construction, the physical interface locations for roads will be the sections of WTP Loop Road that cross the WTP site perimeter. Physical interface locations are shown on 24590-WTP-B2-C12T-00001, *Interface Control Drawing* (BNI 2016a).

Figure 1: Hanford Site Road System



2.1.1 Physical Description

Sections 2.1.1.1 through 2.1.1.4 describe WTP’s physical interaction/interface with the Hanford Site road system. The identified shipping route, transport vehicle, shipping package, start date, and frequency of use are provided to both inform and assist in planning.

2.1.1.1 WTP Ingress and Egress Interface

HNF-59706, *Hanford Site Roads Master Plan* (MSA 2016), identifies that routine ingress and egress for the WTP site primarily occurs via Route 4S through the Wye Barricade and Canton Avenue (refer to Figure 1). Approximately 5,750 vehicles (June 2014 traffic count) or 75% of the site traffic access the 100 and the 200 Areas through the Wye Barricade daily (MSA 2016). In September 2016, the WTP component was empirically determined by Mission Support Alliance, LLC (MSA) to be 1,481 vehicles/day.

For planning purposes, WTP’s average daily traffic level of 1,481 vehicles/day can be used through 2021. This is supported by a Waste Treatment Completion Company, LLC work force review dated October 9, 2017 and the assumption/expectation that the WTP site workforce is stable through 2021.

Emergency vehicle access within the WTP site is the responsibility of the WTP Contractor and its emergency services provider. Major site roads that are currently available to be used as emergency evacuation routes for the Hanford Site are identified in DOE/RL-94-02, *Hanford Emergency Management Plan* (DOE 2014).

2.1.1.2 Direct Feed Low-Activity Waste Supplies and Material Interface

Delivery and service vehicles supporting WTP Direct Feed Low-Activity Waste (DFLAW) activities must access the Hanford Site through the Wye Barricade and travel to WTP via Route 4S (RPP-RPT-51013, *One System Direct Feed Low-Activity Waste Logistics and Infrastructure Operations Research Model Assessment Report* [WRPS 2015]). The operational research models provided in WRPS 2015 have assessed traffic flows associated with deliveries of process chemicals and reagent supplies, export of primary and secondary waste containers, equipment spare parts delivery, and services/workforce traffic due to DFLAW activities. Table 1 summarizes import shipping details for the supplies and materials needed to support the DFLAW mission. Export shipments of radioactive solid waste are addressed in Section 2.1.1.4.

Table 1 provides transportation details for DFLAW supplies and materials.

Table 1: DFLAW Supplies and Material Shipments

Shipping Route	Transport Vehicle ¹	Package Type	Frequency	Forecast Date ²
Route 4S through the Wye Barricade	Commercial trucks and vehicles	Services (DFLAW staff not included)	21 per day	2022
	Commercial trucks and vehicles	Process chemicals/reagents, empty containers, spares	6.1 per day	2022

¹The information reported in Table 1 was summarized from RPP-RPT-51013, *One System Direct Feed Low-Activity Waste Logistics and Infrastructure Operation Research Model Assessment Report* (WRPS 2015).

²The forecast start date reflects completion of WTP Hot Commissioning certification and start of operations.

2.1.1.3 Transportation Routes for WTP Radioactive Solid Waste

During WTP operations, multiple radioactive solid waste forms will be generated. Transporting these waste forms out of the WTP site for treatment, interim storage, or final disposal will utilize the Hanford Site road system. Sections 2.1.1.4.1 through 2.1.1.4.4 identifies the transportation routes and provides supporting information for the following radioactive solid waste forms:

- Immobilized low-activity waste (ILAW)
- Immobilized high-level waste (IHLW)
- Spent/failed low-activity waste (LAW) melter
- DFLAW secondary solid waste (SSW)

2.1.1.3.1 Transportation Route for Immobilized Low-Activity Waste

For planning purposes, the Tank Operations Contractor (TOC) expects that the route for ILAW shipments between the WTP and the Integrated Disposal Facility (IDF) will be along Canton Avenue and First Street (refer to Figure 2 red line). This transportation route was substantiated in RPP-RPT-59093, *ILAW Transportation Options Analysis* (WRPS 2017). This analysis evaluated alternative ILAW transportation routes and determined that “pending further developments, no alternative ILAW transportation routes are planned.”

Figure 2: Roads Supporting WTP Immobilized Waste Shipments



Project L-859 has identified First Street (from Canton Avenue to the IDF entrance road) to perform road rebuild/maintenance (MSA 2016). Additional road projects may be identified to integrate operations with the ILAW transporter system, ensuring minimal interruptions from environmental conditions (rain, dust, snow, etc.) and road debris.

