Commonwealth Edison
1400 Opus Place
Downers Grove, Illinois 60515

November 15, 1994

U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, D. C. 20555

Subject: Dresden Nuclear Power Station Units 2 and 3
Quad Cities Nuclear Power Station Units 1 and 2
Commonwealth Edison (ComEd) Response to NRC Request for Additional Information (RAI) Concerning the Main Steam Line Break TRACG Analysis
NRC Docket Nos. 50-237/249 and 50-254/265

References: (a) ComEd (John Hosmer, et. al.) presentation to the NRC staff, dated October 14, 1994.

(b) ComEd (P. Piet) letter to the NRC (W. Russell), "ComEd Response to Request for Additional Information Regarding NRC Generic Letter (GL) 94-03, dated October 7, 1994.

(c) ComEd (P. Piet) letter to the NRC (W. Russell), "ComEd Response to Request for Additional Information Regarding NRC Generic Letter 94-03, dated October 13, 1994.

In ComEd's presentation to the NRC on October 14, 1994 (Reference (a)), ComEd addressed the operability of Dresden Unit 2 and Quad Cities Unit 2 given the possibility of core shroud cracking at the H2 and H3 weld locations. At that meeting, ComEd noted that the core shroud loads due to the postulated Main Steam Line Break (MSLB) accident were preliminary and that a detailed calculation (TRACG Analysis) was in progress.

This letter transmits the results of the MSLB TRACG analysis. The bounding maximum ΔP across the shroud head for Dresden Unit 2 and 3 and Quad Cities Unit 1 and 2, considering an increased core flow condition, is 11 psid. This value is less than the preliminary value of 14 psid that was used in the Safety Assessment presented in References (b) and (c); thus the Safety Assessment, as presented, is conservative.

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Based on the results presented above, the safety assessment information presented in References (b) and (c) combined with the previously supplied information for Dresden Unit 2 and Quad Cities Unit 2 demonstrate the safety of continued operation until the upcoming 1995 refueling outages. The Safety Assessment in References (b) and (c) was based on preliminary calculations of core shroud main steam line break (MSLB) loads. ComEd is actively participating in the BWR-VIP efforts to develop an industry approach to the core shroud cracking and a better definition of core shroud loads and ComEd will incorporate the results of this and any subsequent BWR-VIP projects into our December 15, 1994 update to the NRC on the safety assessments for Dresden Unit 3 and Quad Cities Unit 1.

Note that the licensing basis ΔP across the shroud, as presented in the respective UFSARs, is 20 psid for Quad Cities Units 1 and 2 and 12 psid for Dresden Units 2 and 3. These values are conservative compared to the values from the TRACG analysis. ComEd is continuing to use the more conservative UFSAR shroud head differential pressure for all licensing basis analysis. The results of this analysis are presently being used only for the evaluation of the shroud lift consequences associated with a postulated through wall flaw. ComEd will continue to review this issue as part of the BWR-VIP and will advise the NRC staff per the auspices of 10 CFR 50 if a decision is made to incorporate the TRACG loads into the licensing basis.

To the best of my knowledge and belief, the statements contained in this response are true and correct. In some respects, these statements are not based on my personal knowledge, but obtained information furnished by other Commonwealth Edison employees, contractor employees, and consultants. Such information has been reviewed in accordance with company practice, and I believe it to be reliable.

Please direct any questions you may have concerning this response to this office.

Sincerely,

Peter L. Piet
Nuclear Licensing Administrator

Attachment: Quad Cities and Dresden Main Steam Line Break Analysis with TRACG Model

cc: J. B. Martin, Regional Administrator - RIII
C. G. Miller, Senior Resident Inspector - Quad Cities
M. N. Leach, Senior Resident Inspector - Dresden
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ATTACHMENT

Quad Cities and Dresden Main Steam Line Break Analysis with TRACG Model