

The Light company

Houston Lighting & Power South Texas Project Electric Generating Station P. O. Box 289 Wadsworth, Texas 77483

October 5, 1995
ST-HL-AE-5185
File No.: G03.08
10CFR73.55

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, DC 20555

South Texas Project
Units 1 and 2
Docket Nos. STN 50-498; STN 50-499
Description Update of Vehicle Control
Measures as Required by 10 CFR 73.55(c)(7)

Reference: Houston Lighting and Power Company letter to Nuclear Regulatory Commission Document Control Desk, "Summary Description of Proposed Vehicle Control Measures as Required by 10 CFR 73.55(c)(7), Dated February 23, 1995 (ST-HL-AE-4999)

The South Texas Project Electric Generating Station submits the attached Description Update to the Vehicle Control Measures referenced above. The referenced Proposed Vehicle Control Measure was required by 10 CFR 73.55(c)(7) as required by 10 CFR Part 73 Final Rule dated July 26, 1994. Results of the vehicle bomb comparison, Attachment 1 of the referenced Proposed Vehicle Control Measures, are still valid and are not included with this Description Update.

After an extensive review and re-evaluation of the referenced Proposed Vehicle Control Measures, the South Texas Project has found the proposed jersey barriers were not the best suitable barrier to utilize at all locations identified in the referenced communication. The South Texas Project has elected to enhance the existing cable barrier system and jersey barriers. The enhancements for cable barriers and the jersey barriers have been identified in the final design and differ from the referenced Proposed Vehicle Control Measures in the following manner:

1. Instead of using jersey barriers for most segments, the existing single cable barrier system is upgraded to meet the required crash rating by increasing the strength and size of the anchors and converting it to a double cable barrier of longer length.
2. Jersey barriers, when used, are strengthened by anchoring them to the base material and connecting them with W-beam rails.
3. Where underground installations are impacted, enhanced barriers, poured at the location, are used. These barriers are based upon designs submitted through the Nuclear Energy Institute (NEI).

MISC-95/5185

Project Manager on Behalf of the Participants in the South Texas Project
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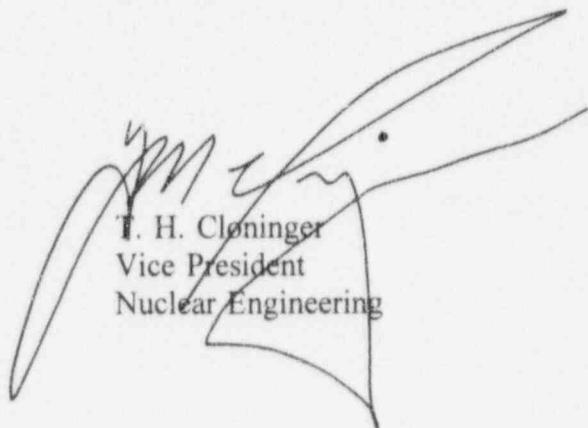
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4. Active barriers are Overly Model CB-7050 units that are protected against unauthorized operation with high security hasps and locks.

The attached site drawing depicts only the vehicle barrier system and is not considered Safeguards Information.

The South Texas Project Electric Generating Station will fully implement the required vehicle control measures as updated by this submittal, on or before February 29, 1996.

If you have any questions, please contact Mr. H. R. Pate at (512) 972-7787 or me at (512) 972-8787.



T. H. Cloninger
Vice President
Nuclear Engineering

HRP:KJT/lf

Attachment: 1. Site Drawing 9Y-28-0-Y36087 (5 Copies)

c: *

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* Above copies distributed without Attachment except as noted by asterisk

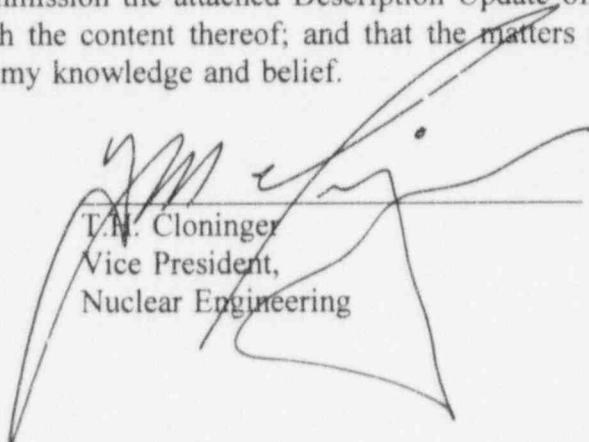
UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION

In the Matter)
)
Houston Lighting & Power)
Company, et al)
)
South Texas Project)
Units 1 and 2)

Docket Nos. 50-498
50-499

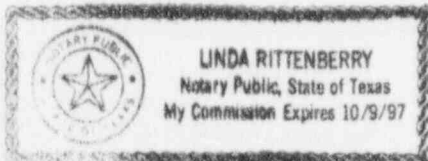
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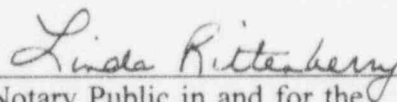
I, T. H. Cloninger, being duly sworn, hereby depose and say that I am Vice President, Nuclear Engineering, of Houston Lighting & Power Company; that I am duly authorized to sign and file with the Nuclear Regulatory Commission the attached Description Update of Vehicle Control Measures; that I am familiar with the content thereof; and that the matters set forth therein are true and correct to the best of my knowledge and belief.


T.H. Cloninger
Vice President,
Nuclear Engineering

STATE OF TEXAS)
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Subscribed and sworn to before me, a Notary Public in and for the State of Texas, this
5TH day of October, 1995.




Notary Public in and for the
State of Texas

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