
RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION

03/22/2013

US-APWR Design Certification

Mitsubishi Heavy Industries

Docket No. 52-021

RAI NO.: NO. 766-5819 REVISION 3
SRP SECTION: 03.07.02 – Seismic System Analysis
APPLICATION SECTION: 3.7.2
DATE OF RAI ISSUE: 06/09/2011

QUESTION NO. RAI 03.07.02-58:

In MUAP-11002 (R0) Subsection 5.3, "Development of GT STRUDL Structural TI Models," (page 17) the third paragraph from the top, the applicant states that "The solid elements for the engineered backfill material below the T/B cantilever on the west side of the T/B and for the engineered backfill material below the Electrical Room were connected using joint ties." The applicant is requested to provide information explaining what the "joint ties" are and how they affect the SSI model including the SSI analysis and results.

ANSWER:

This answer revises and replaces the previous MHI answer that was transmitted by letter UAP-HF-11249, dated August 1, 2011 (ML11215A104).

Joint ties are no longer used in the analysis. The text in Subsection 2.3.1 of Technical Report MUAP-11002 Rev. 2, has been revised.

Please also see response to NRC RAI 909-6315 Question number 03.07.02-208.

Impact on DCD

There is no impact on the DCD.

Impact on R-COLA

There is no impact on the R-COLA.

Impact on S-COLA

There is no impact on the S-COLA.

Impact on PRA

There is no impact on the PRA.

Impact on Technical/Topical Report

There is no impact on a Technical/Topical Report.

This completes MHI's response to the NRC's question.