

ATTACHMENT

**REVISED TECHNICAL SPECIFICATION PAGES FOR
DRESDEN UNITS 2 AND 3**

DRESDEN UNITS 2 AND 3

B2-2

B3/4.6-3 (INSERT C)

INSERT D and E

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BASES2.1.A THERMAL POWER, Low Pressure or Low Flow

This fuel cladding integrity Safety Limit is established by establishing a limiting condition on core THERMAL POWER developed in the following method. At pressures below 800 psia (~785 psig), the core elevation pressure drop (0% power, 0% flow) is greater than 4.56 psi. At low powers and flows, this pressure differential is maintained in the bypass region of the core. Since the pressure drop in the bypass region is essentially all elevation head, the core pressure drop at low powers and flows will always be greater than 4.56 psi. Analyses show that with a bundle flow of 28×10^3 lb/hr, bundle pressure drop is nearly independent of bundle power and has a value of 3.5 psi. Thus, the bundle flow with a 4.56 psi driving head will be greater than 28×10^3 lb/hr. Full scale ATLAS test data taken at pressures from 14.7 psia to 800 psia indicate that the fuel assembly critical power at this flow is approximately 3.35 MWt. At 25% of RATED THERMAL POWER, the peak powered bundle would have to be operating at 3.86 times the average powered bundle in order to achieve this bundle power. Thus, a core thermal power limit of 25% for reactor pressures below 785 psig is conservative.

2.1.B THERMAL POWER, High Pressure and High Flow

This includes consideration of

This fuel cladding integrity Safety Limit is set such that no (mechanistic) fuel damage is calculated to occur if the limit is not violated. Since the parameters which result in fuel damage are not directly observable during reactor operation, the thermal and hydraulic conditions resulting in departure from nucleate boiling have been used to mark the beginning of the region where fuel damage could occur. Although it is recognized that a departure from nucleate boiling would not necessarily result in damage to BWR fuel rods, the critical power ratio (CPR) at which boiling transition is calculated to occur has been adopted as a convenient limit. However, the uncertainties in monitoring the core operating state and in the procedures used to calculate the critical power result in an uncertainty in the value of the critical power. Therefore, the fuel cladding integrity Safety Limit is defined as the CPR in the limiting fuel assembly (for which) more than 99.9% of the fuel rods in the core are expected to avoid boiling transition, considering the power distribution within the core and all uncertainties.

Such that, with

at the MCPR Safety Limit,

The margin between a MCPR of 1.0 (onset of transition boiling) and the Safety Limit, is derived from a detailed statistical analysis which considers the uncertainties in monitoring the core operating state, including uncertainty in the critical power correlation. Because the transition boiling correlation is based on a significant quantity of practical test data, there is a very high confidence that operation of a fuel assembly at the condition where MCPR is equal to the fuel cladding integrity Safety Limit would not produce transition boiling. In addition, during single recirculation loop operation, the MCPR Safety Limit is increased by 0.01 to conservatively account for increased uncertainties in the core flow and TIP measurements.

However, if transition boiling were to occur, cladding perforation would not necessarily be expected. Significant test data accumulated by the NRC and private organizations indicate that the use of a boiling transition limitation to protect against cladding failure is a very conservative

BASES

reflects the urgency of restoring the parameters to within the analyzed range. Most violations will not be severe, and the activity can be accomplished in this time in a controlled manner.

Besides restoring operation within limits, an evaluation is required to determine if operation can continue. The evaluation must verify the reactor coolant system integrity remains acceptable and must be completed if continued operation is desired. Several methods may be used, including comparison with pre-analyzed transients in the stress analyses, new analyses, or inspection of the components.

The 72 hour completion time is reasonable to accomplish the evaluation of a mild violation. More severe violations may require special, event specific stress analyses or inspections. A favorable evaluation must be completed if continued operation is desired.

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3/4.6.E Safety Valves

3/4.6.F Relief Valves

SPC methodology determines the most limiting pressurization transient each cycle.

The American Society of Mechanical Engineers (ASME) Boiler and Pressure Vessel Code requires the reactor pressure vessel be protected from overpressure during upset conditions by self-actuated safety valves. As part of the nuclear pressure relief system, the size and number of safety valves are selected such that peak pressure in the nuclear system will not exceed the ASME Code limits for the reactor coolant pressure boundary. The overpressure protection system must accommodate the most severe pressurization transient. Evaluations have determined that the most severe transient is the closure of all the main steam line isolation valves followed by a reactor scram on high neutron flux. The analysis results demonstrate that the design safety valve capacity is capable of maintaining reactor pressure below the ASME Code limit of 110% of the reactor pressure vessel design pressure.

