



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
REGION III  
799 ROOSEVELT ROAD  
GLEN ELLYN, ILLINOIS 60137

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Docket No. 50-461

Illinois Power Company  
ATTN: Mr. W. C. Gerstner  
Executive Vice President  
500 South 27th Street  
Decatur, IL 62525

Gentlemen:

Thank you for your interim report dated October 20, 1980, pursuant to 10 CFR 50.55(e) regarding inadequate constructions controls and electrical raceway hanger installation. We will review your final report on this matter upon receipt.

Your cooperation with us is appreciated.

Sincerely,

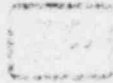
G. Fiorelli, Chief  
Reactor Construction and  
Engineering Support Branch

cc: Director, RCI/IE  
Director, AEOD  
Chief, OEB/MPA  
IE Files

cc w/ltr dtd 10/20/80:  
Central Files  
PDR  
Local PDR  
NSIC  
TIC  
Mr. Dean Hansell, Office of  
Assistant Attorney General  
Mr. Gary N. Wright, Chief  
Division of Nuclear Safety

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ILLINOIS POWER COMPANY



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L14-80(10-20)-9

500 SOUTH 27TH STREET, DECATUR, ILLINOIS 62525

October 20, 1980

Mr. James G. Keppler  
Director, Region III  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Dear Mr. Keppler:

Clinton Power Station Unit 1  
Docket 50-461  
Construction Permit CPPR-137

On September 16, 1980, Illinois Power Company verbally notified Mr. H. M. Wescott of a potential reportable deficiency involving inadequate construction controls and electrical raceway hanger installation. Illinois Power Company has conducted an investigation into this matter and finds that the deficiency is reportable pursuant to the provisions of 10CFR50.55(e)(iii).

This is an interim report describing the results of our investigation and the corrective action taken to date. A final report will be submitted within sixty days.

1. Statement of Reportable Deficiency

Some completed (constructed and inspected) and in-process (in various stages of construction or constructed and not inspected) electrical raceway hangers were found to be in non-conformance with approved current revision design documents. At that time approximately 1,700 had been completed, 1,400 more hangers were awaiting final inspection, and 5,000 hangers were under construction.

2. Investigation Results

The investigation included (1) a survey to ascertain hanger compliance to applicable design requirements and (2) review of raceway installation controls, particularly the design revision processing mechanism and the traveler system.

One hundred ninety (190) completed and in-process raceway hangers were inspected for conformance to the latest revision design documents. Sixty-eight (68) completed and in-process hangers were found to deviate from the design requirements.

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Mr. James G. Keppler

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2. Investigation Results (continued)

Sixteen (16) completed hangers had revisions to details that had not been implemented. The sixteen (16) deviations are attributable to the inadequacy of the raceway installation procedures to provide for (1) an accurate record of the detail used, (2) identification of design revisions to completed hangers, and (3) implementation of revisions to completed hangers.

Deviations to in-progress hangers occurred because of the complexity of the engineering-to-construction interface, which required field reference to numerous design documents and field control of detail alternate selection.

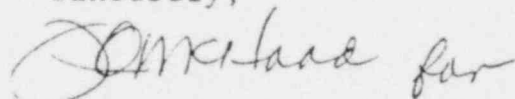
3. Corrective Action

Issuance of travelers for safety-related hangers in all areas except containment was suspended on September 16, 1980. Subsequently, installation procedures and controls were modified to assure that hanger installation would conform to current drawing requirements and that post-installation and design changes (if any) would be incorporated and documented in all applicable cases.

Installation work was resumed under revised controls on September 22, 1980. Additional corrective action to backfit the earlier work and to fully implement future possible design changes is still being developed and will be implemented in a timely manner.

When the limited corrective action which is still being developed as described above and a final evaluation of the potential safety implications (had this problem gone undetected) have been developed, the final report on this deficiency will be filed in accordance with applicable regulatory requirements.

Sincerely,



W. C. Gerstner  
Executive Vice President

dl

cc: H. H. Livermore, NRC Resident Inspector  
Director, Office of I&E, NRC, Washington, D.C.  
Director-Quality Assurance