



Commonwealth Edison

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February 3, 1981

Mr. B. J. Youngblood, Chief
Licensing Branch 1
Division of Licensing
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Subject: LaSalle County Station Units 1 and 2 Auxiliary Spillway
Modifications, NRC Docket Nos. 50-373/374
LOD 81-40-03

Reference: (a) V. Reklaitis letter to L.O. DelGeorge; dated January 28, 1981.

Dear Mr. Youngblood:

Enclosed for your information is a summary report which discusses the status of modifications made and in process on the LaSalle County Station auxiliary spillway. This information is documented in the architect-engineer (Sargent & Lundy) report (Reference a) and structural design drawing S-69. The final rip-rap layer is currently being layed at a rate of about 1000 tons per month - constrained only by the availability of materials. At this placement rate, the modification is scheduled to be completed by June, 1981 prior to Unit 1 fuel loading. This modification has been the subject of continuing inspection by the Regional Office of Inspection and Enforcement.

In the event you have any questions in this regard, please direct them to this office.

Very truly yours,

L.O. DelGeorge
Nuclear Licensing Administrator

Enclosure

cc: NRC Resident Inspector-LSCS

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**SARGENT & LUNDY
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January 28, 1981
Project Nos. 4266, 4267

Commonwealth Edison Company
LaSalle County Station - Units 1&2

Auxiliary Spillway Modifications

Mr. L. O. Del George
Commonwealth Edison Company
P. O. Box 767
Chicago, Illinois 60690

Dear Mr. Del George:

At your request, I have summarized the history of the LaSalle County Station's Cooling Lake Auxiliary Spillway Modifications and described in detail the final modification which is now in progress.

After completion of the initial construction of the auxiliary spillway, NRC visited the spillway and commented on the extremely large size of some of the riprap. Subsequently, a commitment was made to break down the larger stone in order to correct the gradation. The larger stones were broken and additional riprap was placed to insure that adequate riprap layer was provided. At this point, in-place gradation tests were performed. The results of the tests indicated that the riprap now was finer than required by design and specifications.

In order to provide a spillway that can withstand the design water velocity, a spillway modification shown in Section T-T and Section U-U on Drawing S-69 is in progress of construction. Three micro copies of Drawing S-69 are enclosed with the letter.

The final modification shown in Section T-T consists of adding a 30" thick layer of new riprap and flattening the spillway slope to 30 to 1. The flatter slope will reduce the maximum water design velocity to 7 fps and will require Type "D" riprap which is specified on Drawing S-69.



SARGENT & LUNDY
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Mr. L. O. Del George
Commonwealth Edison Company

January 28, 1981
Page 2

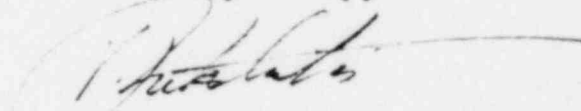
The space between the new layer of riprap and the existing riprap will be filled with Type "E" bedding material which is also specified on Drawing S-69.

At the top of the spillway a wedge shape concrete pavement is indicated. The concrete pavement is required because the existing riprap at this location will not resist higher water velocities without restricting the flow over the spillway. At the bottom of the spillway a trench filled with riprap for protection against potential soil scour will be provided.

At this time, the concrete pavement has been constructed, the bedding material has been placed, and the trench has been filled with riprap. The placement of the final layer of riprap is in progress and will be completed prior to fuel load.

If you have any other questions, please contact me.

Yours very truly,



V. Reklaitis
Structural Project Engineer

VR:cah
Enclosures
Copies:

T. E. Watts (1/1 enc.)
R. T. Rose (1/1 enc.)
K. T. Kostal (1/1 enc.)
E. R. Weaver (1/1 enc.)
V. S. S. Annambhotla (1/1 enc.)
D. C. Haan (1/1 enc.)
L. L. Holish (1/1 enc.)