

TEXAS UTILITIES GENERATING COMPANY

P. O. BOX 2300 • GLEN ROSE, TEXAS 76043

Docket No. 50-445

March 22, 1984

Mr. Thomas A. Ippolito

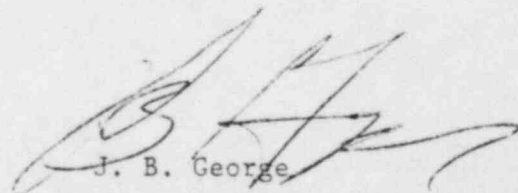
Apparently we did not do a very good job of explaining the reasoning behind our current estimate for fuel load for Unit #1 when we met with the Caseload Forecast Panel earlier this week.

Included herein is supporting data covering the following areas of concern which you expressed to us:

- Large number of punchlist items
- Questions about schedules for the completion of the testing and Startup program
- Schedule for completion of painting
- Schedule for installation of Thermolag
- Schedule for completion of Bisco Seals

After you have had the opportunity to review this information, we will be glad to meet with your people in order to resolve any differences we have regarding the Comanche Peak schedule.

We recognize and concur with your concerns that we need to agree promptly on the fuel load date so that the necessary resources can be dedicated to this effort.


J. B. George

8404100542 840322
PDR ADOCK 05000445
A PDR

PUNCHLIST ITEMS

MASTER DATA BASE (MDB) PUNCHLIST

Data Base Description

The MDB is intended to provide all project organizations and groups a convenient and integrated means of identifying, coordinating and tracking work items on systems, components and structures. The MDB being an administrative tool, is maintained in a computerized business system format to facilitate identifying and categorizing large numbers of items.

The data collected for entry into the computerized system includes such items as:

- Work items
- Affected system, plant area, etc.
- Source
- Responsibility

The system allows the entry of any type of work items chosen by supervision.

The computerized system provides the capability to sort categories and provide lists by various categories. These lists are used by supervision to:

- a) Track work items to completion
- b) Identify and contact responsible groups
- c) Plan future work activities by plant area, system, or responsible group
- d) Acknowledge and authorize specific work items

Administration and management of the Data Base System is a joint responsibility between the Startup and Construction Management group. Data Base entries are provided by each group managing and planning "in plant" work. Currently direct input to the Data Base is provided by the following groups:

- Startup
- Building Management
 - Reactor Building
 - Safeguards Building
 - Auxiliary Building
 - Electrical Control Building

Data Base information is made available to any requesting group at CPSES who have been assigned responsibilities on the MDB.

Data Base Past Use and History

The use of a computerized punchlist system was introduced for use early in the project as a data collection mechanism in the Startup group. Use of the system until early 1983 was generally limited to identifying remaining construction and Startup items affecting system test status. In 1983, the use of the system was expanded to identify remaining in-plant work necessary to achieve a plant fuel load status. Identification of work items meeting that criteria was achieved in November 1983, with the advent of the Building Management organization. Where upon, the system being used as the master list to plan, track, and close all work items authorized by management.

Current Status of Data Base & Performance

Performance of work as tracked by the data base shows that the number of items in the data base peaked at approximately 17,500 in December 1983. This peak reflects the mobilization effort expended by the Building Management groups to acquire a definition of remaining work and integrating that data with Startup related data.

The historical use of the data base consists of adding newly identified items and deleting completed items as the project progresses toward fuel load milestone.

Project performance since mid December 1983 indicates a net (add/deleted) reduction of 480 items per week.

During early March 1984, the net reduction rate has showed due to three factors, which are:

- items awaiting retest by Startup
- closure of open paperwork items, such as NCR's, inspections reports, etc.
- closure of electrical separation issues which require minor work items, such as installation of tray covers. These type items cannot be closed until final inspections are performed by QC, NRC, etc.

An analysis of the data base content as of Mid March 1984 shows that:

- Total remaining items in MDB is 11,250
- Approximately 2750 items are Unit 2 items in plant common area
- Unit 1 items remaining to support fuel load of 8,500

Attachments

Punchlist Analysis for the Following Builings:

Safeguard
Auxiliary
Electrical/Control
Reactor

A summary of work content by performing discipline as of 03/16/84

The history of the number of items entered in the data base as a function of time since July 1983.

SAFEGUARD BUILDING PUNCHLIST ANALYSIS

The total number of open punchlists items as of 03/16/84 was 2388. The following categories are intended to better acquaint the reader as to where the majority of these items are assigned.

Craft (38%) -

Approximately half of these items are assigned to electrical and civil craft superintendents. Of these 400 punchlist items more than 50% are vault deficiency checks and/or reinspection to close documentation problems.

Engineering (13%) -

Over one-half of these items are assigned to civil engineering for review prior to authorizing thermolaging activities to proceed. This function is scheduled ahead of craft needs and is always ahead of our needs. Estimated completion for the balance is two weeks.

Startup/TUGCO (17%) -

Approximately one-third of these punchlist items are non-work, close-out or no impact type items within the Startup/TUGCO responsibility.

Quality Control and Paperwork (32%) -

The majority of these items are paper close-out of documentation, travelers, or NCR closures and has very little physical impact to field work or testing.

In conclusion, of the 2388 punchlist items, over 1000 items analyzed (or 42%) are non-significant, non work type functions that should not impact our efforts to attain scheduled milestones.

AUXILIARY BUILDING (UNIT 1 AND COMMON) PUNCHLIST ANALYSIS

The total number of open punchlist items as of 03/16/84 was 2450. These items can be divided into the following four categories.

Craft (50%) -

Of the 1222 open items, approximately 600 are in electrical craft. More than half of these are fire wrap and tray covers to clear separation violations and are worked off at a rate of about 100/week. The majority of the remaining electrical items are seismic cable restraints for lighting, conduit releases for thermolag and/or Bisco Seals and rework resulting from final inspections.

The remaining craft items in the building are primarily painting, installing thermolag and Bisco seals.

Engineering (7%) -

The majority of the 179 engineering items are in civil and electrical area for incorporation of design changes into permanent drawings and the issuance of as-built drawings.

Startup/TUGCO (9%) -

The majority of the 219 Startup items are associated with tracking Startup test deficiencies, retests and work authorization on systems.

Quality Control and Paperwork (34%) -

The 840 items in this category are primarily work items that have been completed and are turned in for Quality Control inspection and are being inspected by Quality Control. This also includes closeout of documentation for inspection reports, non-conformance reports and travelers.

ELECTRICAL/CONTROL BUILDING PUNCHLIST ANALYSIS

The total number of open punchlist items as of 03/16/84 was 2128. These items can be divided into the following five (5) categories:

Craft (54%) -

Of the 1150 open items, over 600 items are separation violations which requires only tray cover or fire wrap installation. The separation items can be worked off at the rate of approximately 125 per week.