Table 2 provides transportation details for ILAW shipments.

Table 2: Immobilized Low-Activity Waste Shipments

Shipping Route	Transport Vehicle ¹	Package Type	Frequency ²	Forecast Date ³
WTP Loop Road to Canton Avenue and First Street	Standard commercial tractor/trailer, with modifications to trailer	Full ILAW Container	2 trailers per day	2022

¹ H-9-6033, *LAW Transporter, Transporter General Arrangement Solutions*, US Department of Energy Office of River Protection (DOE 2017).

² Frequency is based on generation rate reported in 24590-WTP-ICD-MG-01-015, *ICD 15 Interface Control Document for Immobilized Low-Activity Waste* (BNI 2016c). One trailer will hold 3 ILAW containers. The WTP Contractor expects to generate 5 to 6 containers per day and ship 2 trailers/day. Staging of full ILAW containers could increase or decrease the transport frequency.

³ The forecast start date reflects completion of Hot Commissioning certification and start of operations.

2.1.1.3.2 Transportation Route for Immobilized High-Level Waste

For planning purposes, the TOC expects that the route for IHLW shipments between the WTP and the Interim Hanford Storage (IHS) facility to be along Canton Avenue and around the north side and east side of the Effluent Treatment Facility (ETF).

Table 3 provides transportation details for IHLW.

Table 3: Immobilized High-Activity Level Waste Shipments

Shipping Route ¹	Transport Vehicle	Package Type	Frequency ²	Forecast Date
Canton Avenue and around the north side and east side of the ETF	TBD	Full IHLW Canister	1.74 product packages per day	TBD

¹ The information reported in Table 3 was summarized from 24590-WTP-ICD-MG-01-014, *ICD 14 Interface Control Document for Immobilized High-Level Waste* (BNI 2012).

² The number of canisters per vehicle has not been determined, so actual vehicle traffic in not known at this time.

The IHLW containers will be stored at the IHS facility until a national geologic repository is available. As reported in RPP-PLAN-52212, *Interim Hanford Storage Site Development Plan* (WRPS 2012), traffic flow to and from the IHS site during construction includes construction personnel, delivery of construction materials, and movement of construction equipment. Vehicles range from cars and pick-up trucks to semi-trucks transporting oversize loads and heavy-duty equipment. The existing paved roads are likely to be sufficient to support this traffic; however, the gravel road (approximately 0.8 miles ETF road) is not adequate to support this traffic flow for the duration of construction and will be upgraded by MSC at the direction of Richland Operations Office (RL) during site preparation.

2.1.1.3.3 Transportation Route for LAW Spent/Failed Melters

In RPP-RPT-58204, *Spent/Failed Low-Activity Melter Transport System Evaluation Report* (WRPS 2014), Washington River Protection Solution (WRPS) performed an evaluation and determination of the most efficient methodologies for spent/failed LAW melter transportation. Once outside the WTP, the transporter is proposed to travel WTP Loop Road to Canton Avenue and then First Street to the IDF (Figure 2). During transport, the road will be closed to other traffic. The planned route will accommodate the proposed transporter width, transporter height, and the inside and outside turning radii.

Table 4 provides transportation details for packaged LAW spent/failed melters. In 24590-WTP-PL-PENG-14-0006, *Secondary Waste Compliance Plan* (BNI 2015), a decision on the management and disposition of failed HLW melters is pending.

Table 4: Spent/Failed Melter Shipments

Shipping Route	Transport Vehicle ¹	Package Type	Frequency ²	Forecast Date ³
WTP Loop Road to Canton Avenue and First Street	Goldhofer Submarine Reactor Component Transporter	Packaged Spent Melter	0.45 shipments per year	2020

¹ Use of the submarine reactor transporter is recommended in RPP-RPT-58204, *Spent/Failed Low-Activity Melter Transport System Evaluation Report* (WRPS 2014), however, in 24590-WTP-ICD-MG-01-003, *ICD 03 Interface Control Document for Radioactive Solid Waste* (BNI 2016b), final transport selection is dependent on packaged melter characteristics.

² 24590-WTP-ICD-MG-01-003, *ICD 03 Interface Control Document for Radioactive Solid Waste* (BNI 2016b), determined that thirty-six melters will require disposal over the mission of the WTP, assuming a 40-year plant life: 18 LAW melters. The exact number of spent melters may be impacted by DFLAW operations.

