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                          Office of Nuclear Reactor Regulation

SUBJECT: Describes diesel fuel oil piping changes required by fire protection safety evaluation issued by NRC on 790829.

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NORTHERN STATES POWER COMPANY

MINNEAPOLIS, MINNESOTA 55401

October 4, 1979

Director  
Office of Nuclear Reactor Regulation  
U S Nuclear Regulatory Commission  
Washington, DC 20555

MONTICELLO NUCLEAR GENERATING PLANT  
Docket No. 50-263 License No. DPR-22

Diesel Fuel Oil Piping Changes Required  
by Fire Protection Safety Evaluation

Sections 3.1.10.A(4) and 5.18.6 of the Monticello Fire Protection Safety Evaluation Report issued by the NRC Staff on August 29, 1979 contain our commitment to relocate the diesel fuel piping in the intake structure. Section 3.1 of the report requires that design information related to this modification be reported to the NRC Staff to assure that the modification is acceptable. The purpose of this letter is to describe for the Staff the diesel fuel piping changes we are planning to make.

During previous discussions with the NRC Staff concerning the diesel fuel oil piping located in the intake structure pump room, we proposed to reroute the piping such that it would not pass through the room. Detailed investigations into the possible methods of rerouting the piping have uncovered two undesirable aspects of this proposal. First, portions of the piping to the diesel driven fire pump would be subjected to adverse winter environmental effects. Second, certain sections of the exterior piping would be more vulnerable to physical damage. For these reasons we wish to slightly modify the original proposal. The existing fuel oil piping passing through the intake structure pump room will be rerouted to the diesel fire pump and the plant heating boiler day tank as described below:

1. A new one inch fuel oil line will be routed underground from the diesel fuel oil pump house to the access tunnel located south of the pump room. This line will penetrate the wall of the tunnel, traverse the tunnel and the east end of the intake pump room, and penetrate the floor of the diesel fire pump room. This fuel oil line will be protected by enclosing it in a three inch carbon steel guard pipe which will be sealed at the tunnel and the diesel fire pump room penetrations to eliminate the possibility of fuel oil entering the access tunnel or the intake pump room.

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2. A new two inch fuel oil line will be routed underground from the diesel fuel oil pump house, through the access tunnel, and to the area east of the intake structure to intercept the existing underground line. The portion of the new line within the access tunnel will be protected by a six inch carbon steel guard pipe which will be sealed at both tunnel penetrations to eliminate the possibility of fuel oil entering the tunnel.

No diesel fuel oil piping will be routed over either emergency service water pump. The guard piping will protect the fuel oil piping from the possibility of external physical damage. Also, the selected routing will minimize the length of piping in the intake pump room and maximize the separation between the piping and the redundant emergency service water pumps. As a minimum, the new piping will meet the codes, standards, and design criteria applied to the original piping. Refer to the attached figure.

Please contact us if you require additional information related to this modification. To permit us to complete the work on schedule, we request that NRC Staff comments related to the proposed design be conveyed to us by November 1, 1979.



L O Mayer, PE  
Manager of Nuclear Support Services

LOM/DMM/jh

cc J G Keppler  
G Charnoff

attachment

Attachment  
L O Mayer, NSP, to Director, NRR, USNRC  
October 4, 1979

North

