

UNION ELECTRIC COMPANY
1901 GRATIOT STREET
ST. LOUIS, MISSOURI

JOHN K. BRYAN
VICE PRESIDENT

March 13, 1981

MAILING ADDRESS:
P. O. BOX 149
ST. LOUIS, MISSOURI 63166



Mr. Harold R. Denton
Director of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Dear Mr. Denton:

ULNRC-424

DOCKET NUMBER 50-483 AND 50-486
CALLAWAY PLANT, UNITS 1&2
FINAL SAFETY ANALYSIS REPORT

Reference: NRC Letter dated Jan. 30, 1981 signed by R. L. Tedesco

The referenced letter requested additional information concerning the Callaway Plant FSAR. Transmitted herewith are responses to questions in the referenced letter. This information will be formally incorporated into the Callaway Plant FSAR in the next revision. This information is hereby incorporated into the Callaway Application.

Very truly yours,

A handwritten signature in cursive script, appearing to read "John K. Bryan".

for John K. Bryan

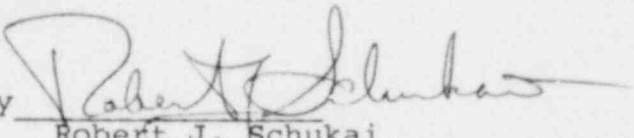
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STATE OF MISSOURI)
) S S
CITY OF ST. LOUIS)

Robert J. Schukai, of lawful age, being first duly sworn upon oath says that he is General Manager-Engineering (Nuclear) for Union Electric Company; that he has read the foregoing document and knows the content thereof; that he has executed the same for and on behalf of said company with full power and authority to do so; and that the facts therein stated are true and correct to the best of his knowledge, information and belief.

By 
Robert J. Schukai
General Manager-Engineering
Nuclear

SUBSCRIBED and sworn to before me this 13th day of March, 1981



K. A. MOLLET
NOTARY PUBLIC, STATE OF MISSOURI
MY COMMISSION EXPIRES MAR. 10, 1983
ST. LOUIS COUNTY

cc: Glenn L. Koester
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SNUPPS-C

Item 311.1: Your response to FSAR question 310.2 discusses land
(2.1) use (as does Sections 2.1.1.2 and 2.1.3.3.4 of the ER)
and indicated that land on the site not directly
preempted for power production process is being made
available for various levels of public use or
development including research. Please provide a more
explicit list of activities contemplated and those
activities which will be excluded.

Response: We have no plans to conduct any research. Our studies
would be limited to wildlife population and harvest
surveys. These would not contribute to any increased
use or safety problems.

Those activities which have any potential to interfere
with the power production process would be excluded.
All other activities will be reviewed and approved by
Union Electric prior to implementation.

SNUPPS-C

Item 311.2 (2.1.2) Section 2.1.1.2.1.3 (Page 2.1-4 to 2.1-6) identifies tracts of land within the plant corridor area that are not owned. Please clearly indicate these on Figure 2.1-2. Please correct first paragraph on page 2.1-6 which states: "1 1/2 acres being one acre wide. . .".

Response: All land described in FSAR Section 2.1.1.2.1.3 is owned by Union Electric Company. The exceptions noted in that description are not corridor and are not owned by UE.

Attached is a copy of the revised FSAR Section 2.1.1.2.1.3. You will note that we have added three additional tracts of land which were acquired after the original section was prepared and submitted.

The areas on Figure 2.1-2 entitled Plant Site Area, Plant Corridor Area and Plant Site Peripheral Area are owned by Union Electric.