³Based on DFLAW start date.

In 2014, WRPS evaluated the proposed shipping route for packaged spent LAW melters and determined that the condition of the roadway along the haul path is acceptable except for the portion of travel on First Street between Canton Avenue and the IDF (WRPS 2014). With the low per-axle loadings of approximately 6500 lb/tire of trailer, an entirely new roadway would not be required, but a layer of well-graded, crusher-run limestone (or similar) at a width of 24 feet would be recommended to level the roadway for the length of the travel route. Roadway material used will conform to ASTM D-1241, Type 1, Class C or D (WRPS 2014).

2.1.1.3.4 Transportation Route for DFLAW Secondary Solid Waste

The amount of WTP-generated SSW was estimated in DFLAW IDF report, RPP-RPT-59082, *Integrated Disposal Facility Operations Research Model Bases and Assumptions* (WRPS 2016). Extrapolating the data yields an expected generation rate of 1 to 2 trucks per week. The WRPS 2016 document identified transportation of SSW offsite to Perma-Fix Northwest Incorporated (PFNW) occurs via Route 11A to Route 2S. This estimate was based upon use of a consolidated, onsite, 90-day storage pad in the vicinity of the ETF. The location of the 90-day storage pad and usage strategy has not been finalized. Current planning has the storage pad located at WTP and shipping direct to PFWN via Route 4S. If located outside the WTP site, selection of the 90-day storage pad allows for the final determination of SSW shipping routes.

Table 5 provides transportation details for DFLAW SSW.

Table 5: DFLAW Secondary Solid Waste Shipments

Shipping Route ¹	Transport Vehicle	Package Type	Frequency ²	Forecast Date ³
Route 4S and Route 11A to 2S	Standard commercial tractor/trailer with 8-ft wide by 40-ft long trailer	Drums, boxes, sealand box, etc.	1 to 2 trucks per week	2022

¹ The information presented in Table 5 is summarized from WRPS 2016. These routes are subject to change pending finalized location of the 90-day storage pad but is included as the most current information available.

² Staging of SSW could increase or decrease the transport frequency.

³ The forecast start date reflects completion of WTP Hot Commissioning certification and start of operations.

2.1.2 Road Maintenance

The WTP Contractor provides and maintains roads within its own permanent and temporary construction site boundaries. Maintenance also includes removal of snow and debris that might impede transportation activities. The WTP Contractor exercises due care in the use of all Hanford Site roads and is responsible for repair of any damage that occurs due to WTP Contractor construction. At the direction of the RL, the MSC maintains all paved roads in the vicinity of and providing access to the WTP site, including roads to the two vehicle access gates (South Gate 23 and North Gate 31) to/from the Yakima and Wye barricades. The MSC provides road access between the WTP construction site boundary and existing Hanford Site roads, in accordance with the approved BNI baseline schedule. As facility design matures, both the WTP Contractor and the RL are expected to determine if upgrades to the existing Hanford Site road system are beneficial. The WTP Contractor provides updates to the RL on the demand to Hanford Site roads as needed.

2.1.3 Oversize Loads

The WTP Contractor will provide the RL written notification that identifies the date(s), time(s), size, and weight of loads that exceed transportation limits for the Hanford Site roads as described in MSC-PRO-52150, *Oversize/Overweight Moves* (MSA 2012), at least 30 calendar days in advance of the scheduled date for transportation that might require road closure outside its boundary. MSC assesses load or clearances that exceed Hanford Site roads transportation limits and coordinates with the TOC and WTP Contractor to determine if loads that exceed Hanford Site size or weight limits can be accommodated. The RL is responsible for all necessary arrangements and expenditures for closure of affected roads for transportation of the excess load(s) by the WTP Contractor.

2.1.4 Road Closures or Rolling Road Closures

When transporting waste shipments, road closures or rolling road closures may be required by DOE/RL-2001-36, *Hanford Sitewide Transportation Safety Document* (DOE 2011). Proposed road closures are coordinated with the RL and MSC as follows:

- The WTP Contractor provides written notification to the RL at least 30 calendar days in advance of road closures needed outside its boundary.
- Proposed road closures are coordinated with the RL for review of potential impacts, including emergency vehicle access to the WTP construction site.
- The MSC notifies the WTP Contractor in writing at least 30 calendar days in advance of proposed road closures.
- The MSC manages road closures outside the WTP Contractor's site boundary and coordinates with the TOC and WTP Contractor to determine impacts.
- If the RL proposes permanent closure of any Hanford Site roads required by the WTP Contractor, and specifically cited in ICD 12, the WTP Contractor is to be provided the opportunity to review the closure proposal and provide impacts and recommendations to the RL.
- The RL reviews proposed road closure information provided by the WTP Contractor and provides written acceptance of the scheduled transportation date within 7 calendar days of receiving the written notification from the WTP Contractor. The RL is responsible for notifying all appropriate entities.