The relief valve function is not assumed to operate in response to any accident, but are provided to remove the generated steam flow upon turbine stop valve closure coincident with failure of the turbine bypass system. The relief valve opening pressure settings are sufficiently low to prevent the need for safety valve actuation following such a transient.

Each of the five relief valves discharge to the suppression chamber via a dedicated relief valve discharge line. Steam remaining in the relief valve discharge line following closure can condense, creating a vacuum which may draw suppression pool water up into the discharge line. This condition is normally alleviated by the vacuum breakers; however, subsequent actuation in the presence of an elevated water leg can result in unacceptably high thrust loads on the discharge piping. To prevent this, the relief valves have been designed to ensure that each valve which closes will remain closed until the normal water level in the relief valve discharge line is restored. The opening and closing setpoints are set such that all pressure induced subsequent actuation are limited to the two lowest set valves. These two valves are equipped with additional logic which functions in conjunction with the setpoints to inhibit valve reopening during the elevated water leg duration time following each closure.

INSERT D

This specification assures that the peak cladding temperature following a postulated design basis loss-of-coolant accident will not exceed the Peak Cladding Temperature (PCT) and maximum oxidation limits specified in 10 CFR 50.46. The calculational procedure used to establish the Average Planar Linear Heat Generation Rate (APLHGR) operating limits is based on a loss-of-coolant accident analysis. The analysis is performed using calculational models which are consistent with the requirements of 10 CFR 50.46.

The PCT following a postulated loss-of-coolant accident is primarily a function of the initial condition's average heat generation rate of all the rods of a fuel assembly at any axial location and is not strongly influenced by the rod-to-rod power distribution within the assembly.

The Maximum Average Planar Linear Heat Generation Rate (MAPLHGR) limits for two-loop and single-loop operation are specified in the Core Operating Limits Report (COLR).

INSERT E

The APRM scram settings must be adjusted to ensure that the LHGR transient limit (TLHGR) is not violated for any power distribution. This is accomplished using FDLRC. The APRM scram setting is decreased in accordance with the formula in Specification 3.11.B, when FDLRC is greater than 1.0.

The adjustment may also be accomplished by increasing the gain of the APRM by FDLRC. This provides the same degree of protection as reducing the trip setting by $1/\text{FDLRC}$ by raising the initial APRM reading closer to the trip setting such that a scram would be received at the same point in a transient as if the trip setting had been reduced.

BASES3/4.11.A AVERAGE PLANAR LINEAR HEAT GENERATION RATE

Insert D

This specification assures that the peak cladding temperature following the postulated design basis loss-of-coolant accident will not exceed the limit specified in 10 CFR 50.46. The specification also assures that fuel rod mechanical integrity is maintained during normal and transient operations.

The peak cladding temperature (PCT) following a postulated loss-of-coolant accident is primarily a function of the average heat generation rate of all the rods of a fuel assembly at any axial location and is dependent only secondarily on the rod-to-rod power distribution within an assembly. The peak clad temperature is calculated assuming a LINEAR HEAT GENERATION RATE (LHGR) for the highest powered rod which is equal to or less than the design LHGR corrected for densification. The APLHGR limits specified are equivalent to the LHGR of the highest powered fuel rod assumed in the LOCA analysis divided by its local peaking factor. A conservative multiplier is applied to the LHGR assumed in the LOCA analysis to account for the uncertainty associated with the measurement of the APLHGR.

The calculational procedure used to establish the maximum APLHGR values uses NRC approved calculational models which are consistent with the requirements of Appendix K of 10 CFR Part 50. The approved calculational models are listed in Specification 6.9.

The daily requirement for calculating APLHGR when THERMAL POWER is greater than or equal to 25% of RATED THERMAL POWER is sufficient since power distribution shifts are very slow when there have not been significant power or control rod changes. The requirement to calculate APLHGR within 12 hours after the completion of a THERMAL POWER increase of at least 15% of RATED THERMAL POWER ensures thermal limits are met after power distribution shifts while still allotting time for the power distribution to stabilize. The requirement for calculating APLHGR after initially determining a LIMITING CONTROL ROD PATTERN exists ensures that APLHGR will be known following a change in THERMAL POWER or power shape, that could place operation above a thermal limit.