2.1.1.2.1.3 Plant Corridor Area

The corridor area is described as beginning at the point of intersection of the North and South centerline of Section 23, Township 46 North, Range 8 West and the North line of said Section 23 and running thence South along the North and South centerline of said Section 23 and Section 26 a distance of 9240 feet, more or less, to the South line of the Northwest Quarter of the Southeast Quarter of said Section 26; thence East along said South line a distance of 1320 feet, more or less, to the West line of the East half of the Southeast Quarter of said Section 26; thence South along the West line of the East Half of the Southeast Quarter of said Section 26 a distance of 1320 feet, more or less, to the South line of said Section 26; thence East along the South line of said Section 26 a distance of 660 feet, more or less, to the West line of the East half of the Northeast Quarter of the Northeast Quarter of Section 35, Township 46 North, Range 8 West; thence South along the West line of the East Half of the Northeast Quarter of the Northeast Quarter of said Section 35 a distance of 1320 feet, more or less, to the South line of the North Half of the Northeast Quarter of said Section 35; thence West along the South line of the North Half of the Northeast Quarter of said Section 35 a distance of 1980 feet, more or less, to the North and South centerline of said Section 35; thence South along the North and South centerline of said Section 35, a distance of 1320 feet, more or less, to the center of said Section 35; thence West along the East, and West centerline of said Section 35 a distance of 1500 feet, more or less, to the Easterly line of U.S. Survey 1712; thence Southeast along said survey line a distance of 1675 feet, more or less, to the North line of the MK & T Railroad Right of Way; thence Easterly along the North line of said Right of Way a distance of 2900 feet, more or less, to the centerline of Logan Creek; thence continuing Easterly downstream along the centerline of said creek a distance of 4200 feet, more or less, to the intersection of the centerline of said creek with the North and South centerline of Section 36, Township 46 North, Range 8 West; thence North along said centerline of Section 36 a distance of 4500 feet, more or less, to the North line of said Section 36; thence West along the North line of said Section 36 a distance of 1320 feet, more or less, to the Southeast corner of the Southwest Quarter of the Southwest Quarter of Section 25, Township 46 North, Range 8 West; thence North along the East line of the Southwest Quarter of the Southwest Quarter of said Section 25 a distance of 1320 feet, more or less, to the North line of the Southwest Quarter of the Southwest Quarter of said Section 25; thence West along the North line of the Southwest Quarter of the Southwest Quarter of said Section 25 a distance of 660 feet, more or less, to the East line of the West Half of the Northwest Quarter of the Southwest Quarter of said Section 25; thence North along the East line of the West Half of the Northwest Quarter of the Southwest Quarter of said Section 25 a distance of 1320 feet, more

or less, to the East and West centerline of said Section 25; thence East along the said East and West centerline of Section 25 a distance of 3300 feet, more or less, to the East line of the West Half of the Northwest Quarter of said Section 25; thence North along the East line of the West Half of the Northeast Quarter of said Section 25 and the East line of the West Half of the East Half of Section 24, Township 46 North, Range 8 West a distance of 7920 feet, more or less, to the North line of said Section 24; thence West along the North line of said Section 24 and said Section 23 a distance of 6600 feet, more or less, to the point of beginning.

ALSO the East Half of the Southeast Quarter of the Northwest Quarter of Section 26, Township 46 North, Range 8 West; and a 41.91 acre tract of land lying between M.K.T. R.R. right of way and Missouri State Highway 94 extending Easterly from the East line of U.S. Survey 1712 to Logan Creek as aforesaid being located in U.S. Survey 1736 and Fractional Section 35, Township 46 North, Range 8 West and 57 acres in Fractional Section 5, Township 45 North, Range 7 West and in Fractional Section 32, Township 46 North, Range 7 West and Toe Head Island together with all accretions thereto; and 16.20 acres in the Southwest Quarter of the Southwest Quarter of Section 32, Township 46 North, Range 7 West, lying South of Missouri State Highway 94 and North of the M.K.T. Railroad right of way; and 16 acres more or less located in the West part of the Southwest Quarter of Section 32, Township 46 North, Range 7 West.