2.2 Administrative Interfaces

The respective organizations' design processes include integrated safety management principles communicated through the interface in safety analysis reports, drawings, and documents identified in Table 6.

No new hazards or accident scenarios are expected to be introduced through this interface that are not adequately controlled by the interface contractors and through controls placed across this interface. The physical and administrative controls to mitigate these risks using a graded approach have been or will be adequately addressed through requirements on each contractor's authorization basis.

The ICD 12 team has not identified any deactivation or reliability, availability, maintainability, and inspectability (RAMI) considerations that require management across the interface. Systematic RAMI assessments of this interface have not been conducted.

Due to the nature of the interface, there is no need to include a block diagram at this time.

2.2.1 Interface Schedule

Work activity for preparing the WTP construction site and assuming occupancy began October 1, 2001. Construction of WTP Loop Road was completed prior to site occupancy by the WTP Contractor.

The schedule details concerning initial shipments of radioactive solid waste are defined in 24590-WTP-ICD-MG-01-003, *ICD 03 Interface Control Document for Radioactive Solid Waste* (BNI 2016b); 24590-WTP-ICD-MG-01-014, *ICD 14 Interface Control Document for Immobilized High-Level Waste* (BNI 2012); and 24590-WTP-ICD-MG-01-015, *ICD 15 Interface Control Document for Immobilized Low-Activity Waste* (BNI 2016c).

2.3 Acceptance Criteria

Any acceptance criteria deemed necessary for roads will be mutually agreed upon by the interfacing parties, in accordance with turnover need dates.

2.4 Configuration Management Items

This section identifies the referenced documents that further define the physical and (or) administrative details of the interface. Interface affecting changes to the documents and drawings listed in Table 6: will be provided to the affected parties by the responsible interface owner.

Table 6: Interface Configuration Management Items

WTP Documents	Interfacing Organization Documents
24590-WTP-PSAR-ESH-01-002-01, Rev 6B, <i>Preliminary Documented Safety Analysis to Support Construction Authorization; General Information</i> (BNI 2017c)	MSC-PRO-52150, Rev 0, <i>Oversize/Overweight Moves</i> (MSA 2012)
WTP Drawings	Interfacing Organization Drawings
24590-WTP-B2-C12T-00001, Rev 3, <i>Interface Control Drawing</i> (BNI 2016a)	None
24590-BOF-P1-50-00001, Rev 9, <i>RPP-WTP Plot Plan</i> (BNI 2017a)	
24590-BOF-CS-C12T-00031, Rev 2, <i>WTP Site Key Plan Roads North - South</i> (BNI 2017d)	
24590-BOF-CS-C12T-00032, Rev 2, <i>WTP Site Key Plan Roads East-West</i> (BNI 2017b)	

3 WTP Requirements

3.1 Technical Requirements (Design Criteria)

Not applicable.

3.2 Programmatic Requirements

Not applicable.

3.3 Packaging Requirements

Not applicable.

3.4 Activity Level Flow Down Requirement

3.4.1 Plant Management (Requirement Area - Operations [RAOP])

The WTP Contractor will provide the RL written notification that identifies the date(s), time(s), size, and weight of loads that exceed transportation limits for the Hanford Site roads as described in MSA 2012 at least 30 calendar days in advance of the scheduled date for transportation that might require road closure outside its boundaries. (Section 2.1.3)

3.4.2 Plant Management (RAOP)

The WTP Contractor is expected to provide and maintain roads within its own permanent and temporary construction site boundaries. (Section 2.1.2)

3.4.3 Plant Management (RAOP)

The WTP Contractor provides the RL updates on the demand on the existing Hanford Site roads as needed. (Section 2.1.2)

3.4.4 Plant Management (RAOP)

Proposed Hanford Site road closures are to be coordinated with the RL for review of potential impacts including emergency vehicle access to the WTP construction site. (Section 2.1.4)

4 Requisite Interface Items

4.1 Internal Interface Items

4.1.1 WTP–Interface Item

The WTP Contractor is expected to exercise due care in the use of all Hanford Site roads and will be responsible for repair of any damage that occurs due to WTP Contractor construction activities. (Section 2.1.2)