Engineering (12%) -

The 260 open items also include the incorporation of design changes into permanent drawings and the issuance of as-built isometric drawings.

Startup/TUGCO (15%) -

The majority of the 311 items involve test deficiencies which will be corrected as part of the pre-operations test program. Also included in this group is TUGCO Operations items.

Quality Control (7%) -

The majority of the 154 items represent the inspections required to document the rework of cable tray hangers.

Paperwork (12%) -

The majority of the 253 items involve the closeout of documentation for inspection reports, non-conformance reports and travelers.

REACTOR BUILDING PUNCHLIST ANALYSIS

The total number of open punchlist items as of 03/16/84 was 1529.

Craft (35%) -

Of the 529 items, 345 are paint. Rather than identify paint by room or elevation with the generic description of "prep-prime-finish," information from the paint traveler program was used. Each paint item on the data base is a package representing approximately 15 paint travelers. The remaining craft items (less than 200) primarily consist of minor hanger rework and electrical punchlist items.

Engineering (9%) -

Of the 139, approximately 80 relate to the final stress analysis. Reconciliation of hangers with the balance related to disposition of non-conforming conditions.

Startup/TUGCO (28%) -

Of the 423 items, 274 relate to test deficiencies awaiting retest of problems identified during hot functional testing. This will be accomplished during next heat-up of related systems.

Quality Control (8%) -

The majority of the 123 items involve final inspections and closure of previously identified deficiencies.

Paperwork (21%) -

Of the 315 items, 272 are hanger related, consisting of measuring or recording hanger data for non-thermally affected ASME piping.

CPSES UNIT 1 & COMMON
PUNCHLIST SUMMARY

No. of Items	<u>Safeguard</u> 2388	<u>Auxiliary</u> 2450	<u>Electrical/ Control</u> 2128	<u>Reactor</u> 1529	<u>TOTAL</u> 8495
CRAFT	38%	50%	54%	35%	
ENGINEERING	13%	7%	12%	9%	
STARTUP/TUGCO	17%	9%	15%	28%	
QUALITY CONTROL	19%	1%	7%	8%	
PAPERWORK	13%	33%	12%	21%	

NOTE: Approximately 28% of the total items are system related with the balance allotted to architectural, structural and paint.

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TEST PROGRAM

TEST PROGRAM

Attachment I is a Startup schedule which identifies all remaining preoperational, acceptance tests, and retests required to be performed prior to fuel load of Unit 1. The schedule is statused (heavy lines) as of 07/12/84 (vertical time - now line) and indicates that testing activities are approximately eight weeks behind schedule.

Analysis of the remaining Startup work provides a high confidence level in the scheduled test durations for the following reasons:

- All critical test procedures have been prepared, demonstrated and are current with design.
- Current Startup group staffing is adequate and consists of long-term employees familiar with the project, station systems, test procedures and administrative controls.
- Because all of the major systems have been exposed to previous tests we do not expect to discover significant system operational deficiencies.
- Although certain formal preoperational tests have been delayed, system configuration and operability have been maintained on an ongoing basis upon completion of system changes.

Scheduled start dates for the tests shown were established in mid-October 1983, based on completion estimates of the known engineering and construction activities required to support testing. In addition, test durations were established based on single shift.

Specific system completion requirements to support the test schedule were established and scheduled by 12/01/84. Attachment II reflects the scheduled vs. actual system completions from early December 1983 through 03/19/84. Attachment III reflects the trend of total Master Data Base items for all systems scheduled to be complete between December 1983 and April 1, 1984. Approximately 30% of the total Master Data Base items shown affect system operability and, as such, are required for system completion.

The Startup schedule required an immediate and sustained high rate of system completions which has been hampered by resolution of cable separation and conductor crimping problems, incorporation of recent electrical design changes, delivery of replacement parts, completion of punchlist items to support testing and Diesel Generator disassembly/inspection.

The cable separation problems, requiring cable determination and which had a significant impact on early scheduled tests, have been resolved.

All rework required to resolve Class 1E conductor crimps has been recently completed with the remaining Non-Q panels scheduled to complete by 04/02/84.

A majority of the design changes that impact the Startup schedule are scheduled to be released from engineering and field work completed by mid-April.

Replacement part deliveries are being received as scheduled, with the most significant impacting items scheduled to be received by the first week of April.

Estimated completion dates of punchlist items required to support system completion indicate a significant improvement in the system completion rate over the next four weeks, as indicated on Attachment II.

Disassembly of the Train A Diesel Generator began 02/21/84 to replace the pistons and perform all inspections specified by the Trans-America DeLaval Users Group. The work duration was scheduled for eighty-four days to complete Train A and then Train B in series by 05/14/84. This estimate was made without specific inspection plans available from the Users Group. Piston removal was complete on 02/29/84 and extensive cleaning of engine components prior to inspection began. Both turbo chargers were removed and disassembled for inspection on 03/12/84. A satisfactory eddy current examination of the crankshaft was completed on 03/16/84. Cylinder head inspection began 03/20/84 after a two-week delay in receipt and clarification of User Group inspection plans. Based on unacceptable linear indications discovered on all of the head firing decks inspected, a decision was reached on 03/21/84 to replace all Unit-1 cylinder heads. With expected delivery of sixteen heads by 04/02/84, and the remaining sixteen heads by 04/25/84, Train A engine reassembly can be completed by 04/15/84, at which time disassembly of Train B will begin. If Delaval can't meet a 04/02/84 delivery, disassembly of Train B will start. The disassembly and inspection work on Train B will proceed and reinstallation of heads on Train A will be completed in parallel upon head receipt. The overall schedule based on head delivery of 04/02/84 and 04/25/84 is three weeks behind with an estimated project completion of 06/04/84. After reassembly, preoperational testing of the units will be re-performed and is estimated to be complete by 07/15/84. We feel that our estimates for head deliveries are reliable, however, as much as two weeks slip in shipment can be tolerated with no significant impact on the overall completion estimate of 07/15/84.

Only twelve Preoperational (test and retests) procedures and one Acceptance Test procedure remain to be approved in addition to six preoperational test procedures requiring minor revision. None of these test procedure approvals or revisions will impact the startup testing schedule.

Based on the estimated completion dates of startup testing restraints described above and a continued trend of completing punchlist items restraining system completion (Attachment III), it is our expectation that preoperational testing activity will be significantly increased during the last half of April and the accrued schedule slippage can be reduced to approximately eight weeks by re-scheduling tests and implementing multi-shift testing operations.

