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General Offices: 1945 West Parnall Road, Jackson, MI 49201 • (517) 788-0550

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Dr Frederick P Cowan  
Atomic Safety & Licensing  
Board Panel  
6152 N Verde Trail  
Apt B-125  
Boca Raton, FL 33433

Mr Charles Bechhoefer, Esq  
Atomic Safety & Licensing  
Board Panel  
US Nuclear Regulatory Commission  
East-West Towers  
Room E-413  
4350 East-West Highway  
Bethesda, MD 20014

Dr Jerry Harbour  
Atomic Safety & Licensing  
Board Panel  
US Nuclear Regulatory Commission  
East-West Towers  
Room E-454  
4350 East-West Highway  
Bethesda, MD 20014

Dear Board Members:

By copy of a letter dated November 21, 1984, from R J Erhardt to H R Denton, the Board was informed that logs "B-1 through B-4" of borings taken in 1977 in the area of the diesel fuel oil tanks at the Midland Nuclear Plant were in fact logs of borings taken elsewhere in the Midland area. Testing data indicates that a series of borings, also labeled "B-1 through B-4," was made at the diesel fuel oil tank area, but CPCo is now informed by Bechtel that the two series were confused, and data from the wrong series was transmitted to the NRC. The Applicant has reviewed the effect of this erroneous information on its technical analysis of the soils underlying the diesel fuel oil tanks and concludes that the only technical issue potentially affected is the liquefaction of soils below the diesel fuel oil tanks.

Professor Richard Woods, the Applicant's liquefaction witness, testified on November 20, 1982 concerning the potential for liquefaction of soils underlying the diesel fuel storage tanks. Professor Woods' testimony relied, in part, on an analysis of liquefaction performed by Bechtel that assumed the existence of a sand layer beneath the entire tank area, but not extending beyond the tank area, at a depth and thickness representative of information obtained from boring DF-5 taken in 1979. This boring (DF-5) is not one of the borings called into question by recent information. Dr Woods initial analysis of liquefaction of soils beneath the tanks, which was based on a review of Bechtel's analysis of the same subject and was performed independent

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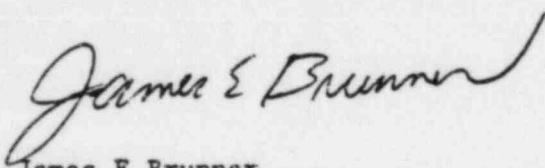
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of the information in borings B-1 through B-4, concluded that liquefaction did not pose a safety problem for the tanks. Subsequently, but prior to his testimony on November 20, 1982, Dr Woods reviewed the data from the records B-1 through B-4 later found to be erroneous and determined that they did not alter his previous conclusion.

In presentations to the NRC Staff that preceded the filing of testimony, Consumers Power technical staff concluded that the sand pocket found in boring DF-5 does not extend beyond the tank area, in part, on the basis of information contained in the log of 1977 boring B-1 that has now been determined to be invalid. Testing data available from the B-1 through B-4 borings taken in the diesel fuel tank area indicate material acceptable for its intended purpose at the elevations where tests were taken, however none of the borings extend to the depth necessary to provide information as to the actual extent of the sand pocket observed in boring DF-5. Because of these circumstances, the Applicant has determined that the analysis of the liquefaction potential of the soils beneath the diesel fuel oil tanks is inconclusive.

Because of the shutdown of the Midland project, the Applicant does not now plan to perform the additional analyses or obtain additional field information to close out this issue. We will keep the Board informed of any further developments on this matter.

Thank you for your attention.



James E Brunner

JEB/lr

CC: HRDenton, NRR, Washington, DC  
Administrator, Region III  
NRR Project Manager, Washington, DC  
Midland Project Section Chief, Region III

OM/OL SERVICE LIST

Mr Frank J Kelley  
 Attorney General of the  
 State of Michigan  
 Ms Carole Steinberg  
 Assistant Attorney General  
 Environmental Protection Division  
 720 Law Building  
 Lansing, MI 48913

Mr Myron M Cherry, Esq  
 Suite 3700  
 Three First National Plaza  
 Chicago, IL 60602

Mr Wendell H Marshall  
 RFD 10  
 Midland, MI 48640

Mr Charles Bechhoefer, Esq  
 Atomic Safety & Licensing  
 Board Panel  
 U S Nuclear Regulatory Commission  
 East-West Towers, Room E-413  
 Bethesda, MD 20014

Dr Frederick P Cowan  
 6152 N Verde Trail  
 Apt B-125  
 Boca Raton, FL 33433

Mr Fred C Williams  
 Isham, Lincoln & Beale  
 1120 Connecticut Ave, NW, Suite 840  
 Washington, DC 20036

Mr James E Brunner, Esq  
 Consumers Power Company  
 212 West Michigan Avenue  
 Jackson, MI 49201

Atomic Safety & Licensing  
 Appeal Board  
 U S Nuclear Regulatory Commission  
 Washington, DC 20555

Mr C R Stephens (3)  
 Chief, Docketing & Services  
 U S Nuclear Regulatory Commission  
 Office of the Secretary  
 Washington, DC 20555

Ms Mary Sinclair  
 5711 Summerset Street  
 Midland, MI 48640

Mr William D Paton, Esq  
 Counsel for the NRC Staff  
 U S Nuclear Regulatory Commission  
 Washington, DC 20555

Atomic Safety & Licensing  
 Board Panel  
 U S Nuclear Regulatory Commission  
 Washington, DC 20555

Ms Barbara Stamaris  
 5795 North River Road  
 Rt 3  
 Freeland, MI 48623

Dr Jerry Harbour  
 Atomic Safety & Licensing  
 Board Panel  
 U S Nuclear Regulatory Commission  
 East-West Towers, Room E-454  
 Bethesda, MD 20014

Mr M I Miller, Esq  
 Isham, Lincoln & Beale  
 Three First National Plaza  
 52nd Floor  
 Chicago, IL 60602

Mr Steve Gadler, Esq  
2120 Carter Avenue  
St Paul, MN 55108

Mr P Robert Brown  
Clark, Klein & Beaumont  
1600 First Federal Bldg  
Woodward Ave  
Detroit, MI 48226

Mr John DeMeester, Esq  
Dow Chemical Building  
Michigan Division  
Midland MI 48640

Ms Lynne Bernabei  
Government Accountability Project  
1901 Q Street, NW  
Washington, DC 20009