4.1.2 WTP–Interface Item

As the facility design matures, the WTP Contractor notifies the RL if upgrades to the existing Hanford Site road system may be beneficial. (Section 2.1.2)

4.2 External Interface Items

4.2.1 MSC–Interface Item

The MSC maintains all paved roads in the vicinity of, and that provide access to the WTP site, including roads to the two vehicle access gates (South Gate 23 and North Gate 31) to/from the Yakima and Wye barricades. (Section 2.1.2)

4.2.2 MSC–Interface Item

The MSC provides road access between the WTP construction site boundary and existing Hanford Site roads in accordance with the approved BNI baseline schedule, including removal of snow and debris that might impede transportation activities. (Section 2.1.2)

4.2.3 MSC–Interface Item

The MSC assesses load or clearances that exceed Hanford Site roads transportation limits and coordinates with the TOC and WTP Contractor to determine if loads that exceed Hanford Site size or weight limits can be accommodated. (Section 2.1.3)

4.2.4 MSC–Interface Item

Unless for an emergency, the MSC notifies the WTP Contractor in writing at least 30 calendar days in advance of proposed road closures. (Section 2.1.4)

4.2.5 MSC–Interface Item

The MSC manages road closures outside the WTP Contractor's site boundary and coordinates with the TOC and WTP Contractor to determine impacts. (Section 2.1.4)

4.2.6 RL–Interface Item

The RL will plan for and direct MSC to maintain Hanford Site roads, including:

- Route 4S to/from the Wye Barricade to the WTP construction site South Access Gate 23.
- Route 2S/11A to/from the Wye and Yakima barricades to the WTP construction site North Access Gate 31.
- Local 200 East Area access roads, to/from the WTP construction site. (Section 2.1.1.1)

4.2.7 RL–Interface Item

The RL determines if upgrades to the existing Hanford Site road system are required in accordance with MSA 2016. (Section 2.1.4)

4.2.8 RL–Interface Item

If the RL proposes permanent closure of any Hanford Site roads required by the WTP Contractor as specifically cited in ICD 12, the WTP Contractor is to be provided the opportunity to review the closure proposal and provide impacts and recommendations to the RL. (Section 2.1.4)

4.2.9 RL–Interface Item

With respect to Hanford Site roads, the RL assists in resolution of any conflicts with Hanford site requirements. (Section 2.1.4)

4.2.10 RL–Interface Item

The RL reviews proposed road closure information provided by the WTP Contractor and provides written acceptance of the scheduled transportation date within 7 calendar days of receiving the notification from the WTP Contractor. The RL is responsible for all necessary arrangements and expenditures for closure of affected roads for transportation of the excess load(s) by the WTP Contractor. The RL is also responsible for notifying all appropriate entities. (Section 2.1.4)

4.3 Interface Alignment

Refer to the listed section numbers for the exact statements of contractor responsibilities. The descriptions of contractor's responsibilities provided in Table 7 are for reference only.

Table 7: Alignment of Responsibilities

Line	Description	ICD Section	WTP Section	TOC Section	MSC Section	RL Section
1	Management of oversize loads.	2.1.3	3.4.1	NA	4.2.3	4.2.10
2	Road maintenance.	2.1.2	3.4.2, 4.1.1	NA	4.2.1	4.2.6
3	Road closure.	2.1.4	3.4.4	NA	4.2.4, 4.2.5	4.2.8
4	Road upgrades.	2.1.2	4.1.3	NA	NA	4.2.7
5	Update to Hanford Site road needs.	2.1.2	4.1.1	NA	4.2.2	4.2.8

5 References

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Appendix A - Open ICD 12 Issues and Actions

Issue / Action #	Tracking #	Issue / Action Description	Contract or Baseline (In-Out-N/A)			Affected Page(s)
			WTP	TOC ¹	MSC	
None						

Note:

¹TOC Baseline referenced here is the lifecycle performance measurement baseline (PMB) which includes both WRPS and US Department of Energy (DOE)-owned scope. The approved ICDs are among the baseline documents that comprise the technical scope for the TOC life-cycle PMB.

Appendix B - Issues and Actions Closed Since Last Revision

Issue / Action #	Tracking #	Issue / Action	Date Closed	Resolution
None				

Appendix C - ICD 12 Open Items List

NOTE: New open items are added to each ICD revision with a tracking number or schedule activity number that would serve to track their completion outside the ICD. Open items are removed from the ICD in the next revision following their introduction.

Item #	Description	Originator	Responsible Organization	Actionee	Tracking #
None					