Commonwealth Edison
One First National Plaza, Chicago, Illinois
Address Reply to: Post Office Box 767
Chicago, Illinois 60690

October 20, 1976

Mr. Dennis L. Ziemann, Chief
Operating Reactors - Branch 2
Division of Operating Reactors
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Subject: Dresden Station Units 2 and 3
Quad-Cities Station Units 1 and 2
Spent Fuel Storage Modifications
NRC Docket Nos. 50-237/249 and 50-254/265

Reference (a): D. L. Ziemann Letter to R. L. Bolger dated August 23, 1976, NRC Docket Nos. 50-237/249 and 50-254/265.

Reference (b): G. J. Pliml Letter to D. L. Ziemann dated September 29, 1976, NRC Docket Nos. 50-237/249 and 50-254/265.

Dear Mr. Ziemann:

Reference (b) responded to all the items in Reference (a) concerning the fuel pool modifications with the exception of Question 2 of Appendix A. The response to this questions is enclosed.

Please direct any additional questions to this office.

One (1) signed original and 59 copies are provided for your use.

Very truly yours,

G. A. Abrell
Nuclear Licensing Administrator
Boiling Water Reactors

Enclosure

Docket Nos. 50-237, 50-249, 50-254, and 50-265

Request for Additional Information (Cont'd)

QUESTION: Clarify if each rack is designed to be free standing and does not rely on any lateral restraint from the pool walls or adjacent rack structures. If lateral restraint is provided, discuss the effect of increased loading on the restraint (pool wall or existing rack structures). If no lateral restraint is required, provide the minimum clearance between adjacent racks and pool walls for the worst loading condition which includes the effects of the design basis earthquake.

RESPONSE: Each spent fuel rack was originally designed to be free standing and did not rely on lateral restraint from the pool walls or adjacent rack structures.

The minimum clearance from the spent fuel rack structures to pool walls is 8.5 inches and the maximum horizontal displacement of the rack is calculated to be 1.75 inches for the worst loading condition of design basis earthquake, therefore, the net clearance is 6.75 inches.

The addition of new racks does not add any load to the existing racks. The control blade storage racks will be relocated to available positions within the fuel storage pool. The control blade storage racks will be restrained so as to prevent damage to the spent fuel racks or the fuel pool liner during a seismic event.