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SCHEDULE FOR PAINT COMPLETION

UNIT 1 CONTAINMENT
PAINT ANALYSIS

The remaining painting work in the Reactor Building consists of two elements:

- Remaining bulk work is the application of floor coatings
- A major effort necessary to touch-up or re-finish a large number of small areas

EXHIBIT I & II - (Project performance in painting - All Areas - Reactor Building)

The paint traveler program was initiated late January 1984 to provide an administrative mechanism which assures closure of painting activities and the associated documentation. Current trend curves indicate a completion date mid-to late-July. The performance-to-date indicates that a traveler completion rate of 250 to 300 per week will be sustained. The essentially "flat" segments of the curve are attributable to the following conditions which are unique to the initial phase of the program and the areas worked during this period.

Elevation 860' and above have been the main areas worked prior to the traveler program implementation. The walkdown for traveler preparation took place late 1983 and early 1984. At that time, a substantial number of components were final inspected, therefore no travelers were required for those components. Subsequent to the walkdown and program indication, mechanical damage to finished components resulted in an increase in the number of travelers required. This will not re-occur in the lower elevations because the majority of construction activity is complete throughout the building and all components in these lower areas were assumed to require travelers for a final inspection. In addition to the normal and expected "de-bugging" of the program, additional travelers were generated to close out historical or pre-walkdown unsatisfactory conditions. This increase was a result of the program change only and will not re-occur as we progress to the lower elevation.

Taking this into account, it is apparent that the traveler drop-off rate will increase above our present level. The elimination of the "one time only" increases will cause this.

EXHIBIT III - (Historical Performance - Concrete/Steel - Reactor Building)

Analysis of concrete needs little explanation. There has been an increase in productivity of application (mhr/gal) and the total number of gallons applied.

Steel application productivity (94.1 vs 1184 mhr/gal) has decreased due to the change in component type now being painted. The work performed in 1983 mainly consisted of spray painting large, essentially flat, surface areas of liner. We are now into areas where the majority of steel painting consists of hanger and miscellaneous steel. This type of "detail" work (requiring brush application), has been anticipated, and as indicated by the total gallons being applied (138 gal vs 108 gal) more progress is being made now than last year.

PAINT ANALYSIS
UNIT I CONTAINMENT

- EXHIBIT I - PROJECTION OF 250 PACKAGES PER WEEK
TO VAULT
- EXHIBIT II - PROJECTION OF 300 PACKAGES PER WORK
WEEK (10 WEEKS) AND 250 PACKAGES
PER WEEK (5WEEKS)
- EXHIBIT III - COMPARISON OF QUANTITIES, UNIT RATES
& MANHOURS
NOVEMBER 12, 1983 VERSUS MARCH 3, 1984

EXHIBIT I

Unit 1 - Penetec Conventioneer Building
Print Trends Curve - All Areas

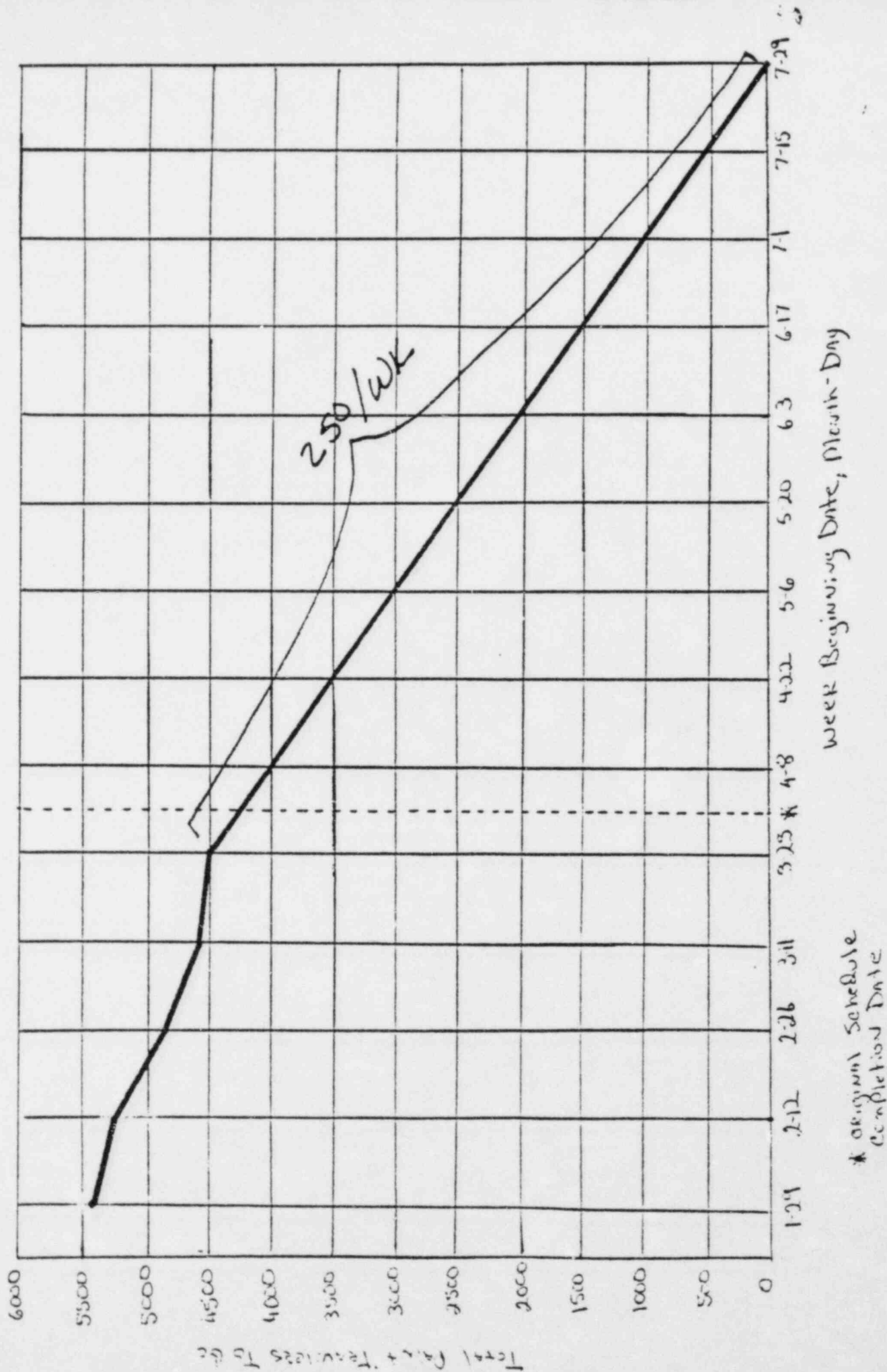
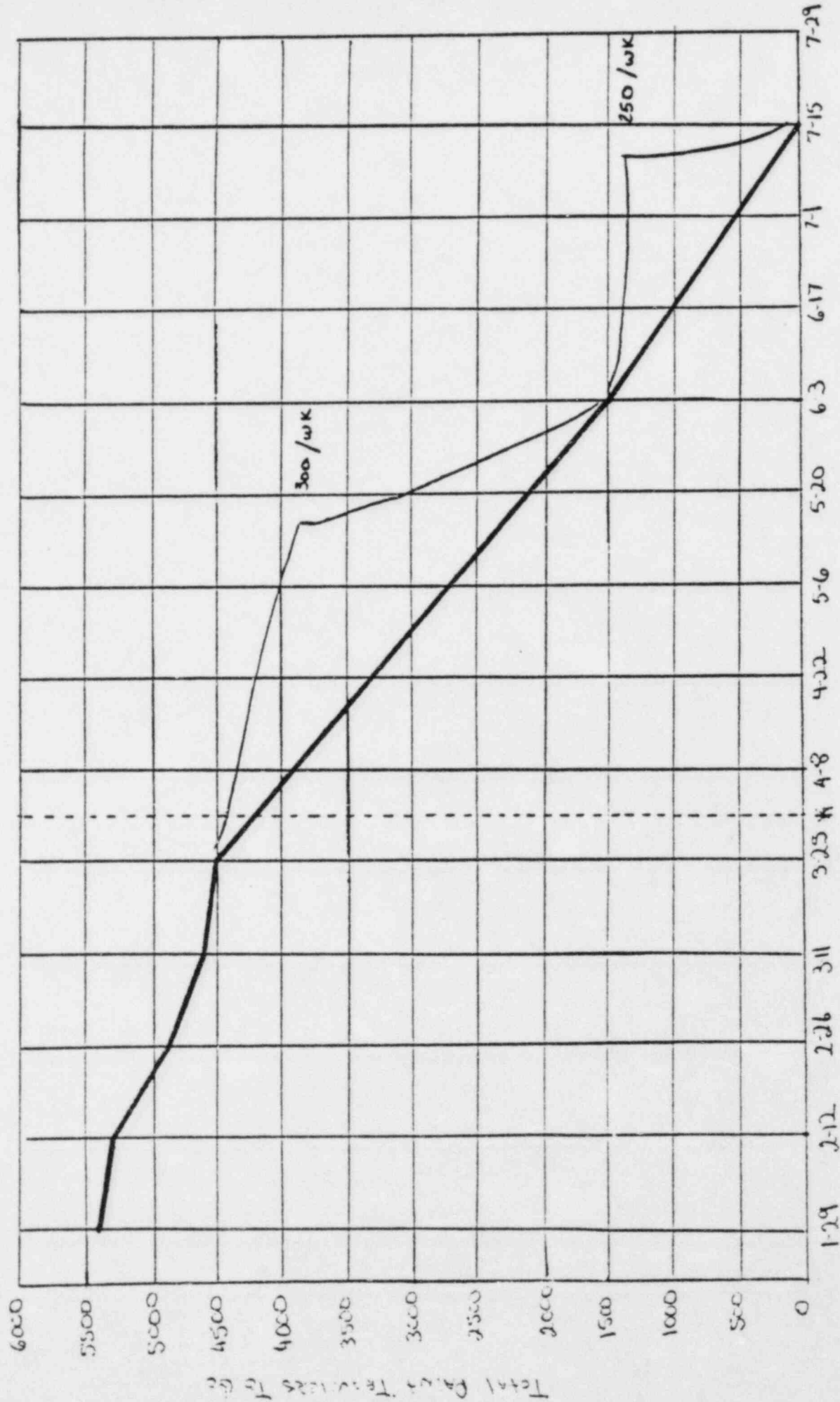