ALSO a one acre, more or less, tract of land in the Southwest Quarter of the Southwest Quarter of Section 32, Township 46 North, Range 7 West extending Southwardly approximately 200 feet from Logan Creek and approximately 200 feet East of Missouri State Highway 94, and approximately one acre in the West part of the Southwest Quarter of Section 32, Township 36 North, Range 7 West lying between the MK&T Railroad and Logan Creek and lying East of Missouri State Highway 94. Also an 11 acre tract of land in the Southwest Quarter of the Southwest Quarter of Section 31, Township 46 North, Range 7 West lying between Logan Creek and Missouri State Highway 94, bounded on the North and West by Logan Creek, on the South by Missouri State Highway 94 and on the East by the East line of the Southwest Quarter of the Southwest Quarter of said Section 31.

EXCEPTING THEREFROM the following tracts of land on which negotiations are not in progress, pending, or contemplated at this time.

1 acre being the Southwest 1 acre of the Southeast Quarter of the Southeast Quarter of Section 26, Township 46 North, Range 8 West.

1½ acres being one acre wide on the East side of the county road and 1½ acres deep to the East of said road and located in the Northwest corner of the Southeast Quarter of the Southeast Quarter of Section 26, Township 46 North, Range 8 West.

3 acres in the Northeast corner of the Northwest Quarter of the Southeast Quarter of Section 26, Township 46 North, Range 8 West.

Approximately 2015 acres of land are owned in fee within the corridor area.

The nature and source of authority to determine all activities on this property is by virtue of the rights of ownership thereof.

SNUPPS-C

Item 311.3
(2.1.3)

Section 2.1.3.3, page 2.1-10 (and ER Section 2.1.2.3, Page 2.1-6) states "Lost Canyon Lakes is a recreational vehicle and trailer park development approximately 2.2 miles north of the site. The development has approximately 800 sites currently in use, and its developers hope to sell an additional 500 to 600 sites by September, 1980. No permanent residential structures are allowed within Lost Canyon Lakes."

"Current average summer weekend use of Lost Canyon Lakes is estimated to be around 400 persons with usage on peak holiday weekends approaching 1,000 persons (Utley, 1979)." Please update this information and include:

- a. Projected total number of sites at completion of project, and
- b. Projected end of project usage on seasonal, weekday, and weekend basis if significantly different.

Response:

- a. The total number of camper sites planned for Lost Canyon Lakes is 1,720. In January 1981 approximately 1,100 of the sites had been sold. Since the 1979 interview, the developer has planned 110 3-acre homesites. However, he indicated in January 1981 that the homesites are not selling.
- b. Approximately 600 people use Lost Canyon Lakes on a typical weekend, while usage is about 200 people on an average weekday. Maximum usage on a holiday is about 1,400. From December 15 through February 15 there is very little usage. The developer did not furnish data for projected end of project usage.

Reference: Lewis, R.L. 1981. Written Communications (January 28).

SNUPPS-C

Item 311.4 (2.2) Please identify the shipping routes and maximum single shipment quantity of explosives discussed in Section 2.2.1.2.4 (Page 2.2-6). Please confirm that explosives are not shipped via County Roads 335 and 337 through the Exclusion Area.

Response: Section 2.2.1.4 of the FSAR contains the following paragraph regarding explosives shipments in the area.

"The most hazardous materials that may be shipped by highway are labeled Class A explosives and include such materials as dynamite, blasting caps, bombs, and other high explosives. The maximum amount of explosives that may be shipped by truck is 42,000 to 48,000 pounds. These shipments are routed through less populated areas to their destination. The closest route to the plant site that would be used by firms shipping such materials would be U.S. Highway 94. U.S. Highway 94 is located approximately 3.7 miles from the plant site at its closest point. The amount of explosives shipped along U.S. Highway 94 is unknown. There are no federal, state, or local agencies that are required by law to keep records of transportation of hazardous materials and no data are available (Doyle, 1978)."

Hence, no records exist that would indicate that explosives are shipped via County Roads 335 and 337.