3/4.11.B TRANSIENT LINEAR HEAT GENERATION RATE

The flow biased neutron flux - high scram setting and control rod block functions of the APRM instruments for both two recirculation loop operation and single recirculation loop operation must be adjusted to ensure that $\geq 1\%$ plastic strain does not occur; and, the fuel does not experience centerline melt during anticipated operational occurrences beginning at any power level and terminating at 120% of RATED THERMAL POWER. The scram settings and rod block settings are adjusted in accordance with the formula in this specification when the value of FDLRC indicates a higher peaked power distribution to ensure that an LHGR transient would not be increased in the degraded condition.

Insert E

The daily requirement for calculating FDLRC when THERMAL POWER is greater than or equal to 25% of RATED THERMAL POWER is sufficient since power distribution shifts are very slow when

5.0 DESIGN FEATURES

5.3 REACTOR CORE

Fuel Assemblies

- 5.3.A The reactor core shall contain 724 fuel assemblies. Each assembly consists of a matrix of Zircaloy clad fuel rods with an initial composition of natural or slightly enriched uranium dioxide as fuel material ~~and water rods.~~ Limited substitutions of Zirconium alloy or stainless steel filler rods for fuel rods, in accordance with NRC-approved applications of fuel rod configurations, may be used. Fuel assemblies shall be limited to those fuel designs that have been analyzed with applicable NRC staff-approved codes and methods, and shown by tests or analyses to comply with all fuel safety design bases. A limited number of lead test assemblies that have not completed representative testing may be placed in non-limiting core regions.

Zircaloy
or
ZIRLO

The assemblies may contain water rods or a water box.

Control Rod Assemblies

- 5.3.B The reactor core shall contain 177 cruciform shaped control rod assemblies. The control material shall be boron carbide powder (B_4C) and/or hafnium metal. The control rod assembly shall have a nominal axial absorber length of 143 inches.

INSERT G

- (7) XN-NF-82-06(P)(A), Qualification of Exxon Nuclear Fuel for Extended Burnup Supplement 1 Extended Burnup Qualification of ENC 9x9 BWR Fuel, Supplement 1, Revision 2, Advanced Nuclear Fuels Corporation, May 1988.
- (8) ANF-89-014(P)(A), Advanced Nuclear Fuels Corporation Generic Mechanical Design for Advanced Nuclear Fuels Corporation 9x9-IX and 9x9-9X BWR Reload Fuel, Revision 1 and Supplements 1 and 2, Advanced Nuclear Fuels Corporation, October 1991.
- (9) ANF-89-98(P)(A), Generic Mechanical Design Criteria for BWR Fuel Designs, Revision 1 and Revision 1 Supplement 1, Advanced Nuclear Fuels Corporation, May 1995.
- (10) ANF-91-048(P)(A), Advanced Nuclear Fuels Corporation Methodology for Boiling Water Reactors EXEM BWR Evaluation Model, Advanced Nuclear Fuels Corporation, January 1993.

ADMINISTRATIVE CONTROLS

- b. The analytical methods used to determine the operating limits shall be those previously reviewed and approved by the NRC in the latest approved revision or supplement of topical reports:

- (1) ANF-1125(P)(A), "Critical Power Correlation - ANFB."
- (2) ANF-524(P)(A), "ANF Critical Power Methodology for Boiling Water Reactors."
- (3) XN-NF-79-71(P)(A); "Exxon Nuclear Plant Transient Methodology for Boiling Water Reactors."
- (4) XN-NF-80-19(P)(A), "Exxon Nuclear Methodology for Boiling Water Reactors."
- (5) XN-NF-85-67(P)(A), "Generic Mechanical Design for Exxon Nuclear Jet Pump Boiling Water Reactors Reload Fuel."

(6) XN-NF-81-22(P)(A), "Generic Statistical Uncertainty Analysis Methodology."

(7) ANF-913(P)(A), "CONTRANSA2: A Computer Program for Boiling Water Reactor Transient Analysis."

(8) Commonwealth Edison Company Topical Report NFSR-0091, "Benchmark of CASMO/MICROBURN BWR Nuclear Design Methods", and associated Supplements on Neutronics Licensing Analyses (Supplement 1) and La Salle County Unit 2 Benchmarking (Supplement 2).

- c. The core operating limits shall be determined so that all applicable limits (e.g., fuel thermal-mechanical limits, core thermal-hydraulic limits, ECCS limits, nuclear limits such as shutdown margin, and transient and accident analysis limits) of the safety analysis are met. The CORE OPERATING LIMITS REPORT, including any mid-cycle revisions or supplements thereto, shall be provided upon issuance, for each reload cycle, to the NRC Document Control Desk with copies to the Regional Administrator and Resident Inspector.

6.9.8 Special Reports

Special reports shall be submitted to the Regional Administrator of the NRC Regional Office within the time period specified for each report.