EXHIBIT II

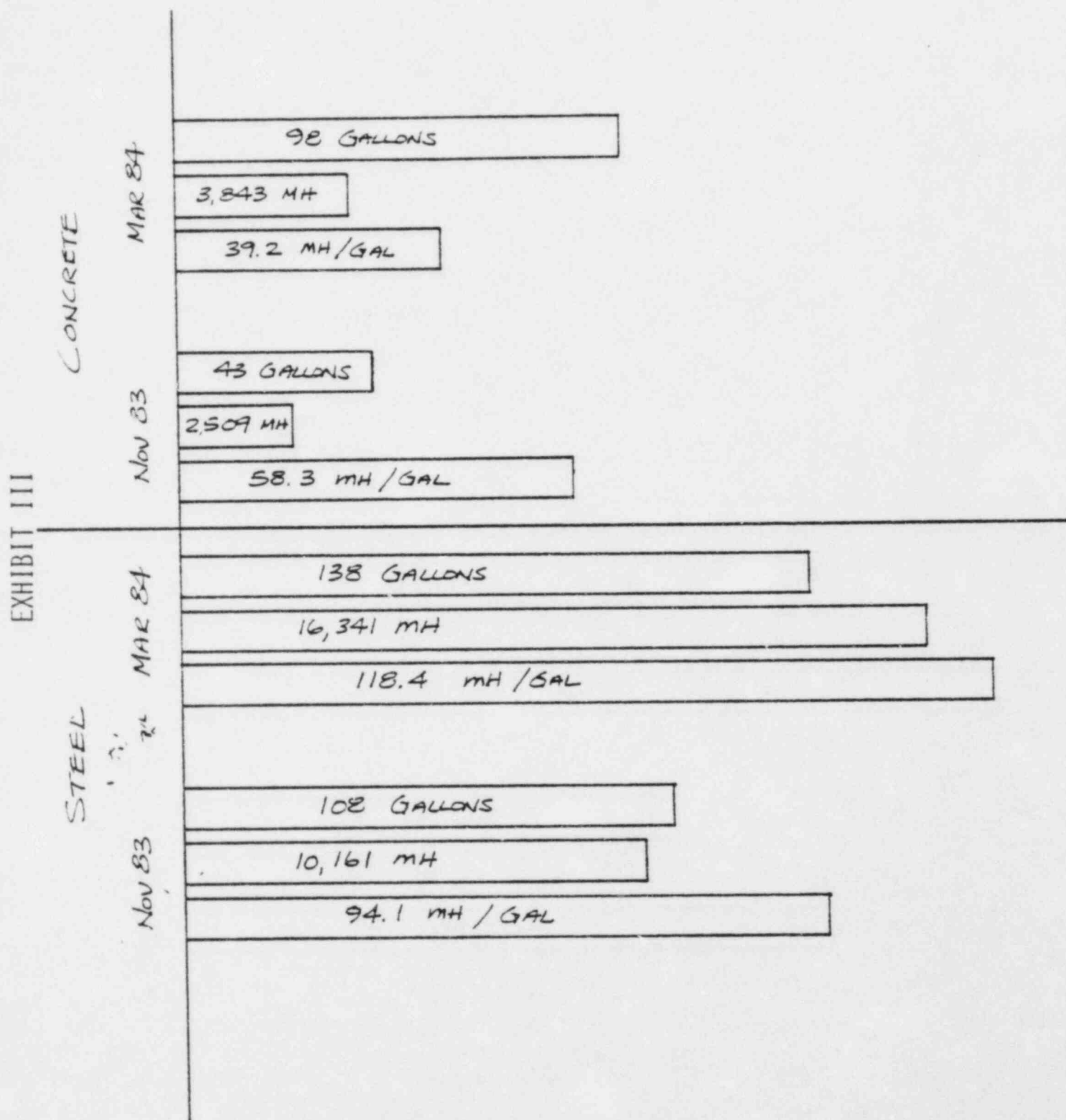
Unit 1 - Rental's Commencement Building
 Point Trends Curve - All Areas



