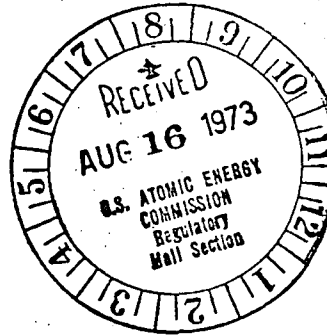




DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD (G-WS/83)
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE: 202 426-2262

- Mr. Daniel R. Muller
Assistant Director for
Environmental Projects
Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545



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50-237/249

Dear Mr. Muller:

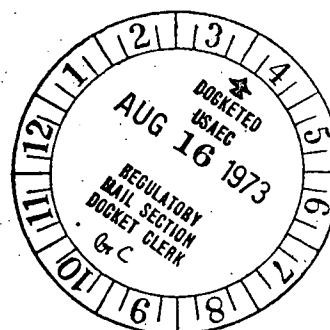
This is in response to your letter of 26 June 1973 addressed to the Department of Transportation Water Resources Coordinator concerning the draft environmental impact statement, environmental report and other pertinent papers on the Dresden Nuclear Power Station, Units 2 and 3, Grundy County, Illinois.

The concerned operating administrations and staffs of the Department of Transportation have reviewed the material submitted. Region 5 (Homewood, Illinois) of the Federal Highway Administration commented as follows:

"It is noted that fogging and icing resulting from the operation of the cooling lake will continue to be a hazard to travel on adjacent roads. In this regard, the draft statement provides that serious consideration must be given to the fog problem. It is also noted that the statement provides that during periods of intense fogging and icing, the applicant shall assure travel safety on those roads. We assume these actions would include alerting the motorist of the fog-ice problem through adequate detecting and signing, closing certain sections of the existing highways to travel during uncontrollable periods and possible modification of the plant's operations during certain atmospheric conditions for achieving relief to this problem."

The Federal Railroad Administration commented as follows:

"The Federal Railroad Administration is extremely pleased to see, in section 5.1.3., the in-depth discussion of the inductive coordination problem as it relates to railroads. The Commission is to be commended on their excellent evaluation of the problem. To further the understanding on this problem, which unfortunately has received inadequate



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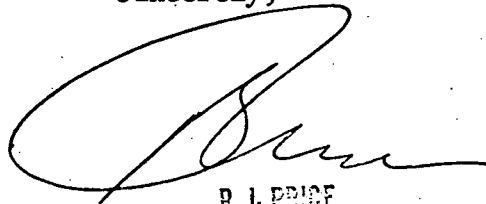
research for the past several decades, we are enclosing an excellent technical paper by Messers Judkins and Thorson of the Northern States Power Company. This paper, entitled "A System Approach to Inductive Coordination" was presented at the September 1972 meeting of the Communication and Signal Section of the Association of American Railroads."

The U. S. Coast Guard has not as yet completed their review of the project. Their comments, if any, will be submitted prior to 23 August 1973.

The Department of Transportation has no further comments to offer. We have no objection to the project. However, the problem of intense fogging and icing of the highways in the area of the cooling lake must be addressed in the final statement. This should clearly indicate the positive action the applicant will take when fog and icing conditions exist. This Department concurs in the comments of the Federal Railroad Administration regarding the in-depth discussion of the inductive coordination relating to railroads. The report referred to in the Federal Railroad Administration comments on the project is enclosed.

The opportunity for the Department of Transportation to review and comment on the draft environmental impact statement for the Dresden Project is appreciated.

Sincerely,



R. I. PRICE
Captain, U. S. Coast Guard
Deputy Chief, Office of Marine
Environment and Systems
By direction of the Commandant