TSET Installation Meeting Minutes (9/2/99)

Subject: Review of Lehman Committee Recommendations

Attendees: Jon Ives, Javier Sevilla, Tom Markiewicz, Kyle Millage, Carl Rago, Dave Schultz, Karen Fant, Bobby McKee, Zane Wilson

The five recommendations from the Lehman committee were presented.
1. High priority needs to be given to installation issues such as defining the requirements of tunnel and shaft cross section for ease of installation and safety.
2. Integrate the installation planning throughout the entire NLC design.
3. Integrate with conventional Facilities and other system groups to insure that the tunnel layout meets all the necessary criteria.
4. Prepare cross-sectional drawings of the NLC tunnel showing two beam lines and all its utilities.
5. Proceed with plans to produce detailed three-dimensional modeling and work flow plans with efforts concentrated on the most congested areas of installation.

General comments:
For item 1: Jon had input on safety requirements from the SSC experience. He suggested the involvement of DOE at an early stage. He mentioned a lengthy SSC document, which should be helpful. He reminded the group that SSC has access shafts at 2.7 miles and that there must be 2 ways out. SSC used federal OSHA standards for constructing safety as a standard.

For item 2: Reminder that we always want to have as much assembly take place prior to installation as possible (i.e. reduce in tunnel labor when ever possible). Discussion centered on the logistics of interfacing manufacturing facilities, storage facilities and installation. Various scenarios that might be considered were brought up. Zane and Carl agreed to start on this topic and make a presentation to the group in 3 weeks. (9/23) Facilities & manufacturing groups will need space requirements input from installation group.

Items 3 & 4: Will show latest version of tunnel cross section again in two weeks (9/16). General consensus is that 14 foot tunnel will be just adequate for baseline design. It will take some additional investigation to find ways of fitting central injector or two-beam accelerator in this tunnel size.

Item 5 work is not scheduled for this until FY 2001.