Week Beginning Date, Month-Day

* Original Schedule
 Completed Time

PAINT - R.B.#1



INFORMATION FOR WEEKS OF
11-12-83 AND
3-3-84

CPSES THERMOLAG PROGRAM

The CPSES Thermolag Program provides a protective fire barrier applied to certain safety related electrical cables, cable tray and conduit. This application is part of the overall plant fire protection design and plan.

The activity consist of applying a fire resistant material which can be performed and fitted in the plant or can be applied in place in liquid form which cures for a solid form. Techniques and skills required to perform the task are similar to masons, loggers, patiners, etc. (i.e., low skill effort).

The critical events that restrain the thermolag applications are those activities that assure all final inspections, craft work and engineering items are complete prior to starting the application.

The application required are categorized as follows:

1. Cable trays
2. Conduit including junction boxes
3. Cable air drops

Thermolag is and does impact building completion mainly because it has to follow electrical completion - near the end, however, building completion work can be done in a parallel function with the test program and supervised properly can be worked with minimal impact.

Thermolag does not impact any system testing or operability since it is an enclosure of a raceway and no determinations or removals are necessary, therefore thermolag operations can continue in parallel to the test program.

In conclusion, there are numerous avenues available to us to expedite our thermolag program when we choose to do so. Our obvious first choice can be to add manpower to levels that we can accomodate without jeopardizing other functions; we can work on additional shift, we can work six days, or any combination to expedite and enhance schedule requirements. All and all, we cannot conceive this work to be a factor in delaying fuel load.

As our completion charts indicate, an early completion date of July is not beyond achievement in either the Auxiliary or Safeguard Building.

Find attached a discussion, statistics and associated chart that depict performance to data quantities and protected performance. (Attachment I).

ATTACHMENT I

COMANCHE PEAK STEAM ELECTRIC STATION

UNIT NO. 1 THERMOLAG PROGRAM

Auxiliary, Safeguard and Electrical Control Buildings

- I. STATISTICS
- II. COMPLETION CHARTS
- III. THERMOLAG PROGRAM
 - A. Location of Work
 - B. Completed Areas - Production Rate
 - C. Air Drops, Flex Conduits
 - D. Impact to Other Disciplines

I. STATISTICS

A. Auxiliary - Electrical Control Buildings

Total estimated quantity (FT ²) (Includes cabletray, conduit, supports, airdrops, flex and junction boxes)	26,522
Total amount installed to date (03/17/84) (FT ²)	5,289
Number of craftsmen assigned	80
Manhour unit rate per sq. ft. (mhr/FT ²)	4.0
Present work week per craftsman (hrs)	50

B. Safeguard Building

Total estimated quantity (FT ²) (Includes cabletray, conduit, supports, airdrops, flex and junctions boxes)	29,429
Total amount installed to date (03/17/84) (FT ²)	6,121
Number of craftsmen assigned	81
Manhour unit rate per sq. ft. (mhr/FT ²)	4.0
Present work week per craftsman (hrs)	50

II. COMPLETION CHARTS

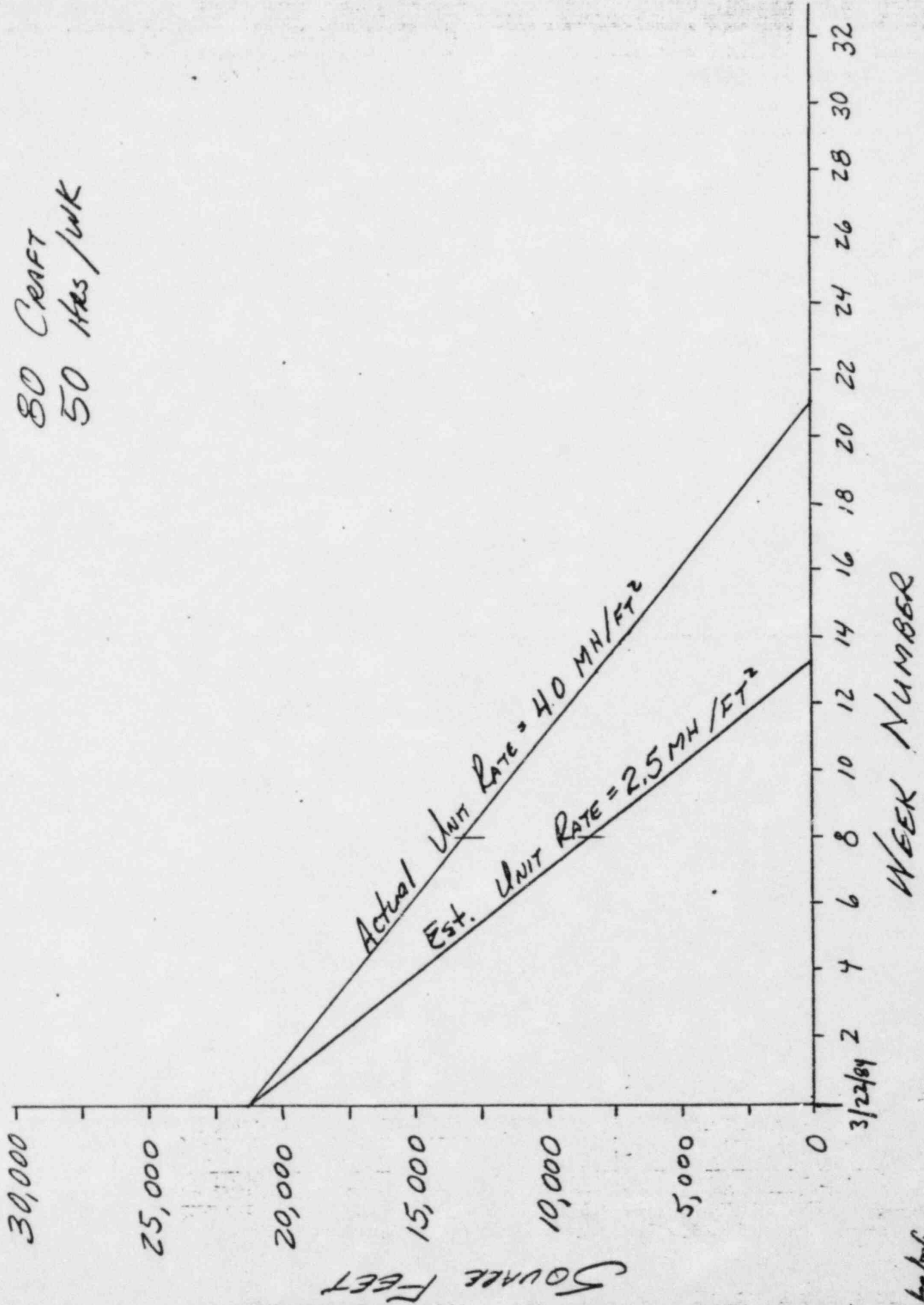
Completion charts reflect the time durations based on current manpower, unit rates and work schedule. Recognizing vast improvement that can be achieved now that most problems are behind us, these charts also reflect the time durations using the project's estimated unit rate.

