BALTIMORE GAS AND ELECTRIC COMPANY

P. O. BOX 1475

BALTIMORE, MARYLAND 21203

February 25, 1980

ARTHUR E. LUNDVALL, JR.
VICE PRESIDENT
SUPPLY

Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Attn: Mr. D. G. Eisenhut, Acting Director
Division of Operating Reactors

Subject: Calvert Cliffs Nuclear Power Plant
Units Nos. 1 & 2, Dockets Nos. 50-317 & 50-318
HP/LP System Isolation Check Valves

Reference: NRC letter (undated), received 2/23/80 from
D. G. Eisenhut to All LWR Licensees, LWR Primary
Coolant System Pressure Isolation Valves

Gentlemen:

The referenced letter requested us to examine those high pressure piping systems which connect the Reactor Coolant System to low pressure piping systems to determine if an Event V isolation valve configuration, as described in the Reactor Safety Study (WASH-1400), exists in the Class I portion of the piping. This configuration is defined as two check valves in series or two check valves in series with a motor-operated valve followed by low pressure piping outside containment.

Attachment 1 to this letter shows the typical configuration of the Low Pressure Safety Injection (LPSI) piping and charging pump piping for both units of Calvert Cliffs Nuclear Power Plant. As can be seen, the LPSI design consists of three check valves in series with a normally closed motor-operated valve. All of the piping in this portion of the system has a design pressure rating of 2485 psig. It can likewise be seen that the charging system design consists of three check valves and four normally open isolation valves in series with the charging pump. All piping from the charging pump to the Reactor Coolant System has a design rating of 2485 psig or greater, as indicated. There are no other high pressure piping systems which connect the Reactor Coolant System to a low pressure piping system outside containment using isolation check valves.

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We have, therefore, determined that no Event V piping configurations exist in any of the applicable high pressure piping systems at Calvert Cliffs. This constitutes our response to this issue pursuant to 10 CFR 50.54 (f) and in accordance with the guidance contained in the referenced letter. If you have any questions concerning our response, please do not hesitate to contact us.

Baltimore Gas and Electric Company

By A. E. Lundvall, Jr.
A. E. Lundvall, Jr.
Vice President Supply

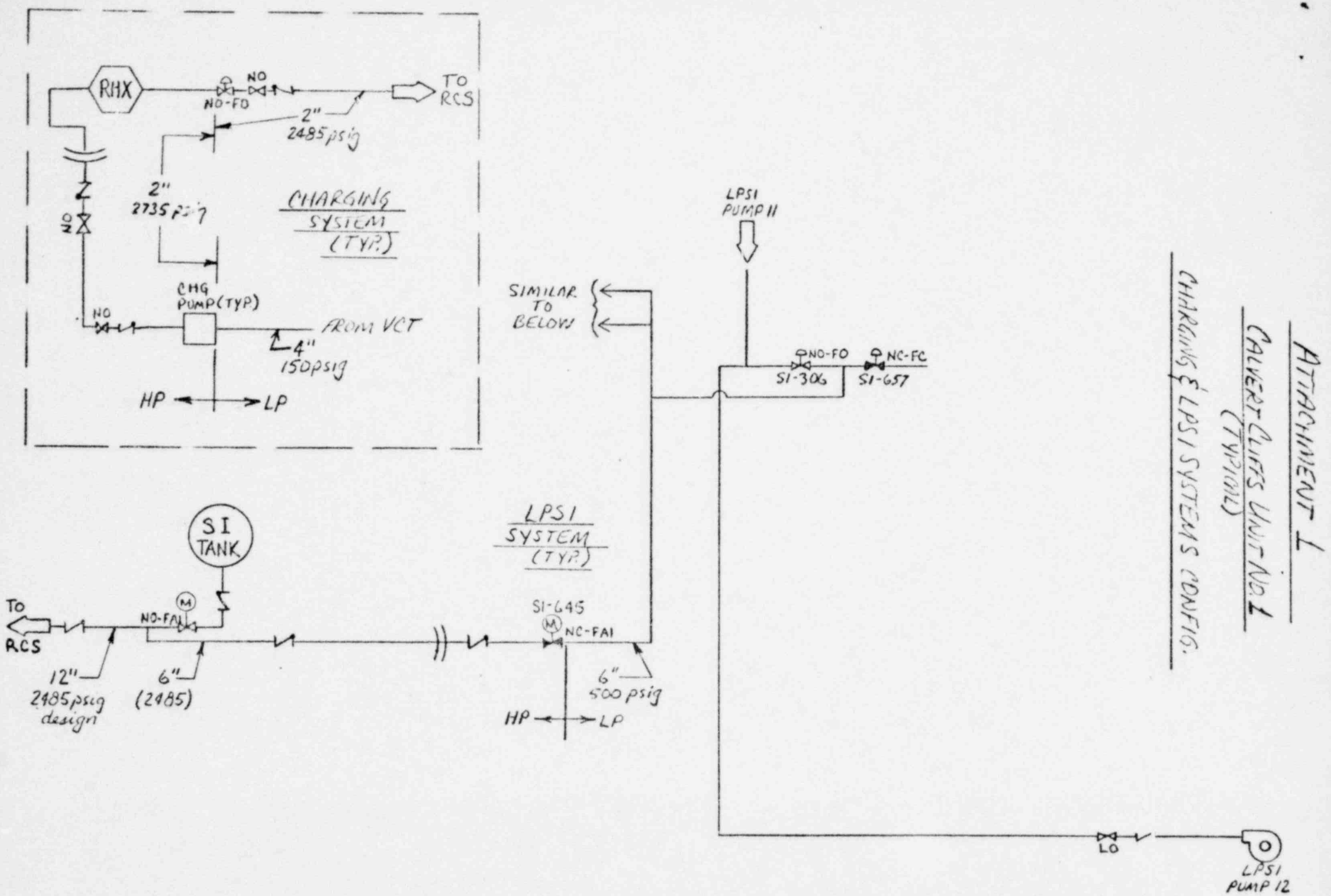
STATE OF MARYLAND:
: TO WIT:
CITY OF BALTIMORE:

Mr. A. E. Lundvall, Jr. being duly sworn, states that he is Vice President of the Baltimore Gas and Electric Company, a corporation of the State of Maryland; that he executed the foregoing response for the purposes therein set forth; that the statements made in said response are true and correct to the best of his knowledge, information and belief; and that he was authorized to execute the response on behalf of said corporation.

WITNESS my hand and Notarial Seal. Ruth H. Grese

My Commission Expires: July 1, 1982

cc: J. A. Biddison, Esquire
G. F. Trowbridge, Esquire
Mr. E. L. Conner, Jr.


RHX
NO
NO-FO
TO RCS
2"
2485 psig
2"
2735 psig
CHARGING SYSTEM (TYP.)
NO
CHG PUMP (TYP)
FROM VCT
4"
150 psig
HP
LP
SIMILAR TO BELOW
LPSI PUMP 11
NO-FO
NC-FC
SI-306
SI-657
SI TANK
LPSI SYSTEM (TYP.)
TO RCS
NO-FA
SI-645
NC-FAI
12"
2485 psig design
6"
(2485)
6"
500 psig
HP
LP
LO
LPSI PUMP 12
ATTACHMENT 1
CALVERT CLIFFS UNIT NO. 1
(TYPICAL)
CHARGING & LPSI SYSTEMS CONFIG.