

Table 1. Portsmouth UF₆ Cylinder Storage Yard Summary

Yard Designation	Leased Y/N	Acre-age	Surface	Date Constructed ¹	Drawing Number	Cylinder Capacity of Yard ²	Yard Layout ³	Saddle Material ⁴	Utilities Present ⁵	Number of Saddles ⁶	USEC Cylinders Present ⁷
X-745C	N	+ 15	C	*1975 to 1980	Goodyear Dwg. # X-745C – 1A Series	+ 14,000	** North to South	M	A	• 130 W 10,700 6C	+ 1,200
X-745C Expansion	N	3.5	C	Under construction to be completed Dec. 1999	Bechtel Jacobs Dwg. # X-745C – 1C Series	3,000	*** North to South	*** C	A	*** 2,639	NA
X-745E	N	5	C	1996	Martin Marietta Dwg. # X-745E – 1C, 5, E Series	4,400	**** East to West	C	A/O	4,602	NA
X-745G	Y	+ 10	C	1996	Martin Marietta Dwg. # X-745G – 1C Series	+ 8,000	North to South	⊖ M	A	⊖ 2,390W 236C	+ 30

¹Date shown is the latest date of construction or reconstruction.

²Capacity shown assuming 48” diameter cylinders stacked in two-tiered rows with 4’ aisles.

³This description provides the first-to-last (e.g., E to W meaning East to West or front to back of a row) row position of cylinders currently stacked in the yard.

⁴The cylinders currently stacked in a yard are resting on either concrete (C), wooden (W), or mixed (M) concrete and wooden saddles.

⁵Shows if utilities are present at (A) the perimeter of the yard, on (O) the yard, or not present (N). See narrative description for more information on utilities. Note the presence of utilities not necessarily mean it is available of use.

⁶Number of DOE-owned saddles in use in the yard.

⁷For DOE retained yards this descriptor provided the number of USEC-owned cylinders in the yard as of November 1, 1999. Note for non-leased yards cylinders this descriptor is not applicable (N/A).

* The X-745C cylinder storage yard was constructed in sections at different time periods. Section 1, which is the western most section, was the first area built in 1975. As more storage space was needed, another section was constructed until the entire present yard was concrete surfaced. Due to this sectionalized construction, concrete thickness and reinforcement differ. If the contract called for reinforced concrete, the thickness is 8 inches. If non-reinforced, the thickness is 11 to 12 inches.

** While restacking cylinders on X-745C to effect proper spacing of cylinders, it was necessary to leave a pathway large enough to operate a stacker between sections. These pathways still exist for cylinder retrieval, if necessary. Therefore, all cylinder aisles are aligned north to south but the cylinder position numbering sequences differ depending on which side of the stacker pathway the rows are on. Rows to the south of the pathway have the first cylinder position starting at the outer edge of the yards southern border and positions go up in numbering sequence as they progress to the stacker pathway. Rows to the north of the stacker pathway have the first cylinder position starting at the outer edge of the yards northern border, and positions go up in numbering sequence as they progress to the stacker pathway. Row numbering sequences run west to east in all cases in X-745C.

Section one does not have a stacker pathway separating position numbering as sited above. Stacker access to this section could be gained along the entire northern edge of this section; therefore, there is no change in cylinder position direction in this area of X-745C. Cylinder position one is at the southern border of this section and run continuously to the northern border. Rows are numbered west to east.

*** X-745C expansion yard is currently under construction. The proposed stacking layout will have row numbering sequence running west to east, with cylinder position numbering sequence running south to north. All cylinders to be placed in this yard will be double stacked with concrete saddles being utilized.

**** The X-745E storage yard row numbering sequence runs north to south. The cylinder position numbering sequence runs west to east. There is one row of single stacked cylinders at the southern edge of the yard that does not follow the sequential row-numbering pattern. This row is completely separated from the rest of the cylinders. This row is numbered as row 91. Position numbering is from west to east.

- Clean empty cylinders are double stacked on wood saddles. All the remaining DOE cylinders are stacked on concrete saddles. There are 1200 USEC owned normal feed assay cylinders in Section 4 of X-745C. These cylinders are double stacked on wood saddles. (1200 additional wood saddles).

- ⊖ DOE owned cylinders on USEC X-745G yard are all double stacked on wood saddles with the exception of 236, which are double, stacked on concrete saddles. Therefore, there are 236 concrete saddles and 2,390 wooden saddles on this yard.

Additional note about wood and concrete saddles

During restacking project, wood saddles were removed and replaced with concrete saddles. These wood saddles were surveyed and stacked in bundles of 20 and banded for transport to USEC yard X-745G for use. USEC no longer uses their saddles; therefore, they revert to DOE for disposal. Approximately 13,000 of these saddles are in X-745G at its southeast border.

Approximately 2,500 of these saddles are at the western grassy area of X-745C; 500 are at the northeastern edge of X-745C (on concrete) and approximately 200 at the northwestern edge of X-745C, Section 2 and approximately 100 at the survey area between X-745C and X-745E (Warren Avenue). Total wood saddles requiring disposal – 16,300. (This does not include those wood saddles curre

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Number of DOE-owned saddles in use in the yard.

For DOE retained yards this descriptor provided the number of USEC-owned cylinders in the yard as of November 1, 1999. Note for non-leased yards cylinders this descriptor is not applicable (N/A).ntly supporting cylinders).