In addition, we have reflected in the second set of charts, time improvement by adding crews in a few weeks.

II.

THERMOLAG PROJECT - Aux. & E.C. BLDG

80 CRAFT
50 Hrs/WK

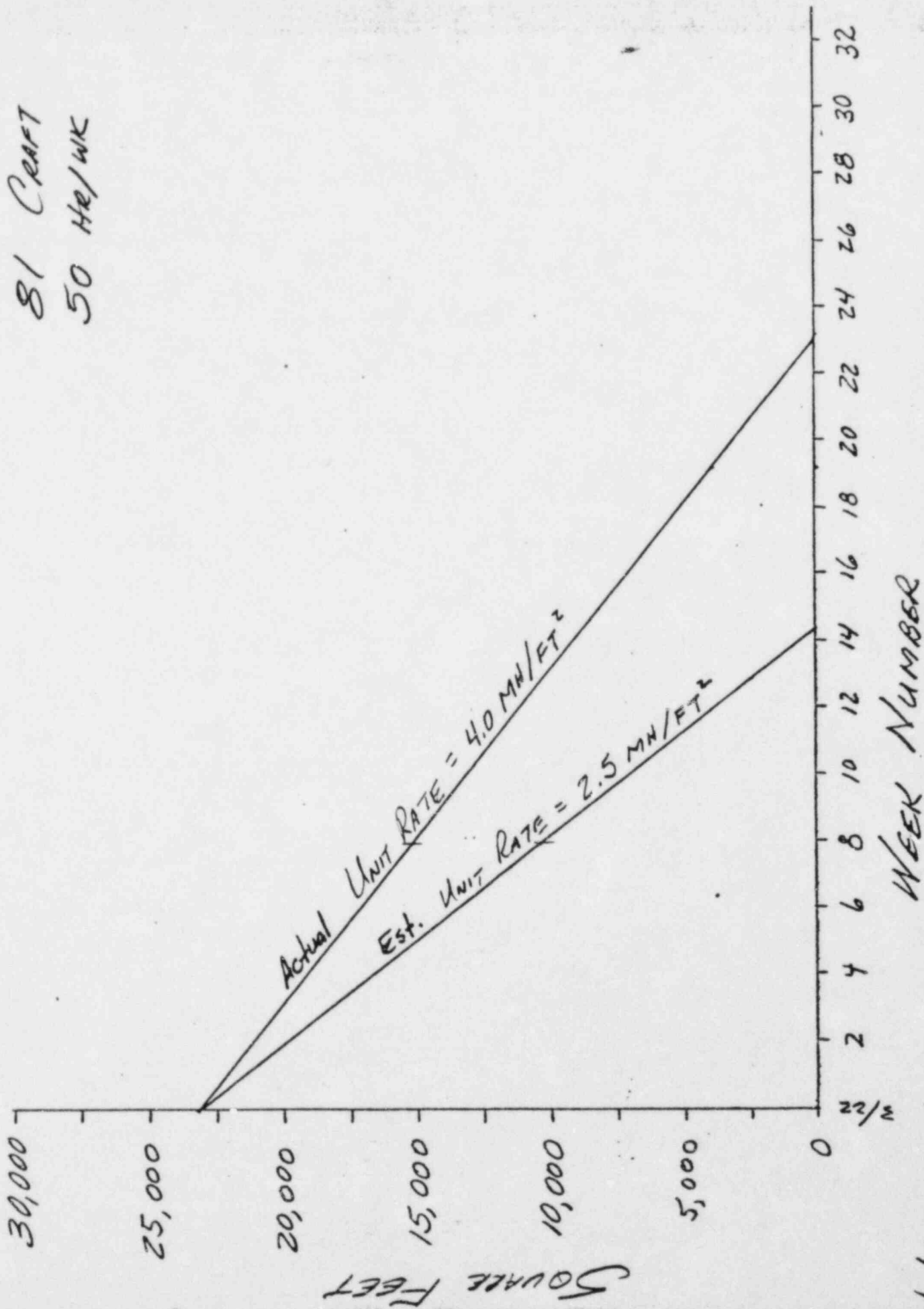


3/22/84

II.

THERMOLAG PROJECT - SAFEGUARD BLOC.

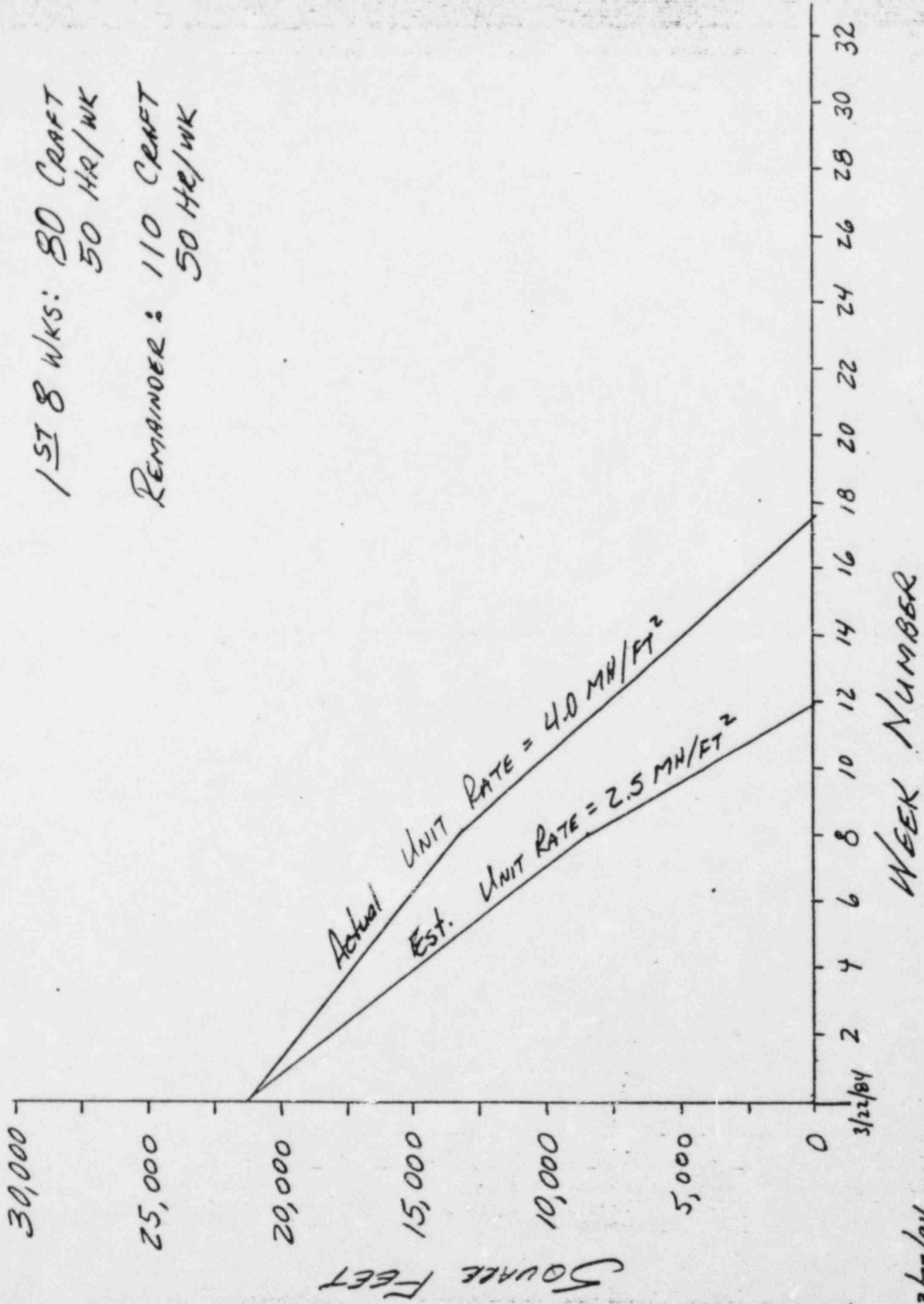
81 CRAFT
50 HR/WK



3/2/72

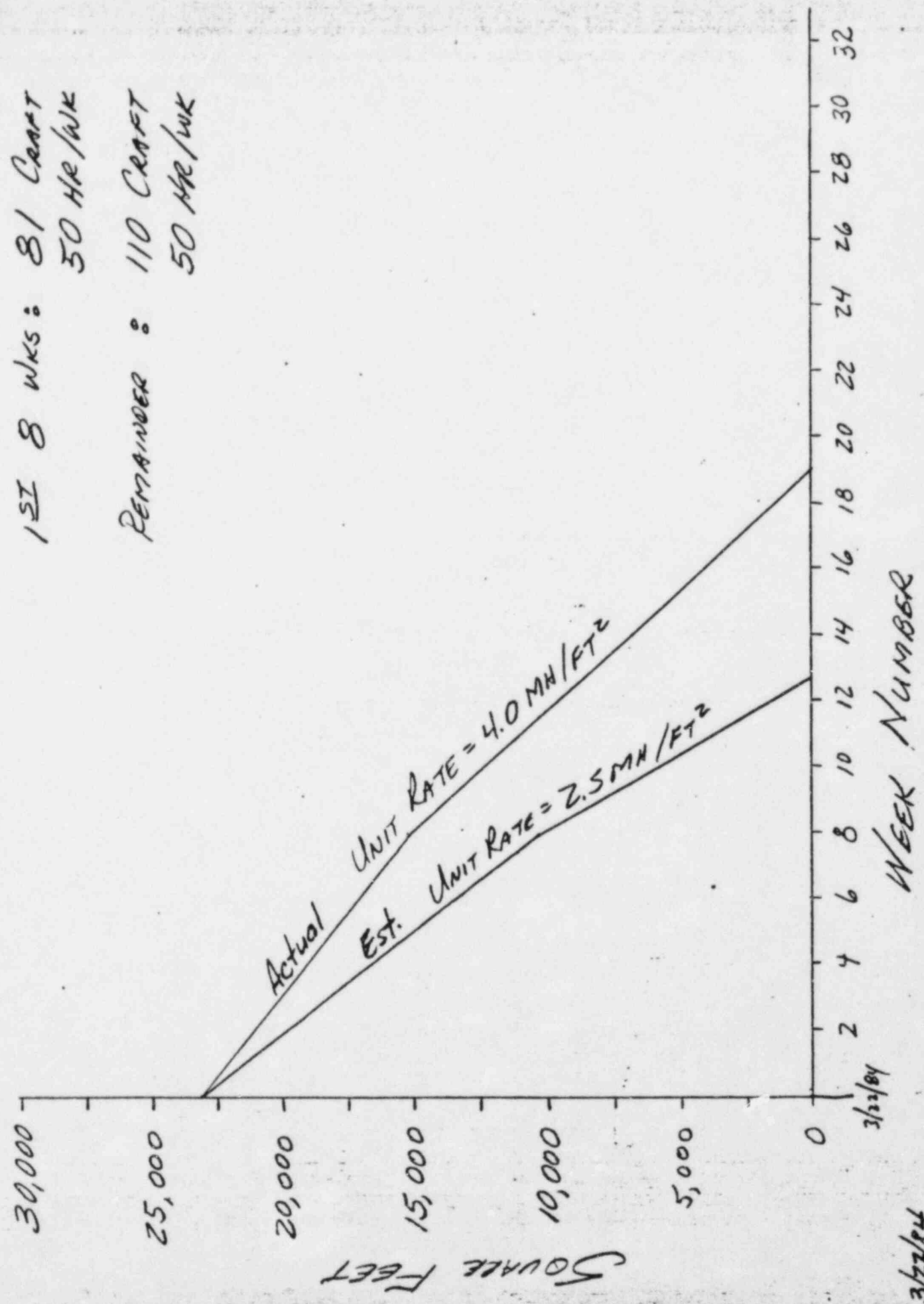
II (A)

Thermolag Project - Aux & E. C. Blog



II(A.)

THERMOLAG PROJECT - SAFEGUARDS BLOG



3/22/84

3/22/84

III. THERMOLAG PROGRAM

- A. In the Auxiliary and Safeguard buildings, electrical raceways (conduit and cabletray including supports) selected to be protected in fire zones are located throughout each building on all elevations except Elevation 773 in Safeguard and Elevation 873 of Auxiliary. The bulk amount of this work will be in the main corridors of each building and also the electrical equipment areas within the Safeguard building.

These areas are very accessible and open which allows high production, once releases are cleared by the paperflow groups and issued to craft for application. This point is important, in that based on schedule requirements, craft buildup can be fluctuated to accomodate any type requirement if the need to expedite this work is issued with very little restrictions. The work areas are all open, accessible, and allow for craft manpower buildup if required.

- B. In areas where thermolag has been completed such as Safeguard, Elevation 873 and Auxiliary Elevation 852 with some partials on other elevations, there has not been a representative trend to date to determine the validity of our unit rate. At the present point of completion the majority of manhours have been expended on small conduit runs, supports, and flex sections which have a higher production rate, plus, half the manhours expended are for prefabricated sections without installation credit. The result of this situation is an existing higher unit rate, which is normal on a production curve at the start, than we expect to attain in a full production mode. Therefore, our completion charts reflect a minimum-maximum projection to account for our anticipated improvement.

- C. All engineering details, procedures, traveler cards, and material availability required for cable airdrops and flexible conduit sections have been issued and are available for release along with the normal raceways so that continuity of work is attainable to perform these activities at the same time. This data was not available at the start of thermolag application which caused extra manhour expenditures and assisted in inflating the unit rate unnecessarily. As in section B (above) our minimum-maximum projection will address this situation.

- D. Thermolag application is performed in work areas after all the primary work has been completed and much of the civil finish type work. Therefore, this type of work has hardly an impact to other craft or work in the area since it is some of the last work to be performed. Most of the test work is outside of corridor areas except for some minor impact in the electrical equipment areas. Craft interferences or negative impact is not a serious consideration in evaluating the thermolag program for negative consideration or restraints.

BISCO
PENETRATION SEAL INSTALLATION ANALYSIS
UNIT 1 & COMMON

The installation of Bisco Seals is projected to complete by 06/30/84. This projection is based on using the six crews now installing seals at the present rate of 105/week. Additional crews can be used should the need arise. Adequate materials and equipment are also at the site to support an accelerated effort.

The 06/30/84 completion date reflects sealing operations sufficient to support the pressurization test of the Unit 1 Control Room. The cables pulled later for the Unit II Control and Spread Rooms will be done selectively and resealed in a manner not to compromise control room pressure integrity.

March 20, 1984

BISCO
PENETRATION SEALS STATUS REPORT

<u>BUILDING</u>	<u>NO. SEALS REQUIRED</u>	<u>NO. SEALS INSTALLED</u>	<u>NO. SEALS REMAINING</u>	<u>ESTIMATED COMPLETION DURATION</u>
FUEL	319	319	Ø	ALL SEALS COMPLETE AND QA/QC DOCUMENTS ARE FILED IN THE PPRV.
DIESEL	231	231	Ø	ALL SEALS COMPLETE AND QA/QC DOCUMENTS ARE FILED IN THE PPRV.
CONTAINMENT	610	610	Ø	ALL SEALS COMPLETE AND QA/QC DOCUMENTS ARE FILED IN THE PPRV.
SERVICE WATER INTAKE	72	72	Ø	ALL SEALS COMPLETE AND QA/QC DOCUMENTS ARE FILED IN THE PPRV.
SWITCH YARD RELAY HOUSE	18	18	Ø	ALL SEALS COMPLETE AND QA/QC DOCUMENTS ARE FILED IN THE PPRV.
AUXILIARY	3367	2641	726	THE REMAINING SEALS ARE SCATTERED THROUGH APPROXIMATELY 33 ROOMS. AT THE CURRENT RATE OF SEAL INSTALLATION (105 SEALS PER WEEK) THIS BUILDING COULD FEASIBLY BE COMPLETE WITHIN 7 to 10 WEEKS.
SAFEGUARDS	3118	2423	695	THE REMAINING SEALS ARE SCATTERED THROUGH APPROXIMATELY 38 ROOMS. AT THE CURRENT RATE OF SEAL INSTALLATION (105 SEALS PER WEEK) THIS BUILDING COULD FEASIBLY BE COMPLETE WITHIN 6 to 8 WEEKS.
TURBINE	1275	1125	150	BISCO IS CURRENTLY EXPEDITING COMPLETION OF TUR. "E. AT THE CURRFNT ALL KNOWN SHALL BE COMPLETE WITHIN THE NEXT THREE WEEKS.

<u>BUILDING</u>	<u>NO. SEALS REQUIRED</u>	<u>NO. SEALS INSTALLED</u>	<u>NO. SEALS REMAINING</u>	<u>ESTIMATED COMPLETION DURATION</u>
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ELECTRICAL CONTROL	3725	3540	185	<p>THE FOLLOWING AREAS ARE COMPLETE AND THE QA/QC DOCUMENTS ARE FILED IN THE PPRV: ELEVATIONS 840, 854, and 873. ADDITIONAL AREAS: UNIT 1 BATTERY ROOM, CABLE SPREAD ROOM, AND CONTROL ROOM ARE ALSO COMPLETE.</p> <p>WITH THE CURRENT RATE OF SEAL COMPLETION ALL REMAINING SEALS COULD FEASIBLY BE COMPLETED WITHIN 2 -4 WEEKS.</p> <p><u>NOTE:</u> THE UNIT 2 CONTROL ROOM AND CABLE SPREAD ROOM IS NOT INCLUDED IN THIS ESTIMATE. IF REQUIRED, AN ADDITIONAL 6 TO 10 WEEKS DURATION WILL BE NEEDED.</p>
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TOTALS ALL BUILDINGS	12,735	10,979	1,756	<p>BASED ON PERCENTAGE OF COMPLETED WORK (86 % COMPLETE) AND KNOWN WORK REMAINING BISCO COULD FEASIBLY COMPLETE ALL WORK IN UNIT 1 AND COMMON (Excluding Unit 2 Control Room and Cable Spread Room) BY JUNE 30, 1984.</p>
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